

Tramway No. 2 is in the townships of Halifax and Northowram, and in the borough of Halifax.

Tramway No. 6 is in the townships of Warley, Skircoat, and Halifax, partly in the district of the Sowerby-bridge Local Board of Health, partly in the district of the Skircoat Board of Surveyors, and partly in the borough of Halifax.

Tramways Nos. 7 and 13 are in the townships of Skircoat and Halifax, and entirely in the borough of Halifax.

Tramway No. 10 is in the borough and township of Halifax, and in the township of Ovenden.

It is proposed to lay the tramways so that for a space of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the street and the nearest rail of the tramway in the following places:—

Tramway No. 1, in Barum-top, on the east side, for a distance of 4 chains, between a point opposite the south side of George-street and a point opposite the principal entrance to the Halifax Club.

Tramway No. 2, in Northgate, on both sides of the street for a distance of 2 chains, between a point opposite the north side of Crossley-street and a point opposite the south side of Broad-street.

In Northgate, on both sides of the street for a distance of 2 chains and 50 links, between a point opposite the south side of North-parade and a point 2 chains and 50 links north of the same point.

Tramway No. 3, in Broad-street, on both sides of the street for a distance of 4 chains and 80 links, between a point opposite the east side of Waterhouse-street and a point opposite the west side of Northgate.

Tramway No. 4, in Crown-street, on the north side for a distance of 3 chains and 90 links, between a point opposite the east side of Waterhouse-street and a point opposite the west side of Princess-street.

In Old-market, for a distance of 2 chains, between a point opposite the east side of Princess-street and a point opposite the centre of the entrance to the Union Cross-yard.

Tramway No. 6, in Town Hall-street, in the township of Warley, on both sides of the street for a distance of 1 chain and 70 links, between a point 1 chain and 30 links easterly from the commencement of the tramway and a point 1 chain and 70 links easterly from the said point.

In King Cross-lane, in the township of Halifax, on both sides, for a distance of 3 chains, between a point 7 chains and 50 links west of the westerly side of Parkinson-lane and a point 4 chains and 50 links west of the westerly side of Parkinson-lane.

In King Cross-street, on both sides, for a distance of 18 chains and 60 links, between a point opposite the east side of St. Mary-street and a point in Bull-green, opposite the east corner of Little-lane.

Tramway No. 7, in Gibbet-road, at Highroad-well, on the north side for a distance of 11 chains and 50 links, between a point 2 chains west of the centre of Sand Hall-lane and a point 13 chains west of the centre of Spring Hall-lane. Also on both sides, for a length of 3 chains, between a point 2 chains west of the centre of Sand Hall-lane and a point 3 chains east of the same point.

In Gibbet-lane, on both sides, for a distance of 3 chains, between a point 6 chains westward from the centre of Queen's-road and a point 3 chains eastward of the same point.

In Gibbet-street, on both sides, for a distance of 3 chains, between a point 3 chains west from the centre of the entrance to the Union Work-house and a point opposite the centre of the said entrance.

In Gibbet-street, on both sides, for a distance of 3 chains and 70 links, between a point opposite the east side of Back Rhodes-street and a point opposite the west side of Gerrard-street.

In Gibbet-street, on both sides, for a distance of 4 chains and 80 links, between a point opposite the east side of Clarence-street and a point opposite the west side of New Brunswick-street.

In Gibbet-street, on the north side, for a distance of 5 chains, between a point 1 chain west of the westerly side of Duke-street and a point opposite the westerly side of Cow-green.

Tramway No. 9, in Pellon-lane, on both sides, for a distance of 3 chains, between a point 4 chains east of the east side of Spring Hall-lane and a point 3 chains eastward of the same point.

In Pellon-lane, on both sides, for a distance of 3 chains, between a point 2 chains east of the entrance gate to Birks Hall and a point 5 chains east of the said entrance.

In Pellon-lane, on the northerly side, for a distance of  $23\frac{1}{2}$  chains, between a point opposite the east side of Dean-street and a point opposite the westerly side of St. James's-road.

Tramway No. 10, in Cross-hills and Dean-clough, on the east and north-easterly sides, for a distance of 30 chains and 50 links, between a point opposite the north-westerly corner of North-bridge and a point in the centre of Lee-bridge.

In Lee-bank, on both sides, for a length of 3 chains, between a point 50 links north-west from the centre of Lee-bridge and a point 3 chains north of the said point.

In Lee-bank and Ovenden-road, on the easterly side, for a distance of 76 chains and 60 links, between a point 6 chains and 50 links northwards from the centre of Lee-bridge and a point opposite the south side of the Ovenden Cross Inn.

In Shay-lane, on both sides, for a distance of 3 chains, between a point 3 chains south of the termination of the tramway and the said termination.

Tramway No. 11, in Haley-hill, on both sides, for a distance of 11 chains and 50 links, between a point 1 chain and 10 links westward from the commencement of the tramway and a point opposite the centre of Coach-fold.

In Booth Town-road, on both sides, for a distance of 13 chains, between a point 7 chains and 50 links northward from the centre of Coach-fold and a point 13 chains northward of the same point.

In Booth Town-road, on both sides, for a distance of 3 chains, between a point 6 chains south of the north-westerly corner of Woodland-cottages and a point 3 chains northward of the same point.

In Booth Town-road, on both sides, for a distance of 3 chains, between a point 5 chains south of the termination of the tramway and the said termination.

Tramway No. 12, in New-bank, on both sides, for a distance of 1 chain and 80 links, between a point 1 chain and 50 links north of the north side of Charlestown-road and a point opposite the south side of Spring-terrace.

In New Bank, on both sides, for a distance of 2 chains, between a point 70 links south-west of the south side of Garden-street and a point 1 chain and 30 links north-east of the south side of Garden-street.

In New-bank, on both sides, for a distance of 4 chains and 50 links, between a point opposite