



ANNO PRIMO

EDWARDI VII REGIS.

A.D. 1901.

Private Act.

An Act to enable Francis Hugh Snow and others to Title.
purchase and work the properties and undertakings of the “Adelaide and Suburban Tramway Company, Limited,” “The Adelaide, Unley, and Mitcham Tramway Company, Limited,” and the “Adelaide and Hindmarsh Tramway Company, Limited,” with all their rights, powers, immunities, privileges, and concessions; to convert the system of traction into electrical traction; to make, alter, enlarge, and work the said undertakings, tramways, and tramlines; to sell the properties and undertakings to other companies and persons; to extend the time for purchase of the undertakings by the Government, and for other purposes.

[*Assented to, December 21st, 1901.*]

WHEREAS the construction, maintenance, and working of tram- Preamble.
ways by the “Adelaide and Suburban Tramway Company, Limited,” “The Adelaide, Unley, and Mitcham Tramway Company, Limited,” and the “Adelaide and Hindmarsh Tramway Company, Limited,” in and between the City of Adelaide, and the suburbs thereof and townships adjacent thereto has been of great local and public advantage: And whereas such tramways have been and now are worked by horse power only: And whereas Francis Hugh Snow has entered into agreements with the said Companies to purchase their properties and undertakings respectively, and is prepared

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prepared to convert the system of traction by horse power now in use on the tramlines of the said Companies into a system of electrical traction: And whereas it would be of public benefit and convenience to authorise the use of a system of electrical traction in connection with the said tramlines, to be used either exclusively or in conjunction with the existing system of traction by horse power: And whereas, having regard to the great expenditure involved in the conversion of such system of traction into electrical traction and the public benefit resulting therefrom, it is reasonable that the time for purchase of the undertakings by the Government should be extended—

Be it Enacted by the Governor, with the advice and consent of the Parliament of South Australia, as follows:

Short title.

1. This Act may be cited as the “Adelaide and Suburban Tramways Electric Traction Act, 1901.”

Incorporation of
“The General Tram-
ways Act, 1884.”

2. The clauses and provisions of “The General Tramways Act, 1884” (save so far as they are hereinafter varied or excepted or are inconsistent with the provisions of this Act), shall be incorporated with this Act, and apply, so far as they may be applicable, to the works and undertaking hereby authorised; and the said Francis Hugh Snow, his executors, administrators, and assigns, and his and their nominee or nominees, and any Company formed by him or them to take over and work such undertaking, shall be deemed to be “the promoters” within the meaning of that Act. The Acts enumerated in The First Schedule hereto are also incorporated with this Act, save so far as the provisions thereof are hereinafter varied or excepted or are inconsistent with the provisions of this Act.

Interpretation.

3. In the construction of this Act the name “Francis Hugh Snow” shall include his executors, administrators, and assigns, and his and their nominee or nominees, and also any Company formed or nominated by him or them for the purpose of taking over and working the undertaking authorised by this Act. The expression “the deposited plans” shall mean the plans of the tramways and the books of reference thereto which were deposited in the office of the Surveyor-General in Adelaide on the twenty-third day of May, one thousand nine hundred, and marked “Adelaide and Suburban Tramways—Adelaide, North Adelaide, Nailsworth, Prospect, and Walkerville systems,” “Adelaide and Suburban Tramways—Adelaide, Kensington, Norwood, Marryatville, Burnside, Magill, East Adelaide, and Stepney systems,” “Adelaide, Unley, and Mitcham Tramway,” and “Adelaide and Hindmarsh Tramways—Adelaide, Hindmarsh, and Henley Beach systems,” as amended, altered, and varied by the plan to be deposited in accordance with Standing Order No. 99 of the Joint Standing Rules and Orders of the Houses of Parliament relating to Private Bills. The expression “period of construction” shall mean a period of three years from the first day of January, one thousand nine hundred and two.

4. The

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4. The said Francis Hugh Snow is hereby authorised and empowered to purchase the properties and undertakings of the “Adelaide and Suburban Tramway Company, Limited,” “The Adelaide, Unley, and Mitcham Tramway Company, Limited,” and the “Adelaide and Hindmarsh Tramway Company, Limited,” respectively, as going concerns, and the agreements respectively entered into by him with the said Companies, dated the sixteenth day of September, one thousand eight hundred and ninety-nine, the fifteenth day of November, one thousand eight hundred and ninety-nine, and the twenty-ninth day of March, one thousand nine hundred, for that purpose are hereby confirmed.

F. H. Snow
empowered to purchase undertakings.

5. Upon completion of the purchases in the said agreements respectively mentioned, the said Francis Hugh Snow shall have, possess, and enjoy, and be capable of exercising all the rights, powers, immunities, privileges, and concessions given to and conferred upon or enjoyed by the said “Adelaide and Suburban Tramway Company, Limited,” “The Adelaide, Unley, and Mitcham Tramway Company, Limited,” and the “Adelaide and Hindmarsh Tramway Company, Limited,” respectively, by the Acts enumerated in The First Schedule hereto and by “The General Tramways Act, 1884,” as fully and effectually as if he had been mentioned by name in each of the said Acts as the promoter of the undertakings of the Company or person authorised to carry out the same.

