

in the Board of Trade.—Session 1883.

Hartlepool Tramways.

(Construction of Street Tramways in Hartlepool, Throston, and West Hartlepool, in the county of Durham; Steam, Mechanical, and Animal Power; Powers to acquire Land by Agreement; to open and interfere with Public Roads, and to levy Tolls; Provisions for Regulating Traffic along Roads; Bye-laws; Agreements with Local and Road Authorities; and other Provisions.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order, under the provisions of "The Tramways Act, 1870," to authorise the construction, working, user, and maintenance of the tramways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, plates, chairs, sleepers, works, and conveniences connected therewith, all in the county of Durham, that is to say:—

A Tramway No. 1, commencing in the township and borough of Hartlepool, in Middlegate, at the east side of Sunnyside, thence passing along Middlegate, Northgate-street, Millbank-crescent, Cleveland-road, Upper Church-street, and along the road along the north side of Christ Church, West Hartlepool, into and along Church-street and Lynn-street, and terminating in Lynn-street, West Hartlepool, at the intersection of Nelson-street, and which said tramway will pass from, through, or into, and be situate in the townships of Hartlepool and Throston, in the parish of Hart, and the township of Stranton in the parish of Stranton, and will also be situate in the borough of Hartlepool, the Local Board District of Throston, and the District of the West Hartlepool Improvement Commissioners.

Tramway No. 1.—Will be laid as a single line, except at the following places, where it will be laid as a double line (that is to say):—

In Middlegate and Northgate-street, between points respectively 1 chain and 4 chains from the commencement of the tramway.

In Northgate-street, between a point $\frac{1}{2}$ chain north of the south side of Union-street and a point opposite the south-west side of Tweddle-street, and between the south-western side of Warren-street and a point 3 chains west thereof.

In Millbank-crescent, between points respectively $3\frac{1}{2}$ chains and $\frac{1}{2}$ chain south from the north side of Dock-street.

In Millbank-crescent and Cleveland-road, between points respectively 1 chain and $8\frac{1}{2}$ chains north of the north side of Henrietta-street.

In Cleveland-road, between points respectively $1\frac{1}{2}$ chain and 5 chains north-west of the north side of Clyde-place, and between points respectively 15 chains and 18 chains eastward of the north-east corner of the Creosote Works, and between points respectively $\frac{1}{2}$ chain, and $3\frac{1}{2}$ chains eastward of the north-east corner of the said Creosote Works, and between points respectively $4\frac{1}{4}$ chains and $7\frac{1}{4}$ chains westward of the last-mentioned corner, and between points respectively $1\frac{1}{2}$ chain and $4\frac{1}{2}$ chains eastward of the east side of the north abutment of the bridge carrying the West Hartlepool branch of the North Eastern Railway over Cleveland-road, and between points respectively $4\frac{1}{2}$ chains and $7\frac{1}{2}$ chains westward from the west side of the south abutment of the said bridge, and between points respectively $1\frac{1}{4}$ chain and $4\frac{1}{4}$ chains north-east of the

north-east side of Broom-terrace, and between points respectively $2\frac{1}{4}$ chains north-eastward and $\frac{3}{4}$ chain south-westward of the north-east side of the road leading to the cemetery, and between points respectively 10 chains and 13 chains south-west of the south-west side of the last-mentioned road, and between points respectively 9 chains and 12 chains north-east of the south-west corner of the police station.

In Cleveland-road and Upper Church-street, between points respectively $1\frac{1}{2}$ chain north-east and $1\frac{1}{2}$ chain west of the south-west corner of the police station.

In Church-street and Lynn-street, between points respectively $1\frac{1}{2}$ chain west and $1\frac{1}{2}$ chain south of the north-east corner of the Athenæum Buildings.

In Lynn-street, between points respectively $\frac{1}{2}$ chain and $3\frac{1}{2}$ chains south of the north side of Surtees-street, and between points respectively $1\frac{1}{4}$ chain north and $1\frac{3}{4}$ chain south of the north side of Musgrave-street, and between points respectively 1 chain and 4 chains northward of the termination of Tramway No. 1.

A Tramway, No. 2, commencing by a junction with Tramway No. 1 in Upper Church-street, at a point 2·30 chains eastward of the south-west corner of the police station, passing thence along the road at the south side of Christ Church, into and along Church-street, and terminating in Church-street, at a point $\frac{1}{2}$ chain west of the east side of Scarborough-street.

Tramway No. 2 will be wholly laid as a single line.

A Tramway, No. 3, commencing by a junction with Tramway No. 1 in Cleveland-road, at a point $\frac{3}{4}$ chain north-east of the south-west corner of the police station, passing thence into and along Cambridge-road, and terminating in Cambridge-road at a point $\frac{1}{2}$ chain north-west of the west side of Stockton-street.

Tramway No. 3 will be laid wholly as a double line.

Tramway No. 4, commencing by a junction with Tramway No. 1 in Upper Church-street, at a point $\frac{1}{2}$ chain eastward of the south-west corner of the police station, passing thence into and along Cambridge-road and Victoria-road, and terminating in Victoria-road, at a point opposite the east side of Morris-street.

Tramway No. 4 will be laid as a single line, except at the following places where it will be laid as a double line:

In Upper Church-street and Cambridge-road, for a length of 3 chains from its commencement;

In Cambridge-road, between the west side of Wellington-road and a point 3 chains west thereof;

In Victoria-road, between points respectively 1 chain and 4 chains east of the termination of the tramway.

A Tramway, No. 5, commencing by a junction with Tramway No. 1 in Cleveland-road, at the point of commencement of Tramway No. 3, passing thence into and along Stockton-street, Musgrave-street, and Lynn-street, and terminating by a junction with Tramway No. 1, in Lynn-street, at a point $\frac{1}{2}$ chain north-west of the north-west side of Musgrave-street.

Tramway No. 5 will be laid as a single line, except at the following places; where it will be laid as a double line, that is to say:—

In Cleveland-road and Stockton-street for a distance of $2\frac{1}{4}$ chains southward, from the commencement of the tramway;

In Stockton-street, between a point opposite the north-side of Albert-street and a point