

BYE-LAWS AND REGULATIONS made by the Mayor, Aldermen, and Burgesses of the Borough of Wolverhampton, acting by the Council as the Local Authority of the said Borough under the powers conferred by the Tramways Act, 1870, and in pursuance of all other powers and authorities vested in them in that behalf.

Interpretation.

1. The words herein mentioned shall be interpreted as follows, that is to say:—"Tram car" shall include a tram car engine and any public vehicle used on a tramway, whether moved by animal, steam, air, gas, electricity, or any other motive power within the said borough; "conductor" shall include every person who collects passengers' fares, or who attends upon passengers when upon a tram car within the said borough; "driver" shall include every driver of a tram car, and every driver and stoker of a tram car engine within the said borough; "tramway" shall include every tramway for passenger traffic for the time being within the said borough; every word importing the singular number only shall include the plural, and every word importing the masculine gender only shall include the feminine.

2. The bye-laws and regulations, dated the 13th day of January, 1879, made by the Mayor, Aldermen, and Burgesses of the Borough of Wolverhampton, acting by the Council as the Local Authority in pursuance of the powers conferred upon them by section 46 of the Tramways Act, 1870, shall from and after the date of the allowance of these bye-laws be repealed.

3. These bye-laws shall come in force on the 14th day of December, 1885.

4. The driver of every tram car upon a tramway shall drive the same at a rate not less than five miles and not more than eight miles in the hour, provided always that the speed at which engines and carriages may be driven or propelled through the movable facing points shall not exceed the rate of four miles an hour.

5. The driver of every tram car upon a tramway shall drive the same so that it shall not follow another car at a less distance than 100 yards along any portion of the line of tramway.

6. Every driver or conductor shall stop the tram car when required so to do by any passenger desirous of leaving same, or by any person desirous of travelling thereby, and for whom there is room, or by any police constable of the borough.

7. The traffic on the tramway shall not be wilfully or negligently impeded or obstructed by any person driving any carriage, omnibus, cart, dray, or other vehicle of whatever description.

Penalty.

8. Any person offending against or committing a breach of any of the above bye-laws or regulations shall be liable to a penalty not exceeding forty shillings, provided nevertheless that the Justices or Court before whom any complaint may be made or any proceeding may be taken in respect of any such offence, may, if they think fit, adjudge the payment of a penalty of any less sum than the full amount of the penalty imposed by this bye-law.

Sealed with the Corporate Common Seal of the said Borough this 14th day of September, 1885.

Horatio Brevitt, Town Clerk.



BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 23rd day of September, 1885.

ISSUE DEPARTMENT.

	£		£
Notes issued	37,239,120	Government Debt	11,015,100
		Other Securities	4,734,900
		Gold Coin and Bullion	21,489,120
		Silver Bullion	—
	<u>£37,239,120</u>		<u>£37,239,120</u>

Dated the 24th day of September, 1885.

F. May, Chief Cashier.

BANKING DEPARTMENT.

	£		£
Proprietors' Capital	14,553,000	Government Securities	14,949,995
Rest	3,760,013	Other Securities	22,645,292
Public Deposits (including Exchequer, Savings Banks, Commissioners of National Debt, and Dividend Accounts)	4,386,448	Notes	12,905,585
Other Deposits	28,526,333	Gold and Silver Coin	891,166
Seven Day and other Bills	166,244		
	<u>£51,392,038</u>		<u>£51,392,038</u>

Dated the 24th day of September, 1885.

F. May, Chief Cashier.