F. H. Snow to have
all powers of the
selling Companies.

6. The said Francis Hugh Snow is hereby authorised and empowered to convert the present system of traction by horse power as now in use upon the tramlines of the said “Adelaide and Suburban Tramway Company, Limited,” “The Adelaide, Unley, and Mitcham Tramway Company, Limited,” and the “Adelaide and Hindmarsh Tramway Company, Limited,” into electrical traction, according to the overhead trolley system or other system in which electricity is the motive power, and to use such system of electrical traction either in substitution for or in addition to or in conjunction with the present system of traction by horse power, and to work all or any part or parts of any tramline partly by one system and partly by the other, and, for the purposes aforesaid, to form, lay down, make, construct, work, maintain, repair, and use the tramways and tramlines which are described in The Second Schedule hereto, on the lines shown in the deposited plans, and the curves and turnouts, also shown in the deposited plans. or such portion thereof as the said Francis Hugh Snow may think expedient, with all proper rails, plates, works, sidings, junctions, stations, approaches, and conveniences connected therewith; and to construct, work, maintain, repair, and use all works necessary for the construction, establishment, adaptation, and maintenance of such system of electrical traction upon the tramways, and for all purposes incidental thereto or in connection therewith, and to relinquish and remove those portions of the existing tramlines of the said “Adelaide and Suburban Tramway Company, Limited.” which are described in The Third Schedule hereto

Power to convert to
electrical traction.

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hereto. The tramways hereby authorised to be made shall be constructed and maintained in accordance with section 6 of "The General Tramways Act, 1884," except that the rails shall weigh not less than ninety pounds to the yard, and forty-two miles of such tramways shall be completed for traffic and worked by means of electrical traction within three years from the passing of this Act, and the remaining eight miles shall be completed for traffic by means of electrical traction within five years from the passing of this Act. In the employment of labor preference shall be given to persons who have resided not less than twelve months in South Australia, if available and suitable.

Bonding of rails and return circuit.

7. The following provisions shall apply to the use of electrical power in this Act, namely:—The rails shall be suitably and properly bonded, and the return circuit shall be of such a character as to comply with the regulations of the British Board of Trade, to the satisfaction of the Railways Commissioner.

Works subject to approval of Railways Commissioner.

8. All works constructed and all machinery erected in connection with the undertaking authorised by this Act shall be constructed and erected subject to the approval of the Railways Commissioner, and the undertaking shall not be considered to be completed until such approval has been signified in writing by the said Commissioner to the Chief Secretary; but in the event of any dispute arising as to the sufficiency and character of such work and machinery, the same shall be referred to arbitration under "The Arbitration Act, 1891," at the cost of the promoter.

Total cost per mile.

9. The total cost of the conversion of the tramways from horse to electrical traction, including all rolling-stock, power stations, and all electrical equipments, workshops, sheds, and machinery used in connection with the undertaking, shall not exceed Eleven Thousand Pounds per mile of single track.

Submarine Cable Company's cables to city to be protected.

10. This Act is subject to all rights acquired by or vested in the Eastern Extension, Australasia, and China Telegraph Company, Limited, and the said Francis Hugh Snow shall in all things so construct the works provided for by this Act as not to prejudicially interfere in any way with the said Company's subterranean telegraph line connecting the said Company's submarine telegraph cable at the Grange with its terminal office in the City of Adelaide, and shall not construct any works over, or under, or across such subterranean line without giving to the manager of the said Company, at Adelaide, seven days' previous notice in writing of his intention so to do.

Water pipes to be repaired.

11. The said Francis Hugh Snow shall be liable to repair and make good any damage to subterranean water pipes, the property of the South Australian Government, caused by any works constructed under the authority of this Act.

12. For

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12. For the purposes of constructing, maintaining, renewing, or reconstructing any works or appliances necessary or expedient for the efficient working of the tramways by means of electrical traction the said Francis Hugh Snow may, from time to time, do all or any of the acts following, that is to say:—

Powers in addition to those contained in Special Acts and "The General Tramways Act, 1834."

