

# ing Street Railways.

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compensation or damage that may be occasioned to the working of the railway or to the works herein contemplated.

20. The rail to be employed by the said railway shall be the flat rail, such as is now generally used for the present system of electrical or horse-car railways.

21. Each car employed on the said railway shall be numbered.

22. The cars shall run over the whole of the streets mentioned in the schedule hereto, on which the said tracks are laid, at least 15 hours in summer and 15 hours in winter on each day and at intervals of not less than 30 minutes.

23. The speed of the cars shall never exceed 10 miles an hour.

24. The conductor or other person in charge of each car shall announce to the passengers the names of the streets as the cars reach them.

25. The cars shall be used exclusively for the carriage of passengers.

26. The parties of the second part shall be liable for all damages arising out of the construction or operation of the works herein contemplated.

27. If the said parties of the second part neglect to keep the tracks or roadway between same or crossings, between and on each side of the rails in good condition or to have the necessary repairs made therein as aforesaid, the City Surveyor or other proper officer shall give notice thereof, requiring such repairs to be made forthwith, and if not made within a reasonable time the said City Surveyor or other officer as aforesaid may cause the repairs to be made and the amount so expended by the Corporation may be recovered against the said parties of the second part in any court of competent jurisdiction.

28. That before breaking up, opening or interfering with any of the said streets for the purpose of constructing the said railway, the said parties to the second part will give or cause to be given to the said Corporation, at least 30 days notice of their intention and that no more than 2500 feet of the said streets shall be broken up or opened at any one time, and that when the work thereon shall have been commenced the same shall be proceeded with steadily and without interruption, and as rapidly as the same can be carried on, due regard being had to the proper and efficient construction of the same.

material provided therefor shall be to the satisfaction of the City Surveyor or such other officer as aforesaid.

34. That the poles used for supporting the electrical conduits shall not be inferior in appearance to those on the day of the date hereof used in Government street in the City of Victoria by the Telephone Company.

In witness whereof the parties of the second part have hereto set their hands and seals and the Corporation has caused the corporate seal of the City of Victoria to be hereto affixed.

Signed, sealed and delivered in the presence of

Signed	
(R. SINCLAIR,)	J. D. WARREN,
(R. SINCLAIR,)	ANDREW GRAY,
(D.W.HIGGINS,)	THOS. SHOTBOLT,
(D.W.HIGGINS,)	JOSEPH HUNTER,
(WM. HAMMOND.)	D. W. HIGGINS.

[L. S.]

## SCHEDULE.

Fort Street to city boundary line east.

Yates Street to Fort Street boundary line east.  
Johnson Street (part).

Pandora (all).

Cook, North Park and Pioneer Streets.

Douglas Street to northern boundary of city limits.

Hillside Avenue.

Store, Discovery and Constance Streets.

Rock Bay Bridge to Work Street.

Bridge Street.

Government Street and James Bay Bridge.

Belleville, St. Lawrence, Menzies and Erie Streets to outer wharf.

Simcoe Street to Beacon Hill Park.

Be it therefore enacted by the Municipal Council of the City of Victoria as follows:

1. That the said agreement hereinbefore recited shall be and the same is hereby ratified and confirmed, and the said J. Douglas Warren, Andrew Gray, Thomas Shotbolt, Joseph Hunter and David Williams Higgins and their assigns are hereby authorized to lay down and construct street railways on the streets mentioned in the schedule to the said agreement, and to operate the same under the conditions, provisions and restrictions (and not otherwise) in the said agreement contained, and such other regulations