

In Parliament.—Session 1873.

Bradford District Tramways.

(Incorporation of Company—Construction of Street Tramways in Bradford and neighbourhood; Deviations of Tramways to meet alterations of Streets; Tolls; Provisions for use of Tramways and Streets traversed; Agreements with and Powers to Corporation of Bradford, Street Authorities, &c.; Arrangements with Corporation of Bradford and with other Companies and Bodies; Amendment of Acts, and other Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for the following or some of the following among other purposes, that is to say:—

To incorporate a Company (hereinafter called the Company) and to authorize the Company to make and maintain the following street Tramways or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively (that is to say),

A Tramway No. 1, commencing in the township and parish of Bradford, at or near the junction of Charles-street with Leeds-road, passing along or across Leeds-road, Hall Ings, Bridge-street, Market-street, and the open space in front of the Town Hall, Tyrrel-street and Thornton-road, and terminating in the township of Thornton in the said parish of Bradford, in the Bradford and Thornton-road, at Thornton, at or near a point 34 feet, measuring in a north-westerly direction from the north-east corner of the Friendly Inn beerhouse.

The centre line of the Tramway No. 1 will be as follows:—At the commencement thereof on the south side of and at a distance of one foot from the imaginary centre line, thence for a distance of three chains and a half or thereabouts, it will be at a gradually increasing distance from the imaginary centre line until it attains the distance of four feet from the imaginary centre line, and thence for a distance of one chain or thereabouts, it will be at a distance of four feet from the imaginary centre line, thence for a distance of half a chain or thereabouts, it will be at a gradually increasing distance from the imaginary centre line, until it attains the distance of six feet from the imaginary centre line, and will so continue to the western end of the Leeds-road, and thence for a distance of one chain or thereabouts, it will be at a gradually diminishing distance until it approaches within four feet of the imaginary centre line, and thence for a distance of five chains or thereabouts, it will continue at the distance of four feet from the imaginary centre line, thence for the length of a chain or thereabouts, it will be at a gradually diminishing distance until it attains the centre line, and from thence to its termination it will be laid along the centre of Thornton-road, except that,

(a) For a distance of one chain from and westward of a point 55 feet measured in a south-easterly direction from the south-east corner of Brick-lane Mill, it will be at a gradually increasing distance from the imaginary centre line until it attains the distance of four feet, and southward therefrom and thence for a distance of one chain it will gradually approach until it attains the imaginary centre line.

(b) At a point 175 feet, measured in an easterly

direction from the north-west corner of Rosse-street, the centre line of the Tramway will, proceeding in a westerly direction, gradually diverge until in the length of half a chain it attains the distance of four feet from and southward of the imaginary centre line, and will thence continue at the same distance from the imaginary centre line up to a point 70 feet, measured in a westerly direction, from the north-east corner of the Craven Heifer Inn, and thence for the length of half a chain it will gradually approach till it attains the centre line.

(c) At a point 212 feet, measured in an easterly direction from the south-east corner of the road leading from the Bradford and Thornton-road to Shuttleworth Hall, the centre line of the Tramway will, proceeding in a westerly direction, gradually diverge until in the length of half a chain it attains the distance of four feet from and southward of the imaginary centre line, and will thence proceed at the same distance for a length of one chain, and thence it will gradually approach till in the length of half a chain it attains the imaginary centre line.

(d) At a point 500 feet measured in an easterly direction from the north-east corner of the road leading from the Bradford and Thornton-road, to Leaventhorp Mill and Crosley Hall, the centre line of the Tramway will, proceeding in a westerly direction, gradually diverge until, in the length of half a chain, it attains the distance of four feet from and southward of the imaginary centre line, and will thence proceed at the same distance for a length of one chain, and thence it will gradually approach till, in the length of half a chain, it attains the imaginary centre line.

(e) At a point 860 feet measured in a westerly direction from the north-east corner of the road leading from the Bradford and Thornton-road, to Leaventhorp Mill and Crosley Hall, the centre line of the Tramway will, proceeding in a westerly direction, gradually diverge until, in the length of half a chain, it attains a distance of four feet from and southward of the imaginary centre line, and will thence proceed at the same distance for a length of one chain, and thence it will gradually approach till, in the length of half a chain, it attains the imaginary centre line.

(f) At a point 100 feet measured in a westerly direction from the place where the Head Goit leading to Leaventhorp Mill passes under the Bradford and Thornton-road, the centre line of the Tramway will, proceeding in a westerly direction, gradually diverge until in the length of half a chain it attains the distance of four feet from and southward of the imaginary centre line, and will thence proceed at the same distance for a length of one chain, and thence it will gradually approach till in the length of half a chain it attains the imaginary centre line.

(g) At a point 220 feet measuring in an easterly direction from the south-east corner of the road leading from the Bradford and Thornton-road at a place called 'The Bricks' to School Green, the centre line of the tramway will, proceeding in a westerly direction, gradually diverge until in the length of half a chain it attains the distance of four feet from and southward of the imaginary centre line, and will thence proceed at the same distance for