- (1) With the consent of the road authority, erect and maintain in, over, or under any street, road, or roadway or pathway along or across which the tramways are laid, and in, over, or under any street, road, or pathway leading thereto from the power stations, and (with the consent of the owner and occupier thereof) attach to any house or building in any such street, road, or pathway such posts, conductors, tubes, mains, plates, brackets, electric cables, and apparatus of wood, iron, or other material as may be necessary for supporting the wires, cords, cables, and conductors used for transmitting the electric energy; and to place, suspend, and maintain suspended therefrom such cables, wires, cords, conduits, and apparatus as may be necessary for transmitting such energy; and lay any cables, troughs, wires, cords, conductors, and apparatus underneath any such street, road, or roadway or pathway for that purpose; and may make and maintain such openings and ways in, on, or under the surface of any such streets, roads, or roadways or pathways as may be necessary or convenient either for the working of the tramways or for providing access to or forming connections with any power stations engines, machinery, or apparatus:
- (2) With the consent of the road authority, open and break up a street or road or pathway, but not so as to open or break up at any one time and place a greater length than two hundred yards:
- (3) With the consent of the proper authority, alter the position of sewers, gas pipes, or water pipes, or (with the approval of the Commonwealth Postmaster-General) raise, lower, alter, or remove any telegraphic, telephonic, and electric wires, posts, and apparatus:
- (4) Make alterations in any existing works and appliances of the hereinbefore-named Companies, and execute other works and provide other appliances, whether temporary or permanent:
- (5) Take up and relay and (if necessary) alter, with the consent of the road authority, the position and situation of the existing tramlines of the hereinbefore-named Companies, and make such extensions thereof, variations therefrom, and alterations therein as may be necessary or expedient for the purpose of adapting the same to electrical traction, and rendering the tramlines fit and proper for the use of carriages propelled by electric power. The centre line of every track shall be parallel with the centre line of the street or road
in

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in which such track shall be laid, and, in case of double lines, shall not be less than five feet nor greater than ten feet from such centre of street or road. In the case of a single line of track running at the side of a street or road its centre line shall not be less than three feet six inches nor greater than eight feet distant from the adjacent kerbing, and where a single line of track is centrally located in a road or street its centre line shall not be more than four feet from the centre line of such street or road; but this provision shall not apply where the lines of a tramway shall be a curve, as shown in the deposited plans: and all provisions regulating the centre lines and the positions of tramlines in the streets and roads contained in the Acts mentioned in The First Schedule hereto are hereby repealed:

- (6) Make new or alter existing junctions and sidings:
- (7) Enter into working agreements or traffic arrangements with any Corporation, District Council, Company, or person willing and competent to enter into the same:
- (8) With the consent of the road authorities, discontinue the working of any tramline, and temporarily remove and construct the same in the road or street in which such tramline is laid or in a road or street adjacent thereto, and use such temporary tramline in lieu of the tramline so removed or discontinued, and, subject to the like consent, maintain and work the same so long as occasion may require:
- (9) Purchase and take, under the provisions of "The Lands Clauses Consolidation Act," and any amendment thereof, any land or lands and buildings (except lands subject to a public right-of-way) necessary for the undertaking authorised by this Act, including such land or land and buildings as may from time to time be required for the erection of power or storage stations, with all necessary offices and appurtenances, and for that purpose all the provisions of those Acts are incorporated in this Act:
- (10) With the consent of the Governor, make modifications and alterations in existing routes along which the tramlines now run when such modifications and alterations shall be found necessary for the efficient running of the tramcars:
- (11) The consent of the authorities in this section mentioned shall not be unreasonably refused or withheld, but this qualification shall not apply to the consent of the Governor. If any difference shall arise between the said Francis Hugh Snow and the authorities as to the refusal or withholding of such consent after the same shall have been applied for in writing, or as to any other matter in this section contained, the same shall be referred to the decision of two arbitrators

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arbitrators (one to be appointed by each party) and their umpire (to be appointed by them before entering upon the reference), and the provisions of the “Arbitration Act, 1891” (save as varied by this Act), shall apply to every such reference and the award thereunder.

13. The said Francis Hugh Snow may promote and form or nominate any Company to purchase and take over the properties and undertakings of the “Adelaide and Suburban Tramway Company, Limited,” “The Adelaide, Unley, and Mitcham Tramway Company, Limited,” and the “Adelaide and Hindmarsh Tramway Company, Limited,” and may either sell, assign, make over, and transfer the same, together with the tramways and undertaking authorised by this Act, to such Company, or require the said “Adelaide and Suburban Tramway Company, Limited,” “The Adelaide, Unley, and Mitcham Tramway Company Limited,” and the “Adelaide and Hindmarsh Tramway Company, Limited,” to transfer direct to such Company, and such Company shall thereupon have, use, exercise, and enjoy, all the rights, powers, immunities, privileges, and concessions conferred upon the said Francis Hugh Snow or enjoyed by him under this Act, and shall be capable of enjoying, exercising, and enforcing the same in all respects as if the name of the said Company had been used throughout this Act instead of the name of the said Francis Hugh Snow, and the said Francis Hugh Snow shall thereupon be discharged from all liability under this Act.

F. H. Snow may promote and form company.

14. The limit as to time contained in section 19 of “The General Tramways Act, 1884,” shall not apply to the tramways and undertaking the subject-matter of and authorised by this Act; but the Government, or any Municipal Tramways Trust (hereafter formed by the Corporation of the City of Adelaide in conjunction with the Municipal Corporations and District Councils in the metropolitan area, or with any of them), may at any time after the expiration of a period of fourteen years from the expiration of the period allowed for construction, and within a period of six calendar months from the expiration of the said period of fourteen years (but not otherwise), and may also on the expiration of every period of seven years from the expiration of the said period of fourteen years, and within six calendar months from the expiration of each such period of seven years (but not otherwise), purchase the said tramways and undertaking at a price to be determined in the manner prescribed by the said section 19 of “The General Tramways Act, 1884.”

