

In Parliament—Session 1887.

EDINBURGH NORTHERN TRAMWAYS.

(Revival of Powers and Extension of Time for Compulsory Purchase of Lands; Extension of Time for Completion of Tramways; New Tramways, Pitt Street to Stockbridge, &c.; Compulsory Purchase of Lands; Powers to Purchase, Hire, and Work Omnibuses and other Vehicles, &c.; Power to levy Tolls, Rates, and Charges; Provisions as to Breaking up, User, Maintenance, &c., of Streets, Roads, &c.; Agreements with Local and Road Authorities and others; Additional Capital, and further Money Powers; Amendment of Acts; and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Edinburgh Northern Tramways Company (in this notice called the Company) for leave to bring in a Bill (in this notice called the Bill) for the purposes, or some of the purposes, following, that is to say:—

To revive the powers granted and extend the time limited by the Edinburgh Northern Tramways Act, 1884 (in this notice called the Act of 1884), for the compulsory purchase of lands and houses, and to extend the time limited by the said Act for the completion and opening for public traffic of the Tramways and works by that Act authorised, or any one or more of them.

To authorise the Company to make, form, lay down, and maintain and work with all proper rails, plates, points, junctions, sleepers, engines, engine-houses, tubes, subways, cables, ropes, manholes, houses, offices, stables, warehouses, and other works and conveniences connected therewith, the Tramways hereinafter described, or some or one of them, that is to say:—

A Tramway No. 1, partly situated in the Parish of St. Cuthberts and partly in the Parish of the City of Edinburgh, commencing in Pitt Street, in the Parish of St. Cuthberts, by a junction with the Tramway No. 1 authorised by the Act of 1884 at a point 0.75 chains or thereby southwards from the intersection of Henderson Row with Pitt Street, passing thence along Pitt Street and into and along Henderson Row, Claremont Place, Deanbank Place, Hamilton Place, and terminating in Glanville Place, Kerr Street, in the Parish of St. Cuthberts, by a junction with Tramway No. 6 authorised by the Act of 1884 at a point 0.80 chains or thereby south-eastwards from the intersection of Glanville Place, Kerr Street, with Hamilton Place. Tramway No. 1 will be laid as a single line except at the following places, where it will be laid as a double line, that is to say:—In Claremont Place, Deanbank Place, and Hamilton Place from a point 1.65 chains or thereby eastwards from the intersection of Clarence Street with Claremont Place to a point 1.85 chains or thereby south-westwards from the before-mentioned intersection of Clarence Street with Claremont Place.

A Tramway No. 2, situated wholly in the Parish of the City of Edinburgh, commencing in the roadway of Pitt Street and Brandon Street by a junction with Tramway No. 1 authorised by the Act of 1884 at a point 0.75 chains or thereby northward from the before-mentioned intersection of Henderson Row with Pitt Street, and passing

thence along said roadway and into and along Henderson Row, and terminating by a junction with the proposed Tramway No. 1 at a point in Henderson Row 0.95 chains or thereby westwards from the aforesaid intersection of Henderson Row with Pitt Street. Tramway No. 2 will be laid as a single line throughout.

A Tramway No. 3, situated wholly in the Parish of St. Cuthberts, commencing in Stockbridge, by a junction with the Tramway No. 6 authorised by the Act of 1884 at a point 0.85 chains or thereby north-westwards from the intersection of Glanville Place, Kerr Street, with Hamilton Place, and passing thence along Stockbridge and into and along Hamilton Place, and terminating in Hamilton Place by a junction with the proposed Tramway No. 1 at a point 0.90 chains or thereby north-eastwards from the before-mentioned intersection of Glanville Place, Kerr Street, with Hamilton Place. Tramway No. 3 will be laid as a single line throughout.

All which said intended Tramways will be made or pass from, in, through, or into, or be situate in the several parishes and Royal Burgh following, or some or one of them, that is to say:—the parishes of the City Parish of Edinburgh and St. Cuthberts, and the Royal Burgh, City, and County of the City of Edinburgh, all in the County of Edinburgh.

At the following places it is proposed to lay the Tramways so that, for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the street or road hereinafter mentioned and the nearest rail of the Tramway.

TRAMWAY NO. 1.

(1.) In Hamilton Place and Deanbank Place, on the north-west side thereof, between points respectively 7.40 chains or thereby and 0.20 chains or thereby south-westwards from the intersection of Clarence Street with Hamilton Place.

(2.) In Hamilton Place, on the south-east side thereof, between points respectively 1.90 chains or thereby and 0.75 chains or thereby south-westwards from the intersection of Clarence Street with Hamilton Place.

TRAMWAY NO. 3.

(3.) In Stockbridge, on the north-east side thereof, and in Hamilton Place, on the north-west side thereof, between a point in Stockbridge 0.85 chains or thereby north-westwards from the intersection of Glanville Place, Kerr Street, with Hamilton Place, and a point in Hamilton Place 0.90 chains or thereby north-eastwards from the foresaid intersection of Glanville Place, Kerr Street, with Hamilton Place.

Each of the Tramways hereinbefore mentioned is intended to be constructed on a gauge of four feet eight and a half inches, or such other gauge as the Bill will define; and it is not intended to run thereon carriages or trucks adapted for use upon Railways, and it is intended to prohibit (if need be) the running of such carriages or trucks on the proposed Tramways and works.

The power intended to be employed for moving carriages or trucks on the said Tramways is by means of ropes or cables placed under ground, and worked by stationary engine power, or such other power as the Bill may define.

To empower the Company from time to time to enter upon, open, and break up the surface and subsoil of, and to alter, divert, stop up, remove, and otherwise interfere with streets, highways, turnpike and other roads, thoroughfares, foot-