

street, from a point the commencement of Tramway No. 3, to a point in that street distant 3 chains in a southerly direction from the commencement of such tramway; in Market-street, from a point distant $1\frac{1}{2}$ chains in an easterly direction from the said point of intersection of Market-street, Wigan-road, and Leigh-road, and a point in Leigh-road distant $1\frac{1}{2}$ chains in a south-westerly direction from the said point of intersection; in Leigh-road, between a point distant 0.50 chains in a southerly direction from a bridge over a brook running under Leigh-road and terminating at a point distant 3.50 chains in a southerly direction from the said bridge. In Leigh-road, between a point the junction of Orchard-lane with that road and a point distant 3 chains in a southerly direction from the said junction.

Tramway No. 4.—Wholly in the township of Pennington, in the parish of Leigh, commencing by a junction with Tramway No. 3 at the point of termination of such tramway as before described, and passing in a southerly direction along Bridge-street to the junction of Church-street with that street, thence turning in an easterly direction into and passing along Church-street, and terminating in that street at a point 3 chains from the said junction of that street with Bridge-street.

Tramway No. 4 will be laid as a single line, except in the following place, where it will be laid as a double line, viz.:—In Church-street, between a point the junction of that street with Bridge-street and a point the termination of the tramway.

2. Each of the said tramways will be constructed on a gauge of 3 feet 6 inches.

It is not intended to run on the tramways carriages or trucks adapted for use upon railways, and it is not proposed to lay any tramway so that for a distance 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, except in the case of the following tramways, and then only at the places hereinafter described:—

Tramway No. 1.—commencing in Church-street at a point distant 4.75 chains in a northerly direction from the commencement of Tramway No. 1 before described along the west side of Church-street, and terminating in that street at a point distant 5.95 chains from the commencement of such tramway; also commencing in Bolton Old-road at a point distant 5.95 chains in an easterly direction from the junction of High-street with that road along the north side of Bolton Old-street, and terminating in that road at its said junction with High-street; also commencing in High-street at its said junction with Bolton Old-road, along the east side of High-street, and terminating at its junction with Dan-lane; also commencing in Dan-lane at its junction with High-street along both sides of Dan-lane, and terminating in Dan-lane at its junction with Miller's-lane; also commencing in Tyldesley-road at its commencement and the intersection of that road and Miller's-lane and Dan-lane along the east side of Tyldesley-road, and terminating in that road at a point distant 1.50 chains in a south-easterly direction from the said point of intersection; also commencing in the new road in course of construction to a point in Tyldesley-road distant 6

chains in a north-westerly direction from the centre of the bridge over the railway belonging or reputed to belong to Messieurs Fletcher, Burrows, and Company, and used by them in connection with their colliery known as the Chanters Colliery, along the north-east side of the said new road, and terminating in that road at its junction with Tyldesley-road; also commencing in Tyldesley-road at a point distant 6 chains in a westerly direction from the centre of the said bridge over the railway belonging to Messieurs Fletcher, Burrows, and Company along the north-east side of Tyldesley-road, and terminating in that road at a point distant 1.30 chains in a westerly direction from the junction of West-street with Tyldesley-road; also commencing in Tyldesley-road at a point distant 6 chains in a westerly direction from the centre of the said bridge over the railway belonging to Messieurs Fletcher, Burrows and Company along the south side of Tyldesley-road, and terminating at a point in that road 3 chains in a westerly direction from the centre of the said bridge; also commencing in Tyldesley-road at its junction with West-street, along both sides of Tyldesley-road, and terminating in that road at a point distant 3 chains in an easterly direction from the said junction of West-street with Tyldesley-road; also commencing in Tyldesley-road at a point the junction of Lord-street with that road along the north side of Tyldesley-road, and terminating in that road at the boundary of the said township of Atherton, in the centre of the said bridge over the Hindsford Brook, commonly called or known by the name of the Hindsford-bridge.

Tramway No. 2.—Commencing in Castle-street at its junction with Shackerley-road, along the north-east side of Castle-street, and terminating in Castle-street at its junction with Shuttle-street; also commencing in Shuttle-street at its junction with Castle-street, along the north side of Shuttle-street, and terminating in Shuttle-street at its junction with Stanley-street; also commencing in Stanley-street at its junction with Shuttle-street, along the east side of Stanley-street, and terminating in "the Square" at a point in Elliott-street, where it is joined by Stanley-street and "the Square"; also commencing in Elliott-street at a point in that street where it is joined by Stanley-street and "the Square," along both sides of Elliott-street, and terminating in that street at a point distant 3 chains in a westerly direction from the said junction of Elliott-street with Stanley-street and "the Square"; also commencing in Castle-street at its junction with Elliott-street along the west side of Castle-street, and terminating in that street at a point half a chain north of Peter-street.

Tramway No. 3.—Commencing in Market-street at a point distant 3 chains in a westerly direction from the commencement of Tramway No. 3, along the south side of Market-street, and terminating in Market-street at the point of intersection of that street with Wigan-road and Leigh-road; also commencing in Leigh-road at the said point of intersection of that road with Market-street and Wigan-road, along the south side of Leigh-road, and terminating in that road at a point distant 7 chains in a westerly direction from the said point of intersection;