The Government, or Municipal Tramways Trust, may purchase the tramways and undertaking.

In the event of the Government or the said Municipal Tramways Trust determining to exercise the right of purchasing the said tramways and undertaking conferred upon them by this section, notice of their intention so to do shall be served upon the said Francis Hugh Snow before the expiration of the said period of fourteen years, or before the expiration of each succeeding period of seven years (as the case may be); and if the Government or the said Municipal Tramways Trust shall fail to give notice to the said

Francis

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Francis Hugh Snow within the time specified in this section, the right to purchase the said tramways and undertaking shall cease, and shall not be capable of being exercised until the next period of seven years shall have expired. As between the Government and the said Municipal Tramways Trust, the Municipal Tramways Trust shall have the prior right to exercise the right of purchasing the said tramways and undertaking under this section. If neither the Government nor the said Municipal Tramways Trust shall exercise the right of purchasing the said tramways and undertaking given by this section within a period of fifty-five years from the passing of this Act, the said tramways and undertaking shall revert to and become the property of the Government, or (if the Government shall so direct) of the said Municipal Tramways Trust.

In the event of the Government or the said Municipal Tramways Trust exercising the right of purchasing the said tramways and undertaking at or after the expiration of thirty-five years from the expiration of the period allowed for construction, the said Francis Hugh Snow shall sell the said tramways and undertaking at the then value, exclusive of any allowance for past or future profits of the undertaking or any compensation for compulsory sale or any consideration whatever.

The period allowed for construction of the said tramways shall be three years from the passing of this Act.

Power to lease.

15. The said Francis Hugh Snow may lease the whole of the tramways and undertaking or any part or parts thereof to any Corporation or Corporations, District Council or District Councils, Company or Companies, or to any person or persons, for such term, at such rent or rents, and subject to such terms and conditions, as he may think proper.

Penny sections.

16. The system of electrical traction into which the said tramways are to be converted shall, from the beginning of such conversion, be divided into sections, each of which shall be not less than one mile in length, and fares shall not exceed One Penny per section for each passenger.

Workmen's tram-cars.

17. The said Francis Hugh Snow shall issue tickets to any working men and working women at a fare not exceeding one-half the cash fares, as provided in The Fourth Schedule: Provided that no ticket shall be issued at less than One Penny. Such workmen's tickets shall be available by any tramcars running on any and all lines between the hours of half-past six o'clock and eight o'clock in the morning, and by special cars only between the hours of five o'clock and half-past six o'clock in the evening; the necessary cars to be provided.

Tolls and fares.

18. The said Francis Hugh Snow may demand and take for every passenger travelling upon the tramways authorised by this Act, or upon any part thereof (including tolls for the use of the said tramways and the carriages, and for motive power, and every other expense incidental to such conveyance), any tolls not exceeding the fares specified in The Fourth Schedule hereto. The

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The foregoing restrictions as to fares which may lawfully be demanded shall not extend to special cars, but shall apply only to the ordinary cars appointed from time to time for the conveyance of passengers; neither shall such restrictions interfere with the right of the said Francis Hugh Snow to demand and take freight and charges for the carriage of mails and parcels.

19. The said Francis Hugh Snow shall make the following payments to the Municipal Corporations and District Councils within whose limits the tramways alterations or extensions shall be laid, namely:—From the first day of January, one thousand nine hundred and five, to the thirty-first day of December, one thousand nine hundred and eleven, a sum equal to One Pound per centum upon the gross takings of the tramways for each year, or the sum of One Thousand Five Hundred Pounds, whichever sum shall be the greater; from the first day of January, one thousand nine hundred and twelve, to the thirty-first day of December, one thousand nine hundred and twenty-one, a sum equal to One Pound Ten Shillings per centum upon the gross takings of the tramways for each year, or the sum of Two Thousand Pounds, whichever sum shall be the greater; from the first day of January, one thousand nine hundred and twenty-two, to the thirty-first day of December, one thousand nine hundred and thirty-one, a sum equal to One Pound Ten Shillings per centum upon the gross takings of the tramways for each year, or the sum of Two Thousand Five Hundred Pounds, whichever sum shall be the greater; and thenceforward from the first day of January, one thousand nine hundred and thirty-two, a sum equal to One Pound Ten Shillings per centum upon the gross takings of the tramways for each year, or the sum of Three Thousand Pounds, whichever sum shall be the greater. Such payments shall be made on or before the thirty-first day of March in each year in respect of the immediately preceding year to the Treasurer of the Corporation of the City of Adelaide, to be distributed amongst the Corporations and District Councils entitled thereto in the proportions and manner determined upon by them; the first of such annual payments to be made on or before the thirty-first day of March, one thousand nine hundred and six, for the year one thousand nine hundred and five; and shall, in addition, be liable as a ratepayer on all ratable property to the Municipal Corporations and District Councils for Municipal and District Council rates and taxes and licences and other fees, except the tramway lines, which shall be rated in manner prescribed by section 23 of “The General Tramways Act, 1884.”

Payments to the Corporations.

