

parish; provided always that no car shall be driven at a speed exceeding three miles an hour during the prevalence of a fog, and at the following places:—

(1.) In Great Bridge between the bridge over the Birmingham Canal and the end of Mill-street.

(2.) In Bloomfield-road between the end of Hipkins-street and the bridge over canal, near Bloomfield Works.

(3.) In Bloomfield-road between the bridge carrying the London and North-Western Railway over road and the entrance to Factory Iron Works.

4. The driver of every car shall so drive the same that it shall not follow a preceding car at a less distance than fifty yards.

5. Subject to the requirements of Bye-laws Nos. 4 and 6, the driver or conductor of a car shall stop the same for the purpose of setting-down or taking-up passengers, when required by any passenger desiring to leave the car, or by any person desirous of travelling by the car for whom there is room and to whose admission no valid objection can be made, or by any Police Constable when desired by him to do so.

6. Except at a passing-place or terminus, or when ordered by the Bye-laws made by the Board of Trade, no car shall be stopped at the intersection or junction of two or more streets or roads, nor within twenty yards of a car on an adjoining line of rails.

7. In bringing any of the cars to a stand-still at any of the places at which a stand-still is ordered to be made by the Bye-laws of the Board of Trade, such cars shall not remain there, except for taking up or putting down passengers, for a longer period than of three minutes, unless otherwise ordered by a police constable; and, subject to the provisions of the Bye-laws of the Board of Trade and these Bye-laws, no car shall stop in any street

or road in the parish except at any terminus or turnout.

8. The driver of a car, on coming in sight of a vehicle standing or travelling on any part of the road, so as not to leave sufficient space for the car to pass, shall sound his bell or whistle as a warning to the person in charge of such vehicle, and that person shall, with reasonable despatch, cause such vehicle to be removed, so as not to obstruct the car.

9. Whenever it is necessary to avoid impending danger, the engine shall be brought to an immediate stand-still, and it shall also be brought to a stand-still on the request of any person driving or in charge of any horse who holds up his hand or otherwise indicates that a stoppage is required.

10. No person shall, in any way, wilfully impede or interfere with the traffic on the tramways, nor shall any driver or conductor needlessly cause interruption to the ordinary road-traffic.

Penalty.

11. Every driver, conductor, or other person offending against, or committing a breach of any of the above Bye-laws and Regulations, shall be liable to a penalty not exceeding forty shillings for each offence, and not exceeding for every continuing offence, ten shillings for every day during which the offence continues.

12. These Bye-laws and Regulations shall come into force on the 12th day of July, 1886.

The Common Seal of the Local Board of Health for the district of Tipton was hereunto affixed pursuant to a resolution passed at a meeting of the Board, duly convened and held on the 27th day of April, 1886, in the presence of

Geo. M. Waring,
Clerk.



BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 19th day of May, 1886.

ISSUE DEPARTMENT.

				£					£
Notes issued	...	...	...	34,328,830	Government Debt	...	...	...	11,015,100
					Other Securities	...	...	...	4,734,900
					Gold Coin and Bullion	...	...	...	18,578,830
					Silver Bullion	...	...	...	—
				£34,328,830					£34,328,830

Dated the 20th day of May, 1886.

F. May, Chief Cashier.

BANKING DEPARTMENT.

				£					£
Proprietors' Capital	...	...	...	14,553,000	Government Securities	...	...	...	14,833,498
Rest	...	...	...	3,125,203	Other Securities	...	...	...	21,422,809
Public Deposits (including Ex-					Notes	...	...	...	9,753,790
chequer, Savings Banks, Com-					Gold and Silver Coin	..	...	...	1,313,883
missioners of National Debt, and									
Dividend Accounts)	...	...	...	7,278,137					
Other Deposits	...	...	...	22,138,352					
Seven Day and other Bills...	...	...	...	229,288					
				£47,323,980					£47,323,980

Dated the 20th day of May, 1886.

F. May, Chief Cashier.