

Scottish Office Provisional Order—Session 1902.

PRIVATE LEGISLATION PROCEDURE
(SCOTLAND) ACT, 1899.

ROTHESAY TRAMWAYS (EXTENSIONS).

(Power to the Rothesay Tramways Company, Limited, to construct additional Tramways in the Royal Burgh of Rothesay, and the Parish of North Bute in the County of Bute; Street Widening; Compulsory Purchase of Lands, &c.; Interference with Streets, Roads, &c.; Electrical or other Motive Power; Gauge; Posts; Overhead Wires; Tolls; Agreements with Local Authorities, Bodies, and Persons; Amendment or Repeal of all or some of the Provisions of the Tramways Act, 1870; Bye-laws and Regulations; Incorporation, Amendment, Application, or Repeal of Acts and Orders; Other Powers and Purposes.)

NOTICE is hereby given that application is intended to be made to the Secretary for Scotland in December next by the Rothesay Tramways Company, Limited (hereinafter referred to as "the Company") for a Provisional Order (hereinafter called "the Order") for the following, or some of the following, amongst other purposes (that is to say):—

1. To authorise the Company to make, form, lay down, maintain, work, and use all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, crossovers, triangles, waiting rooms, stables, carriage houses, engine houses, stations, sheds, buildings, works, and conveniences connected therewith respectively, and to enter upon, take and use the lands and property required for the purposes of the said tramways and works, as shown on the deposited plans, and described in the deposited books of reference after mentioned, or any of them.

(In the following descriptions of the proposed tramways and street works, all distances and lengths given are to be read as if the words "or thereabouts" had been inserted after each such distance or length, and where any distance is given from a particular side of a street, the distance is to be taken as measured from a point at which the line of frontage of such street on the side indicated intersects, or would, if continued, intersect the centre line of the street in which the tramway is intended to be laid, and the places (if any) where any tramway will be laid along any street or road, 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 and the nearest rail of the tramway are as regards each tramway shown on the deposited plans after mentioned.)

The tramways proposed to be authorised will all be situate in the county of Bute, and are—

Tramway No. 1, commencing by a junction with the authorised tramways in Guildford Square 15 yards west of the junction of Watergate with Guildford Square, passing thence along Guildford Square, Albert Place, East Princes Street, Battery Place, and Mount Stuart Road, and terminating

in that road at a point 30 yards west of the entrance to Craigmore Pier.

Tramway No. 2, commencing by a junction with Tramway No. 1 at its termination, passing thence along Mount Stuart Road, and terminating therein at a point opposite the north-east corner of Wellpark Road.

Tramway No. 3, a tramroad commencing in Port-Bannatyne by a junction with the existing tramway of the Company at a point 30 yards measured in an easterly direction from the present termination of such tramway, passing thence along Front Street and entering the land known as the Recreation Ground at the north-east corner, passing across the same in a south-westerly direction, and thence across private lands immediately adjoining the south side of the main road to Ettrick Bay, and terminating at a point 400 yards measured in an easterly direction from Drumachloy Bridge.

Tramway No. 4, a tramroad commencing by a junction with Tramway No. 3 at its termination, passing thence in a south-easterly direction along private lands immediately adjoining the foreshore of Ettrick Bay, and terminating at a point 25 yards measured in a westerly direction from the footbridge crossing the St. Colmac Burn near such foreshore.

Tramway No. 1 and Tramway No. 2 will be wholly situate within the Royal Burgh and Parish of Rothesay.

Tramway No. 3 and Tramway No. 4 will be wholly situate within the Parish of North Bute.

(At certain points as shown on the deposited plans it is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space shall intervene between the outside of the footpath on the side of the street or road and the nearest rail of the tramway.)

2. The tramways are intended to be constructed on a gauge of 3 feet 6 inches or such other gauge as may be authorised, with such grooves, plates, or tubes as may be necessary to work the same.

3. It is not intended to run on the tramways, carriages or trucks adapted for use on railways.

4. To authorise the Company to enter upon and open the surface of and to alter and stop up, remove and otherwise interfere with streets, highways, public and private roadways, footways, footpaths, places, towpaths, pavements, railways, rivers, water-courses, bridges, sewers, drains, water-pipes, gas pipes and electric telegraph and telephonic tubes, posts, wires and apparatus within the said Royal Burgh and Parish, and also to straighten or set back the edge or kerb of the footpath or pavement on both sides or any side of any streets or roads in or along which any of the proposed tramways will be laid so far as may be necessary for the purpose of constructing, maintaining, repairing or renewing the proposed tramways and works, or substituting single lines for double lines or double lines for single lines, altering or re-instating the proposed tramways and works, or substituting others in their place, or for other the purposes of the Order.

5. To enable Company for all or any of the purposes of the Order to purchase or acquire by compulsion or agreement and to hold lands, houses, buildings, and other property, or to take