20. One half part of the sum of Eight Thousand Pounds deposited with the Treasurer of the State in pursuance of the thirty-fifth Joint Standing Order of the Houses of Parliament shall be released and returned to the said Francis Hugh Snow when the first fifteen miles of single track of the tramways shall have been opened to public traffic as an electrical tramway, and the remaining half part thereof when a further fifteen miles of single track of the tramways shall have been converted into an electrical tramway and opened to public traffic.

Return of deposit.

21. All

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Powers conferred to
be in addition to
existing powers.

21. All the powers conferred by this Act shall be deemed to be in addition to, and not in derogation of, any other powers contained in the Acts mentioned in The First Schedule hereto and in “The General Tramways Act, 1884,” save so far as any of such powers may be expressly varied or taken away by, or may be inconsistent with, the provisions of this Act.

Application of the
Act.

22. The provisions of this Act, except those of this section, shall not apply to the Municipal Corporations and District Councils within the limits of which the Tramways authorised by this Act are proposed to be laid down until a majority of the ratepayers in such Municipalities and District Councils who vote on the question have in the aggregate affirmatively answered the following question:—

“Are you in favor of ‘The Adelaide and Suburban Tramways Electric Traction Act, 1901,’ applying to the Municipal Corporations and District Councils within the limits of which the Tramways authorised by that Act are proposed to be laid down?”

Yes ☐

No ☐

Such question shall be submitted at a poll which shall be taken in each of such Municipal Corporations and District Councils in the manner prescribed by “The Municipal Corporations Act, 1890,” and “The Land Value Assessment Act, 1893,” respectively.

The voting shall be upon the Citizens’ or Ratepayers’ Roll, as the case may be, on the scale mentioned in section 49 of “The Municipal Corporations Act, 1890,” and section 74 of “The District Councils Act, 1887.”

The Mayor of each Municipal Corporation and the Chairman of each District Council in which such poll shall be taken shall be the Returning Officer, and shall make a return to the Chief Secretary showing the number of affirmative and the number of negative votes on the aforesaid question given in his Municipal Corporation or District Council. The Chief Secretary shall ascertain from such returns the aggregate number of such affirmative and negative votes, and shall certify the result in the *Government Gazette*.

The poll shall be taken at the request and cost of the said Francis Hugh Snow, on a Saturday to be appointed by the Governor by Proclamation.

The Governor may make all necessary regulations and give all necessary directions for carrying this section into effect. The result of the referendum authorised by this section shall not be affected by any of the Municipal Corporations or District Councils refusing or neglecting to take a poll on the day appointed, and the vote of the remainder of such Municipal Corporations or District Councils shall be deemed to be a compliance with this section.

In the name and on behalf of His Majesty, I hereby assent to this Bill.

TENNYSON, Governor.

THE

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THE SCHEDULES REFERRED TO IN THE FOREGOING ACT.

THE FIRST SCHEDULE.

Adelaide and Suburban Tramways Act, 1876.
 Adelaide and Suburban Tramways Extension Act, 1881.
 Adelaide and Suburban Tramways Extension Act, 1882.
 Prospect, Nailsworth, and Enfield Tramway Act, 1882.
 The Adelaide, Unley, and Mitcham Tramways Act, 1877.
 The Adelaide, Unley, and Mitcham Tramways Act, 1877, Amendment and Tramways Enlargement Act, 1891.
 Adelaide and Hindmarsh Tramways Act, 1877.
 Adelaide and Hindmarsh Tramways Extension Act, 1881.

THE SECOND SCHEDULE.

DESCRIPTIONS OF THE TRAMWAYS AND TRAMLINES AUTHORISED BY THIS ACT.

PART I.

The Tramways shown in the deposited plans marked "Adelaide and Suburban Tramways—Adelaide, North Adelaide, Nailsworth, Prospect, and Walkerville systems," with references thereto.

ADELAIDE AND NORTH ADELAIDE, TRAMWAY No. 1, A TO B.—Two miles thirty chains or thereabouts in length, commencing at a point (marked A on the deposited plan) in King William Street, Adelaide, situated fifty-five feet or thereabouts south of the southern boundary of Victoria Square; thence running as a double line eastward along Angas Street for a distance of about three chains, and westward along Gouger Street for a distance of about three chains; thence northward along the eastern and western sides of Victoria Square to points in a line with the northern side of Victoria Square, thence as single lines in curves around the northern side of Victoria Square to points in King William Street in a line with the prolongation of the northern side of Flinders Street; thence northward as a double line along King William Street and King William Road, along John Street, North Adelaide, Poole Street, and Brougham Road; thence along O'Connell Street to a point (marked B on the deposited plan) in the said street in a line with the northern boundary of town acre 945—Caledonian Corner—together with a double junction at each of the termini A and B, and at a point in King William Street midway between Grenfell Street and Rundle Street (marked C on the deposited plan), and with a line running eastward along the northern end of Victoria Square connecting the single line on the western side of Victoria Square with the Adelaide, Unley, and Mitcham tramline in Flinders Street, as shown on the deposited plan; and, subject to the provisions of this Act, across the footpath at the following place, that is to say:—Across the footpath on the eastern side of O'Connell Street, North Adelaide, to town acre 918, near southern boundary.

