

90 links in length, in the last-named township, commencing in Horton Park-avenue, with a junction with Tramway No. 3, at a point 170 feet east of the centre of Great Horton-road, and terminating in Great Horton-road at a point 150 feet north-east of the centre of road to St. John's Parsonage.

The following portions of the said Tramway No. 3c are proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway (that is to say): in Horton Park-avenue, between points respectively 35 feet and 134 feet east of the centre of Great Horton-road; and in Great Horton-road for a distance of 2 chains 30 links or thereabouts between points respectively opposite and 152 feet south-west of the centre of Crossley-street.

Tramway No. 3f.—A passing place, 3 chains 40 links in length, in the last-named township, commencing and terminating in High-street with a junction with Tramway No. 3, at points respectively 150 feet north-east and 74 feet south-west of the centre of Shepherd-street.

Tramway No. 3g.—A passing place, 1 furlong 2 chains 30 links in length, in the last-named township, commencing and terminating in High-street with a junction with Tramway No. 3, at points respectively 5 feet south-west of the centre of Hunt-yard and 82 feet south-west of the centre of Harris-court.

A portion of the said Tramway No. 3g is proposed to be so laid in High-street, for a distance of 5 chains 90 links, that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the north-west side of the said street and the nearest rail of the tramway between points respectively 37 feet south-west of the centre of Paternoster-lane and 20 feet south-west of the centre of Southfield-lane.

Tramway No. 3h.—Two chains 60 links in length, in the last-named township, commencing in Ewart-street by a junction with Tramway No. 3, at a point 47 feet south-east of the centre of High-street, and terminating in High-street at a point 100 feet south-west of the centre of Havelock-street.

Tramway No. 3i.—One chain 40 links in length, in the last-named township, commencing in High-street by a junction with Tramway No. 3, and terminating in the last-mentioned street by a junction with Tramway No. 3h, at points respectively 46 feet north-east and 46 feet south-west of the centre of Ewart-street.

The whole of the above-named Tramways No. 3 to No. 3i, both inclusive, consist of a single line save as hereinafter mentioned (that is to say): A portion of Tramway No. 3 and the whole of Tramway No. 3a form a double line between the points where Tramway No. 3a commences and terminates as aforesaid. The length of such double line is 3 chains 40 links. Another portion of Tramway No. 3 and the whole of Tramway No. 3b form a double line between the points where Tramway No. 3b commences and terminates as aforesaid. The length of such double line is 6 chains 80 links. Another portion of Tramway No. 3 and the whole of Tramway No. 3c form a double line between the points where Tramway No. 3c commences and terminates as aforesaid. The length of such double line is 3 furlongs 9 chains 25 links. Another portion of Tramway No. 3 and the whole of Tramway No. 3e form a double line between the points where Tramway No. 3e commences and terminates as

aforesaid. The length of such double line is 4 chains 90 links. Another portion of Tramway No. 3 and the whole of Tramway No. 3f, form a double line between the points where Tramway No. 3f commences and terminates as aforesaid. The length of such double line is 3 chains 40 links. Another portion of Tramway No. 3 and the whole of Tramway No. 3g form a double line between the points where Tramway No. 3g commences and terminates as aforesaid. The length of such double line is 1 furlong 2 chains 30 links. The total length of all the said Tramways No. 3 to No. 3i, both inclusive, is 2 miles 10 links, of which the total length of single line is 1 mile 1 furlong 5 links, and of double line 7 furlongs 5 links.

The Corporation will, in and by such Order, seek power to prescribe and enforce regulations for the effectual control and management of the said proposed tramways, and of all tramways now constructed, or authorised to be constructed, in the said borough; for making provision to secure the safety of the public where any tramway now or hereafter to be constructed crosses or is near to any other line of tramway, the time at which tramcars and any engines or other motive power shall pass such places, the stoppage of any of them, or other regulations for enabling each other to pass and repass, and the time at which any of them may remain in any public place in the said borough.

The Corporation will also by the said Order seek power from time to time to make and thereafter to vary and alter any rules and regulations respecting the management of the tramways now or hereafter to be authorised, and of the carriages, engines, or other motive power employed thereon, as the Corporation may deem necessary for the effectual protection of the public against accident.

And notice is hereby also given, that, except as hereinbefore particularly described, no tramway is proposed to be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches shall intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway.

Each of the aforesaid tramways is intended to be constructed to a gauge of 4 feet.

It is not intended to cross any canal, nor is it intended to run on any of the said tramways, carriages or trucks adapted for use on railways; but part of the said Tramway No. 3 will be constructed on the roadway of Little Horton-lane, under which roadway, by means of a tunnel, the Bradford, Halifax, and Thornton Branch of the Great Northern Railway is carried.

The Corporation will, in and by such Provisional Order, seek that all necessary powers be obtained for the following purposes (that is to say):—

1. To authorise and empower the levying of tolls, rates, and charges for the use of the tramways, such tolls and charges being levied either upon or in respect of carriages using the tramways other than the carriages of the Promoters, and the traffic conveyed therein, or in respect of passengers or other traffic conveyed on the tramways in the carriages of the Promoters.

2. To enable the Promoters, whenever by reason of the execution of any work affecting the surface or 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 any adjacent street, road, or thoroughfare in any parish, township, or place mentioned in this notice, and maintain, so