

In Parliament.—Session 1907.

### YORK AND DISTRICT TRAMWAYS.

(Acquisition of Existing Tramways in the City and County of the City of York; Removal of Existing Tramways and Appropriation of Rails and Materials; Repeal of Provisional Orders relating to Existing Tramways; Construction of New Tramways in the City and County of the City of York and the Rural District of Flaxton, in the North Riding of the County of York, the Rural District of Escrick, in the East Riding of the County of York, and the Rural Districts of Bishopthorpe and Great Ouseburn, in the West Riding of the County of York; Adaptation of Existing Tramways for Working by Electrical or other Mechanical Power; Interference with Streets, Roads, &c.; Street Works; Compulsory Purchase of Lands, &c.; Power to Purchase Parts only of Properties; Powers to Deviate Works, to Remove Trees, to Erect Waiting Rooms, Generating Station; Electrical or other Motive Power; Gauge; Posts, Tolls; Agreements with and Contributions by 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 and Application or Repeal of Acts; Other Powers and Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter referred to as "the Bill") for effecting all or some of the following among other purposes (that is to say):—

1. To incorporate a company (hereinafter called "the Company") to acquire the existing tramway undertaking of the City of York Tramways Company Limited (hereinafter called "the Limited Company") situated in the city and county of the city of York (hereinafter called "the existing tramways") or any part or parts thereof, and all works, plant, material, equipment, lands, buildings, rights, powers, privileges and authorities of or connected therewith, and to authorize and require the Limited Company or other the owner or owners of the existing tramways (all of whom are hereinafter collectively referred to as "the owners") to sell and transfer the same to the Company on such terms and conditions and for such considerations as may have been or may be agreed between the Company and the owners or as the Bill may prescribe.

2. To authorize the Company and the owners to enter into and carry into effect agreements with respect to such sale and purchase, and to any other object or purpose incidental to the Bill, and to carry out and confirm any agreement or agreements already made or which may be made during the passage of the Bill through Parliament.

3. To repeal, alter, amend, or extend, in so far as they relate to or affect the existing tramways, all or some of the provisions of the York Tramways Order, 1879, confirmed by the Tramways Orders Confirmation Act, 1879; the York Tramways Order, 1881, confirmed by the Tramways Orders Confirmation (No. 1) Act, 1881; and the York Tramways Order, 1897, confirmed by the Tramways Orders Confirmation (No. 3) Act, 1897 (all which Orders are hereinafter referred to as "the Orders of 1879 to 1897").

4. To authorize the Company and [or] the

Limited Company to abandon, take up and remove all or some part or parts of the existing tramways and to relieve the Limited Company from all obligation to maintain and work such tramways or portion or portions of tramways, and all other obligations in respect thereof, and from all penalties to which they may be liable by reason of the non-working thereof, and to substitute for such tramways or some of them the tramways or some of the tramways to be authorized by the Bill, and to authorize the Company and [or] the Limited Company to take up, remove, appropriate and to sell and dispose of or to use in the construction of the proposed tramways the materials or any part thereof of the tramways so abandoned, taken up or removed.

5. To authorize the Company to construct, lay down, maintain, work and use the tramways and works hereinafter described, or some or one of them, with all necessary and proper rails, studs, 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.

(In the following description of the proposed tramways, works and street works, narrow places and lands to be acquired, all distances, lengths and areas given are to be read as if the words "or thereabouts" had been inserted after each such distance, length and area, 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 described as regards each tramway under the heading "Narrow Places.")

The tramways proposed to be authorized by the Bill are as follows:—

Tramway No. 1, commencing in Tadcaster-road at a point 3.1 chains south of the south side of the lane to the south of the Manor House leading to the Knavesmire Race Course, passing thence along Tadcaster-road, and terminating therein at a point 5.7 chains north of the north side of North-lane, such point being at the boundary of the city and county of the city of York.

Tramway No. 2, commencing in Tadcaster-road by a junction with Tramway No. 1 at its termination at a point 5.7 chains north of the north side of North-lane, such point being at the boundary of the city and county of the city of York, passing along Tadcaster-road, Mount Vale, The Mount, and terminating in The Mount at a point .35 chain north of the north side of Dalton-terrace.

Tramway No. 3, commencing in The Mount by a junction with Tramway No. 2 at its termination at a point .35 chain north of the north side of Dalton-terrace, passing along The Mount and Blossom-street, and terminating in Blossom-street at a point 1.35 chains south of the south side of Nunnery-lane.

Tramway No. 3A, commencing in Blossom-street by a junction with Tramway No. 3 at