NAILSWORTH, TRAMWAY No. 2, B TO E.—A single line two miles eleven chains and fifty links or thereabouts in length, commencing at the northern terminus of Tramway No. 1 (marked B on the deposited plan); thence crossing Barton Terrace and running in a north-easterly direction along the road, through the North Park Lands leading to the main North Road; thence along the main North Road to its junction with the southern side of the Government Road forming the northern boundary

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boundary of sections 344 and 353 in the Hundred of Yatala, together with a turnout at each of the points marked "a," "b," "c," and "d" on the deposited plan, and, subject to the provisions of this Act, across the footpath at the following place, as shown on the deposited plan, that is to say:—Across the footpath on the western side of the main North Road near to its junction with Johns Road to allotments 100 and 101 in the Township of Prospect Hill.

PROSPECT, TRAMWAY NO. 3, B TO F.—A single line one mile sixty-one chains and seventy links or thereabouts in length, commencing at the northern terminus of Tramway No. 1 (marked B on the deposited plan); thence across Barton Terrace, North Adelaide, and along the Prospect Road which runs through the North Park Lands to the Government Road, forming the northern boundary of the said park lands; thence across the said Government Road and along Eliza Street, Prospect, and Alpha Road to a point on Tramway No. 2 (marked F on the deposited plan) in the main North Road, distant fifty links north of the northern side of Alpha Road; also a single line one chain and fifty-seven links in length, being a curve and running from a point on the above described tramway twenty-five feet west of the junction of the west side of the main North Road with Alpha Road, and then running to a point on the line of Tramway No. 2, distant forty-one feet and six inches south of the south side of Alpha Road, together with a turnout at each of the points marked "e," "f," "g," and "h," on the deposited plan.

HILL STREET LINE, TRAMWAY NO. 4, G TO H.—One mile and thirty-four chains in length, commencing at a point on Tramway No. 1 (marked G on the deposited plan) at the junction of O'Connell Street and Ward Street, and passing as a double line along Ward Street, Hill Street, and Childers Street, to close to the intersection of Childers Street and O'Connell Street, whence the two lines are connected with Tramway No. 1 by single curves running north (marked H on the deposited plan) and south.

WALKERVILLE TRAMWAY NO. 5, I TO J.—Two miles seven chains and twenty-three links or thereabouts in length, commencing at a point on Tramway No. 1, (marked I on the deposited plan) at the junction of King William Road and Avenue Road, Adelaide, and thence passing as a double line along Avenue Road, Roberts Place, Finnis Street, Jerningham Street, Melbourne Street, Mann Terrace, Mann Terrace Road, Walkerville Road, William Street, and Smith Street, as far as allotment No. 58, Walkerville (marked J on the deposited plan), and, subject to the provisions of this Act, across the footpath at the following place, that is to say:—Across the footpath on the eastern side of Smith Street, Walkerville, opposite allotment 58.

PART II.

The Tramways shown in the deposited plans marked "Adelaide and Suburban Tramways—Adelaide, Kensington, Norwood, Marryatville, Burnside, Magill, East Adelaide, and Stepney systems."

ADELAIDE, NORWOOD, AND KENSINGTON, TRAMWAY NO. 6, K TO L AND M.—Four miles and eleven chains or thereabouts in length, commencing at a point (marked K on the deposited plan) on the Kensington Road at or near its junction with Shipster's Road, Kensington, and then passing as a single line along the Kensington Road, High Street, and Kensington Terrace to its junction with the Parade, Norwood; thence as a double line along the Parade, Sydenham Road, and Beulah Road, to Kent Terrace; thence across the south-western corner of allotment 24 of section 260, Norwood, across Kent Terrace, and along Rundle Street Kent Town, and Rundle Road to East Terrace, Adelaide; thence westward as a single line along Rundle Street, Adelaide, to King William Street; thence southward along King William Street over Tramway No. 1 to Grenfell Street; thence eastward to a point in Grenfell Street (marked L on the deposited plan), one chain east of the eastern side of King William Street; thence eastward along Grenfell Street to the western side of Hindmarsh Square; thence in a curve around the northern end of Hindmarsh Square to Grenfell Street; thence eastward along Grenfell Street, to East Terrace; thence northward along East Terrace to its junction with the double line at the intersection of East Terrace and Rundle Road (marked M on the deposited plan), together with a curve, about two and a half chains in length, running southward from the point in Grenfell Street (marked L on the deposited plan) to junction with Tramway No. 1 in King William Street, and, subject to the provisions of this Act, across the footpath at the following place, that is to say:—Across the footpath in High Street, Kensington, on the north-east side thereof at a point 138 feet from the junction of the said High Street and Kensington Road.

KENSINGTON

Adelaide and Suburban Tramways Electric Traction Act.—1901.

