

In Parliament.—Session 1902.

Birmingham Corporation (General Powers).
(Style of Corporation; Construction of Tramways within the City; Gauge; Widening of Roadway; Power of Corporation to work Tramways; Junctions; Motive Power; Generating Stations; Omnibuses; Bye-laws; Application of Revenue; Posts and Conductors over, in or under Streets and Brackets to Buildings; Tolls, Rates, and Charges; Agreements with Owners and Lessees of Tramways as to Purchase or Surrender of Lease; Working Agreements; Construction of Street Works; Breaking up of Streets; Compulsory purchase of Lands; Power to take part only of certain Buildings; Sale and Lease of Land for Building Purposes; Special Provision as to Purchase-money and Compensation; Appropriation of certain Lands for erection of Public Buildings; Provisions as to Streets, Buildings, and Sewers; Sanitary Provisions; Infectious Disease; Milk Provisions; Ice Creams; Common Lodging-houses; Police; Markets; Gas and additional Gas Lands; Electricity; Cemetery and Crematorium; Advertisements; Financial Provisions; Purchase of Land from Birmingham, Tame and Rea District Drainage Board, and erection of Refuse Destructor and Generating Stations thereon; Seats and Chairs in Streets and Recreation Grounds; Baths; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Mayor, Aldermen, and Citizens of the city of Birmingham (hereinafter called the Corporation and the City respectively) for an Act for all or some of the following objects and purposes (that is to say):—

Corporate Name.

1. To declare or alter the title of the Corporation, and to enact that the title is and shall be the Lord Mayor, Aldermen, and Citizens of the city of Birmingham, and to make such provisions as may be necessary or expedient in relation thereto

Tramways.

2. To empower the Corporation to make, lay down, form, work, use, and maintain all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, and passing-places, stables, carriage-houses, engine-houses, buildings, works, and conveniences connected therewith respectively. In the description of the tramways contained in this Notice where any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance (unless otherwise stated) is to be taken as measured along the centre of the street from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite to a street is to be taken as opposite to the centre of the street.

The tramways proposed to be authorised will be situate in the city of Birmingham and county of Warwick, and are as follows:—

Tramway No. 1.—In the parish of Birmingham, commencing in Colmore-row, at a point 0.75 chain south-west of Newhall-street, thence proceeding in a north-westerly direction to and along Newhall-street, thence in a north-easterly direction along Edmund-street, thence in a south-easterly direction along Church-street, and

thence in a south-westerly direction to, along, and terminating in Colmore-row at the point of commencement of the intended tramway.

Tramway No. 2.—In the parish of Birmingham, commencing in Colmore-row by a junction with the intended Tramway No. 1 at its commencement and termination, thence proceeding in a generally south-westerly direction along Colmore-row, Victoria-square, Paradise-street, Easy-row, into, along, and terminating in Broad-street at a point 0.95 chain north-east of Ladywood-road.

Tramway No. 3.—In the parishes of Birmingham and Edgbaston, commencing in the parish of Birmingham in Broad-street by a junction with the intended Tramway No. 2 at its termination, thence proceeding in a generally westerly direction through Five-ways, to, along, and terminating in Hagley-road, in the parish of Edgbaston, at a point 8.20 chains west of Stanmore-road.

Tramway No. 4.—In the parish of Edgbaston, commencing in Hagley-road by a junction with the intended Tramway No. 3 at its termination, thence proceeding in a westerly direction along Hagley-road to and along Barnsley-road, into and terminating in Sandon-road, at a point 0.90 chain south-east of Barnsley-road, and forming a junction with the intended Tramway No. 6 hereinafter described.

Tramway No. 5.—In the parish of Edgbaston, commencing in Barnsley-road by a junction with the intended Tramway No. 4 at a point 0.85 chain south-west of Sandon-road, thence proceeding in a north-westerly direction along Barnsley-road into and terminating in Sandon-road by a junction with the intended Tramway No. 6 hereinafter described, at a point 0.80 chain north-west of Barnsley-road.

Tramway No. 6.—In the parish of Edgbaston, commencing in Hagley-road by a junction with the intended Tramway No. 3 at its termination, thence proceeding in a westerly direction along Hagley-road, into, along, and terminating in Sandon-road at a point 3.45 chains north-west of Willow-avenue.

Tramway No. 7.—In the parishes of Birmingham and Edgbaston, commencing in the parish of Birmingham in Broad-street by a junction with the intended Tramway No. 2 at its termination, thence proceeding through Five-ways in a generally south-westerly direction along Harborne-road to and terminating at its junction with High-street, Harborne, opposite to Nursery-road, in the parish of Edgbaston.

Tramway No. 8.—In the parish of Harborne, commencing in High-street, Harborne, by a junction with the intended Tramway No. 7 at its termination, thence proceeding in a south-westerly direction along and terminating in High-street at a point 4.15 chains south-west of South-street.

Tramway No. 9.—In the parish of Harborne, commencing in High-street, Harborne, by a junction with the intended Tramway No. 8 at its termination, thence proceeding in a westerly direction along High-street thence in a north-westerly direction along Lordswood-road, into, and in a westerly direction along Court Oak-road, and terminating therein at a point 2.10 chains south-east of Queen's Park-road.