

road, and 8 chains measured from the termination of the tramway as before described.

Tramway No. 2.

In Chester-road, on both sides thereof, between points respectively 1·4 chains and 9 chains measured from the commencement of the tramway as before described; between points respectively 0·5 chains and 3·5 chains west of the junction of West-street with Chester-road; between points respectively 7·7 chains and 9·7 chains west of the junction of West-street with Chester-road; between points respectively 6·3 chains and 9·3 chains east of the north-east angle of the Half-way House; between points respectively 2·5 chains east and 2·5 chains west of the centre of the Half-way House; between points respectively 1·1 chains west and 5·3 chains east of the centre of the entrance gates to the Parkside Lunatic Asylum in Chester-road; between points respectively 6·6 chains and 17 chains west of the centre of the said entrance gates to the Parkside Lunatic Asylum; between points respectively 17·7 chains and 20·7 chains measured from the termination of the tramway as before described; between points respectively 9·7 chains and 12·5 chains measured from the termination of the tramway as before described; and between points respectively 5 chains and 8 chains measured from the termination of the tramway as before described.

Tramway No. 3.

In Catherine-street, on the west side thereof, between points respectively 0·3 chains south of the junction of Chester-gate with that street, and the junction of Catherine-street with Bond-street. In Bond-street, on both sides thereof, between points respectively 1·5 chains and 4·5 chains, measured from the termination of the tramway as aforesaid.

Tramway No. 4.

In Park-lane, on both sides thereof, between points respectively 2 chains and 5 chains east of the junction of Crompton-road with that lane; between points respectively 1·5 chains and 3·5 chains east of the junction of Bond-street with Park-lane; between points respectively 0·4 chains west and 2·6 chains east of the junction of Higginbotham-street with Park-lane; and between points respectively 0·5 chains and 2·5 chains east of the junction of Hobson-street with Park-lane. In Park-lane, on the north side thereof, between points respectively 3·5 chains east of the junction of Bond-street with Park-lane, and 0·4 chains west of the junction of Higginbotham-street with Park-lane. In Sunderland-street, on both sides thereof, between points respectively 3 chains south of the junction of Brook-street with that street, and 6·2 chains north of the junction of Pickford-street with Sunderland-street. In Gas-road, on both sides thereof, between points respectively the centre of the bridge carrying the London and North-Western and North Staffordshire Railways over that road, and 2 chains south of that point; and between points respectively 3·5 chains and 5·9 chains north of the centre of the said bridge.

Tramway No. 4a.

In Hibel-road, on both sides thereof, between points respectively 0·75 chains west and 1·75 chains east of the centre of the bridge over the river Bollin.

Tramway No. 5.

In Hurdsfield-road, on both sides thereof, between points respectively 2 chains and 3·4 chains north-east of the junction of Fence-street with that road; between points respectively 1·5 chains

north-east and 1·3 chains south-west of the junction of Albert-street with Hurdsfield-road; between points respectively 2·5 chains north-east of the junction of Albert-street with Hurdsfield-road, and 0·8 chains south-west of the junction of Church-street with Hurdsfield-road. In Hurdsfield-road, on the south-east side thereof, between points respectively 1·5 chains and 2·5 chains north-east of the junction of Albert-street with that road.

Tramway No. 6.

In Park-green, on both sides thereof, between points respectively 3 chains and 5·8 chains measured from the commencement of the tramway as before described.

In Mill-lane, on both sides thereof, between points respectively 0·3 chains and 1 chain north of the junction of Bridge-street with Mill-lane.

In Cross-street, on both sides thereof, between points respectively 0·3 chains and 1·5 chains south of the junction of Byrons-street with Cross-street.

In all cases above-mentioned distances are measured along the line of tramway.

The tramways are intended to be constructed on a gauge of 3 feet 6 inches, and it is not intended to run on the tramways carriages or trucks adapted for use upon railways.

The proposed provisional order will incorporate with itself the whole or some of the provisions of the Tramways Act, 1870, with such alterations or amendments thereof as may be deemed necessary or expedient, and will enable the promoters to exercise the powers granted by that Act to parties who are therein called promoters, as well as the powers hereinafter mentioned (that is to say):—

To enable the promoters for all or any of the purposes of the undertaking to acquire by agreement or to take easements over lands, and to erect buildings and conveniences on any such lands.

To empower the promoters from time to time to make such crossings, passing-places, tramways, sidings, junctions, and other works, in addition to those particularly specified in this Notice as may be necessary or convenient to the efficient working of the proposed tramways or any of them, or for providing access to the stables or carriage-sheds or works of the promoters.

To empower the promoters, whenever by reason of the execution of any work affecting the surface of the soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or in any adjacent street, road, or thoroughfare, in any parish, township, or place mentioned in this Notice, and maintain, so long as occasion may require, a temporary tramway in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

To empower the promoters to hold and acquire patent rights in relation to tramways.

To empower the promoters on the one hand, and the Mayor, Aldermen, and Burgesses of the borough of Macclesfield, and the Macclesfield Union Rural Sanitary Authority, or either of them, on the other, to enter into agreements with reference to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same, and along the streets and roads, and as to other matters arising out of or connected with the objects of the intended Order.

To empower the promoters to use on the