KENSINGTON, TRAMWAY No. 7, K TO N.—Fifty-seven chains and forty links or thereabouts in length, commencing at a point on the Kensington Road situated at or near its junction with Shipster's Road, Kensington (being the terminus of Tramway No. 6, and marked K on the deposited plan), and thence passing as a single line along Shipster's Road, Regent Street, the Parade East, and Kensington Terrace to its junction with line of Tramway No. 6 at the eastern end of the Parade, Norwood (marked N on the deposited plan), and, subject to the provisions of this Act, across the footpath at the following places (as shown on the deposited plan), that is to say:—Across the footpath on the western side of Shipster's Road, Kensington, to allotment No. 77, Kensington; across the footpath on the northern side of Regent Street to allotment No. 98, Kensington; across the footpath at the southern corner of allotment No. 98, Kensington; across the footpath in Shipster's Road, on the west side thereof, at a point two hundred and ninety feet from the junction of the said Shipster's Road and Kensington Road.

MARRYATVILLE AND BURNSIDE, TRAMWAY No. 8, O TO P.—Three miles forty-one chains and twenty-five links in length, commencing at a point (marked O on the deposited plan) on the line of Tramway No. 6, at the junction of Rundle Road and Dequetteville Terrace, near Kent Town, and thence passing as a double line along Dequetteville Terrace and Kensington Road to Shipster's Road, and continuing as a double line along Kensington Road through part of section 299, Hundred of Adelaide, along Eastry Street, Rochester Street, Second Street, Knightsbridge Road, to the Burnside Road, to the terminus of the said line at the junction of the Burnside Road and the Greenhill Road (marked P on the deposited plan), together with a turnout at a point on Dequetteville Terrace marked "a" on the deposited plan, and, subject to the provisions of this Act, across the footpath at the following place, that is to say:—Across the footpath on the western side of the Burnside Road, near to the terminus of Tramway No. 8 (marked P on the deposited plan).

MAGILL, TRAMWAY No. 9, Q TO R.—Three miles and twenty-two chains or thereabouts in length, commencing at a point (marked Q on the deposited plan) on Tramway No. 6, at the junction of Kent Terrace and Rundle Street, Kent Town, thence running as a double line northward along Kent Terrace to its junction with the Magill Road, thence along the Magill Road to the Government Road, forming the eastern boundary of section 285, Hundred of Adelaide, except where the two lines are connected near the junction of the said Government Road and Magill Road, and thence running southward as a single line along the said Government Road six chains and seventy-two links (marked R on the deposited plan), and, subject to the provisions of this Act, across the footpath at the following places, as shown on the deposited plan, that is to say:—Across the footpath on the northern side of the Magill Road to allotment No. 4, in the township of Maylands, and across the footpath on the eastern side of the Government Road forming the eastern boundary of section 285, Hundred of Adelaide, Magill, at a distance of two chains or thereabouts from the southern side of the Magill Road.

EAST ADELAIDE AND STEPNEY, TRAMWAY No. 10, S TO T.—Sixty-six chains and ninety-four links or thereabouts in length, commencing at a point (marked S on the deposited plan) on the Magill Road on Tramway 9, at the corner of Nelson Street and the Magill Road, and running as a single line along Nelson Street and across the main North-Eastern Road, thence along the Walkerville Road to allotment 540, at the corner of the said Walkerville Road, East Adelaide, and Fifth Avenue (marked T on the deposited plan), and, subject to the provisions of this Act, across the footpath at the following place, as shown on the deposited plan, that is to say:—On the eastern side of the Walkerville Road, East Adelaide, to allotment 540, East Adelaide.

EAST ADELAIDE AND STEPNEY, TRAMWAY No. 11, U TO V.—Forty-four chains or thereabouts in length, commencing at a point (marked U on the deposited plan) on Tramway No. 9 at the junction of Kent Terrace and the Magill Road, and running as a double line along the main North-Eastern Road to a point on Tramway No. 10 (marked V on the deposited plan) at the junction of the said main North-Eastern Road with Nelson Street, Stepney, and Walkerville Road, East Adelaide.

Adelaide and Suburban Tramways Electric Traction Act.—1901.

PART III.

The Tramway shown in the deposited plans marked "Adelaide, Unley, and Mitcham Tramway" with references thereto.

ADELAIDE, UNLEY, AND MITCHAM TRAMWAY.—Four miles sixty chains and fifty links or thereabouts in length, commencing at a point (marked A on the deposited plan) in the roadway forming the eastern boundary of Victoria Square in a line with the prolongation of the southern side of Flinders Street, thence in a curve to Flinders Street, thence passing eastward as a double line along Flinders Street to the junction of Flinders and Pulteney Streets, thence southward along Pulteney and Hanson Streets to Carrington Street, thence passing eastward and westward as a single line, along Carrington Street, and thence southward along the eastern and western sides of Hurtle Square to the southern end of Hurtle Square, then passing southward, as a double line, along Hanson Street to South Terrace, thence southward along the Unley Road to a point opposite the intersection of the northern boundary of Eton Street, Malvern, with the said Unley Road, thence continuing southward, as a single line, along the said Unley Road to Torrens Arms Road (Torrens Arms), thence passing along the said Torrens Arms Road to Prince's Road, thence eastward along Prince's Road to a point opposite the eastern boundary of section 246 (Torrens Park) thence south eastward through a block of land, part lot 1 of the sub-division of section 248, Mitcham, to a point in Welbourne Street, Mitcham, thence southward along the said Welbourne Street to Albert Street, Mitcham, thence eastward along the said Albert Street to a point opposite the intersection of the western side of the street, forming the eastern boundary of lot 2, of section 248, Mitcham, and the northern side of the said Albert Street, together with a turnout at each of the points marked "a," "b," and "c" on the deposited plan, and, subject to the provisions of this Act, across the footpath at the following place (as shown on the deposited plan), that is to say:—Across the footpath on the eastern side of the Unley Road at a point one hundred and fifty feet or thereabouts south of the southern boundary of Clifton Street, Malvern.

