

through which it is intended to pass, except that at a distance of one chain and a half from its termination it will gradually approach, so that in the length of half a chain it reaches the centre of Piccadilly, and will continue to its termination in the centre of Piccadilly.

7. A tramway (No. 7) situate wholly in the parish of Manchester, commencing in the Wilmslow-road at a point 17 feet or thereabouts north of the lamp-post in the centre of such road opposite the Didsbury Hotel, and running thence in a northerly direction along that road, passing over Platt Bridge, and terminating at a point in that road opposite the centre of High-street at its junction with that road.

The centre line of the proposed Tramway No. 7 will be at its commencement and for a length of one chain in the centre of the aforesaid Wilmslow-road, and will thence gradually diverge until in a length of half a chain it reaches a distance of 4 feet from and on the west side of the imaginary centre line of that road, and will continue to its termination at the same distance from and on the same side of the said imaginary centre line.

8. A tramway (No. 8) situate wholly in the Wilmslow-road aforesaid, commencing at the point of commencement of Tramway No. 7 as before described, and running thence in a northerly direction along the road, passing over Platt Bridge, and terminating at a point in that road opposite the centre of High-street at its junction with that road.

The centre line of the proposed Tramway No. 8 will be at its commencement and for a length of one chain in the centre of the aforesaid Wilmslow-road, and will thence gradually diverge until in the length of half a chain it reaches a distance of 4 feet from and on the east side of the imaginary centre line of that road, and will continue to its termination on the same side of and at the same distance from the imaginary centre line.

9. A tramway (No. 9), situate wholly in the parish of Manchester, commencing at the point of termination of Tramway No. 7, passing thence in a northerly direction along the aforesaid Wilmslow-road into and along Oxford-street, passing over the bridge at the river Medlock known as Oxford Road Bridge, and terminating in that street at a point 90 feet or thereabouts south of the south-west corner of St. Peter's Church.

The centre line of the proposed Tramway No. 9 will be at its commencement and throughout its entire length at a distance of 4 feet from and on the west side of the imaginary centre line of the streets and roads through which it is intended to pass, except that (a) in passing the lamp-post and cab-stand between Cavendish-street and Devonshire-street the centre line will be 10 feet from and on the west side of the imaginary centre line of Oxford-street, and (b) in passing through Oxford-street, between Gilbert-street and 70 feet north of the centre of George-street, the centre line of the tramway will be 3 feet from and on the west side of the imaginary centre line of Oxford-street.

10. A tramway (No. 10) situate wholly in the parish of Manchester, commencing at the point of termination of Tramway No. 8, passing thence in a northerly direction along the aforesaid Wilmslow-road, into and along Oxford-street, passing over Oxford Road Bridge aforesaid, and terminating in that street at a point 90 feet or thereabouts south of the south-west corner of St. Peter's Church.

The centre line of the proposed Tramway No. 9 will be at its commencement and through-

out its entire length at a distance of 4 feet from and on the east side of the imaginary centre line of the streets and roads through which it is intended to pass, except that (a) in passing the lamp-post and cab-stand between Cavendish-street and Devonshire-street the centre line will be 10 feet from and on the east side of the imaginary centre line of Oxford-street, and (b) in passing through Oxford-street, between Gilbert-street and 70 feet north of the centre of George-street the centre line of the tramway will be 3 feet from and on the east side of the imaginary centre line of Oxford-street.

11. A tramway (No. 11) wholly in the parish of Manchester, commencing at the point of termination of Tramway No. 9, and passing thence in a northerly direction along Oxford-street, into and along the west side of St. Peter's-square, part of Peter-street, the north side of St. Peter's-square, so much of Dickenson-street as constitutes the east side of St. Peter's-square, the south side of St. Peter's-square, and into and along Oxford-street in a southerly direction, and terminating at the point of termination of Tramway No. 10, as before described.

The centre line of Tramway No. 11 will be at its commencement 4 feet from and on the west side of the imaginary centre line of Oxford-street, and on the same side of and at the same distance from the imaginary centre line of the west side of St. Peter's-square; and will be laid in the centre of the streets on the north, east, and south sides of St. Peter's-square, and will be at its termination 4 feet from and on the east side of the imaginary centre line of Oxford-street.

12. A tramway (No. 12) wholly in the parish of Manchester, commencing at a point in the centre of Chester-road, opposite the central front entrance of the Town Hall of Stretford, and passing thence in a northerly direction along that road (over Longford Bridge), into and along Stretford-road (formerly Stretford New-road), and terminating in the last-mentioned road at a point opposite the centre of Lucy-street at its junction with that road.

The centre line of Tramway No. 12 will be at its commencement and for a length of one chain in the centre of Chester-road, and will thence gradually diverge, so that in a length of half a chain it reaches the distance of 4 feet from and on the west side of the imaginary centre line of Chester-road, and will continue to its termination at the same side of and at the same distance from the imaginary centre line of the streets and roads through which it is intended to pass.

13. A tramway (No. 13) wholly in the parish of Manchester, commencing at a point in the centre of the aforesaid Chester-road, opposite the central front entrance of the Town Hall of Stretford, and passing thence in a northerly direction along that road (over Longford Bridge) into and along Stretford-road (formerly Stretford New-road), and terminating in the last-mentioned road at a point opposite the centre of Lucy-street, at its junction with that road.

The centre line of the proposed Tramway No. 13 will be at its commencement and for a length of one chain in the centre of the aforesaid Chester-road, and will thence gradually diverge, so that in a length of half a chain it reaches 4 feet from and on the east side of the imaginary centre line of the said Chester-road, and will continue to its termination at the same distance from and on the same side of the imaginary centre line of the streets and roads through which it is intended to pass.

14. A tramway (No. 14) wholly in the parish of