

FARCY.

	Farms or other Places.			Horses Attacked.		Diseased Horses.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Horses Attacked.
ENGLAND.											
COUNTY.*											
The Metropolis ...	5	2	7	3	6	5	...	...	4	...	...

\* Counties include such Boroughs and Burghs as are locally situated within the limits of the Counties, or, if surrounded by two or more Counties, then they are included in the County with which they have the longest common boundary. Berwick-upon-Tweed is included in Northumberland.

Agricultural Department, Privy Council Office, 30th May, 1884.

Manchester, Bury, and Rochdale Tramways (Extensions) Order, 1882.

"The Tramways Act, 1870."

To all whom it may concern.

NOTICE is hereby given, that in pursuance and in exercise of the powers vested in them by the 46th section of "The Tramways Act, 1870," and of the 34th section of the said Extensions Order the Local Board of Littleborough have made Bye-laws and Regulations, dated the 15th day of May, 1884, as to the rate of speed to be observed in travelling upon the tramways; the distances at which carriages using the tramways shall be allowed to follow one after the other; the stopping of carriages using the tramways; and the traffic on the roads in which the tramways are laid; and for other purposes; and that the schedule hereto contains a copy of such Bye-laws and Regulations.—Dated at Todmorden this 19th day of May, 1884.

A. G. and T. W. Eastwood, Solicitors for the said Local Board.

The Schedule above referred to.

1. No tramway carriage (hereinafter called "Car") shall travel at a greater or higher rate of speed in the district of the Littleborough Local Board than eight miles an hour.
2. No car shall follow any other car on the same line of rails at a nearer distance than 150 yards.
3. Every driver and conductor of any car shall stop for the purpose of taking up or setting down passengers in the course of its journey, whenever required by any passenger or person desiring to enter or leave any car; but no car shall stop at or within 10 yards on either side of any crossing from one line of tramway to another line of tramway, or at or within 10 yards of any crossing over any street.
4. The drivers and conductors of all cars shall have their brakes always under control, and use their utmost endeavours to avoid any collision with or injury to any animals or foot passengers, and shall keep a good look out for children incautiously straying or walking in the streets or main-road, or attempting to cross over in the face of an approaching car, and shall, by using a special bell-signal, give warning of the approaching car. This signal shall also be made at every starting of the car.
5. When any car is following any vehicle, a space of 20 yards between the car and such vehicle shall be allowed, so that in the event of the vehicle

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pulling up suddenly no collision may result therefrom; but every vehicle shall go out of the way of the car with all despatch, so as to keep the tramway clear for the use of the car.

6. No car shall be stopped abreast, or within 12 yards of another car, on an adjoining line of rails; and when cars on different lines are passing each other, the conductors and drivers shall respectively slacken the speed of the cars, and gently put on their brakes, to guard against running over persons that may be crossing in the rear of either car.

7. In the event of any street being blocked, the driver of any car shall stop the same before arriving at the place where the block occurs, so as to keep an open space of 20 yards between the block and the car for carriages to pass.

8. When cars are going in opposite directions and likely to meet near a facing point (whether such facing point leads to a junction, siding, or cross-over) drivers shall not pass each other until they are certain that the car first approaching such facing point has taken it safely. The car about to take a point shall have the precedence of the other.

9. All drivers of cars on coming in sight of any cart, carriage, or other vehicle standing on the line of tramway on which he is plying, or by the side thereof, without there being free space to pass, shall use the special bell signal as a warning to the drivers or persons in charge of any such cart, carriage, or other vehicle, and such signal shall be made use of for a distance of 30 yards at least before coming up to such cart, carriage, or other vehicle.

10. No car shall remain stationary upon the main road within the district of the Littleborough Local Board longer than six minutes.

11. The above Bye-laws and Regulations shall be strictly and faithfully observed and performed in all points. Any proprietor, conductor, or driver of a car, and any person whomsoever who shall be convicted of a breach or contravention of these Bye-laws, or any of them, shall be liable in a penalty not exceeding forty shillings.

Made and sealed at a monthly meeting of the Littleborough Local Board, held on the 15th day of May, 1884.

James Schofield, Chairman.

John W. Webster, Clerk.