PART IV.

The Tramways shown in the deposited plans marked "Adelaide and Hindmarsh Tramways—Adelaide, Hindmarsh, and Henley Beach System," with references thereto.

ADELAIDE AND HINDMARSH SECTION, TRAMWAY No. 1, A to B.—Three miles and sixty links or thereabouts in length, commencing at a point (marked A on the deposited plan) in King William Street, near the junction of Hindley Street, and thence passing as a single line along Hindley Street and Mile-End Road to the Government Road forming the western boundary of the City of Adelaide, thence northwards along the said Government Road, across Hindmarsh Bridge (over the River Torrens) and along the Port Road to John Street, Hindmarsh, thence along John Street to a point (marked B on the deposited plan) distant five hundred and eleven feet six inches or thereabouts from the south-western boundary of the Port Road, together with a turnout at each of the points marked "a," "b," and "c" on the deposited plan, and, subject to the provisions of this Act, across the footpath at the following place, as shown on the deposited plan, that is to say:—Across the footpath on the western side of John Street, Hindmarsh, at a distance of five hundred and eleven feet six inches or thereabouts from the south-western side of the Port Road.

HENLEY BEACH SECTION, TRAMWAY No. 2, C to D.—Five miles twenty-six chain or thereabouts in length, commencing at a point (marked C on the deposited plan) on Tramway No. 1 at the junction of the Government Road forming the western boundary of the City of Adelaide (near Hardy's wine cellars) and the Henley Beach Road, thence passing as a single line westward along the Henley Beach Road to Sea View Road, Henley Beach and thence northward along the said Sea View Road to its junction with the northern boundary of Main Street, Henley Beach (marked D on the deposited plan), together with a turnout at each of the points marked "d," "e," "f," "g," "h," "i," and "j" on the deposited plan, and, subject to the provisions of this Act, across the footpath at the following places, as shown on the deposited plan, that is to say:—Across the footpath on the southern side of the Henley Beach Road at points two hundred and ninety-two feet or thereabouts and three hundred and fifty-two feet or thereabouts west of the western boundary of Bagot Street, New Mile-End.

Adelaide and Suburban Tramways Electric Traction Act.—1901.

TRAMWAY No. 3, C to E (New Section).—One mile nineteen chains or thereabouts in length commencing at a point (marked C on the amended plan laid before the Select Committee on the twenty-eighth of August, one thousand nine hundred, and to be deposited in accordance with Standing Order No. 99 of the Joint Standing Rules and Orders of the Houses of Parliament relating to Private Bills) on Tramway No. 1, on the Mile-End Road on the eastern side of the Southern and Holdfast Bay Railway lines, thence passing eastward, as a single line, along the Mile-End Road to West Terrace, Adelaide, thence southward along West Terrace to Currie Street, thence eastward along Currie Street to the western side of Light Square, thence in a curve around the northern end of Light Square to Currie Street, thence eastward along Currie Street to King William Street, whence the line is connected by curves running north and south with the Adelaide and Suburban Tramway in King William Street (marked E on the deposited plan).

THE THIRD SCHEDULE.

The single tramline now laid down in Kermode Street, North Adelaide, commencing at the junction of John Street and Kermode Street and running east along Kermode Street to Roberts Place, and also the single line now laid down in that part of Gilberton Road called Park Terrace, between Walkerville Road and Stanley Street Road, and through Stanley Street Road between the said Park Terrace and Mann Terrace.

THE FOURTH SCHEDULE.

A fare of One Penny for a single journey, with or without a change of car, between North Terrace and South Terrace and *vice versâ*, or between East Terrace and West Terrace and *vice versâ*.

A fare not exceeding Three Pence, if paid in cash, or Two Pence, if paid by ticket, for a single journey between Victoria Square, South Adelaide, and any of the following suburban termini and *vice versâ*, namely:—Enfield, Prospect, Walkerville, Kensington and Norwood, Burnside, Maylands (tramsheds), Mitcham, Hindmarsh (John Street), and New Thebarton (tramsheds); and a like fare for a single journey between Maylands (the tramsheds), and the terminus (Magill) and *vice versâ*, and between New Thebarton (tramsheds) and the terminus (Henley Beach) and *vice versâ*.

Children under the age of twelve years shall be carried at half fare, if paid by ticket; otherwise children (except in arms) shall pay full fare.