

Authority, in pursuance of the directions contained in the Tramways, 1870.

Dated the 3rd day of December, 1886.

Edwin Docker, Clerk to the Rural Sanitary Authority of the King's Norton Union.
Colmore-row, Birmingham.

Rural Sanitary Authority of the King's Norton Union.
Tramways.

Bye-Laws and Regulations as to Tramways to and around Moseley Village Green, Moseley Road Route, and Park Road Route.

Tramways Act, 1870, Section 46.

Bye-Laws and Regulations made by the Rural Sanitary Authority of the King's Norton Union, acting as the Local Authority, under Section 46 of the Tramways Act, 1870, and in pursuance of the Birmingham and Suburban Tramways Order, 1882, and the Birmingham and Western Districts Tramways Order, 1882.

The Bye-laws and Regulations hereinafter set forth shall extend and apply to the tramways constructed and now being worked by the Birmingham Central Tramways Company Limited in the Alcester-road and in the Park-road, extending from the boundaries of the Balsall Heath Local Board District to and around the Village Green at Moseley, in the district of the Rural Sanitary Authority of the King's Norton Union, in the parish of Kings Norton, in the county of Worcester.

1. For the purposes of these Bye-laws and Regulations the term "car" shall mean any engine or carriage using any of the said tramways, and the terms "driver" and "conductor" respectively shall include any officer or servant having charge of a car or being in the employ of the Company. The term "Company" shall mean the Birmingham Central Tramways Company Limited. The term "Authority" shall mean the Rural Sanitary Authority of the King's Norton Union.

2. The driver of every car shall cause the same to be driven at a speed of not less than six miles an hour on the average, and not exceeding eight miles an hour.

3. No car using a tramway shall follow another car using the same tramway at a less distance from such other car than fifty yards, except as may be found necessary for the purpose of working the traffic at any terminus, provided always that in such case not more than two cars shall stand at any one time between the north and south corners of the west side of the Village Green at Moseley.

4. It shall be lawful for the Authority, from time to time, in such streets and roads as they may think expedient, to appoint and vary junctions and stations and other places where the engines and carriages shall start from or stop for the purpose of taking up and setting down passengers, and where horses may be changed or engines replenished, and to make such reasonable regulations as they may think fit for fixing the time during which such engines and carriages shall be allowed to remain at any such place and for enforcing order at any such place.

No engine or carriage using the tramways shall stop except at such junctions, stations, starting, stopping, and other places as aforesaid, for the taking up and setting down of passengers, changing of horses, replenishing of engines or otherwise, unless where necessary to preserve the distance required by Bye-law No. 3.

5. Except at a passing-place or terminus no car shall be stopped at the intersection or junction of

two or more streets or roads, nor within ten yards of a car on an adjoining line of rails.

6. No person shall in anyway wilfully impede or interfere with the traffic on the tramways.

7. No car shall stop on the tramways at any spot adjoining the Village Green at Moseley for more than ten minutes at any one time.

8. Any person offending against or committing a breach of any of these Bye-laws and Regulations shall be liable to a penalty not exceeding forty shillings.

Sealed with the Seal of the Rural Sanitary Authority of the King's Norton Union, at a meeting held on the first day of December, 1886.



Henry W. Elliott,
Chairman of the Authority.

Edwin John Green,
Thomas G. Taylor,

Hn. Grove,

James Baldwin,

Members of the Authority.

Edwin Docker,
Clerk to the Rural Sanitary Authority of the King's Norton Union.

In the High Court of Justice.—Chancery Division.
Mr. Justice Stirling.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the South Wales (Siemens' Patent) Glass Manufacturing Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by Her Majesty's High Court of Justice, Chancery Division, was, on the 3rd day of December, 1886, presented to the High Court of Justice by William Alfred Baker, of Newport, in the county of Monmouth, Ironmonger and Ironfounder, trading under the style or firm of W. A. Baker and Co., a creditor of the said Company; and that the said petition is directed to be heard before the Honourable Mr. Justice Stirling, on Saturday, the 18th day of December, 1886; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company under the above Acts should appear at the time of hearing by himself or his Counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.—Dated this 6th day of December, 1886.

Warriner and Kitchin, Dashwood House,
Broad-street, E.C.; Agents for
Lloyd and Pratt, Newport, Mon., Solicitors for the Petitioner.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of H. F. Van and Company Limited.

BY an Order made by his Lordship Mr. Justice North in the above matters, dated the 27th day of November, 1886, on the petition of the above-named Company, it was ordered that the above-named H. F. Van and Company Limited be wound up by this Court under the provisions of the Companies Acts, 1862 and 1867.—Dated this 6th day of December, 1886.

Anderson and Sons, 17, Ironmonger-lane,
London, E.C., Solicitors for the Petitioners.