

pavement, at a point about 4 chains 70 links from the south-east corner of the Market Hall (measuring in an easterly direction), passing thence in the same direction along that street into and along South street, Beetwell-street (otherwise Betwell-street), Lords Mill-street, over Lords Mill bridge, under the Midland Railway bridge, thence into and along the Mansfield-road to its junction with the North Wingfield-road, thence into and along that road in a southerly direction, thence into and along the Clay Cross-road, and terminating in the parish of North Wingfield, in the said Clay Cross-road, at a point in the centre thereof at its junction with Church-lane, which said intended Tramway No. 1 will be made or pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say—Chesterfield, Hasland, Grassmoor, North Wingfield, and Morton, all in the county of Derby. Tramway No. 1 will be a single line except at the following places, where it will be a double line.

In the Low-pavement, for a distance of about 2 chains from its commencement. In Lords Mill-street, from a point about 3 chains south of the centre of Lords Mill Bridge, for a distance of 2 chains in a southerly direction.

In the North Wingfield-road, at Hasland-green, for a distance of 2 chains or thereabouts measured in a northerly direction, and a distance of half a chain or thereabouts measured in a southerly direction from the entrance to Manor House in that road.

In the North Wingfield-road, at Grasshill, from a point 3 chains or thereabouts from and to the south of the north-west end of the row of houses at Grasshill, for a distance of 3 chains measured in a southerly direction.

In the Clay Cross-road, from a point distant  $6\frac{1}{2}$  chains from the termination of the tramway, for a distance of 3 chains measured in a northerly direction.

Tramway No. 2.—A tramway situate wholly in the said township of Hasland and parish of Chesterfield, commencing by a junction with Tramway No. 1. at the junction of the said North Wingfield-road and Mansfield-road, and passing in a south-easterly direction along and terminating in the said Mansfield-road at a point opposite Brunt's Farm-house, at Corbridge.

Tramway No. 2 will be a single line except at the following places, where it will be a double line.

From its commencement, for a distance of 3 chains, measured in a south-easterly direction.

From a point distant 1 chain from the termination of the tramway, for a distance of 3 chains, measured in a north-westerly direction.

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

At the following places it is proposed to lay the Tramway No. 1 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 the side or sides of the streets hereinafter mentioned, and the nearest rail of the tramway.

In South-street, on the east side from its junction with the said street known as Low-pavement to its junction with Beetwell-street.

In Beetwell-street, on the north side, the whole length of the street to its junction with Lords Mill-street.

In Lords Mill-street, on the east side from its junction with Beetwell-street to a point about 40 links distant from the centre of the Railway Bridge carrying the Brompton Branch of the Midland Railway Company over the said street, and from a point distant about 3 chains from the centre of Lords Mill Bridge, measured in a northerly direction, to a point distant 1 chain from the centre of the aforesaid bridge, measured in a southerly direction.

In Mansfield-road, on the north-east side, from a point distant  $\frac{1}{2}$  a chain from the centre of the bridge over the brook at Whitehouses, measured in a northerly direction, to a point  $\frac{1}{2}$  a chain from the aforesaid centre, measured in a southerly direction.

In North Wingfield-road on the east side, from its point of junction with the Mansfield-road, to a point about 2 chains distant from the entrance to the Manor House at Hasland-green, measured in a northerly direction.

From a point about 6 chains distant from the entrance to the aforesaid Manor House, measured in a southerly direction, to a point opposite the northern end of the Cottages at Grasshill.

From a point distant 8 chains from the southern end of the aforesaid cottages, measured in a southerly direction, to a point opposite the road leading to Birchill-terrace.

From a point opposite the south-east corner of the "Boot and Shoe" public house, to a point opposite the northern corner of Speedwell-row.

From a point distant 3 chains north of the point where the railway leading to Alma Colliery crosses on the level of the said North Wingfield-road, to a point 1 chain south of the aforesaid point of crossing; and

From a point 1 chain south of the south-west corner of the southernmost garden fence at Ling's Cross-rows, to a point about 6 chains south of the "Gate Inn."

It is intended to use animal, steam, mechanical, or other power for moving carriages or trucks on the tramways.

2. To authorise the Company from time to time to enter upon, open, and break up the surface of, and to alter, stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, sidings, bridges, ways, footpaths, rivers, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph tubes, wires, and apparatus for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or re-instating the proposed tramways, or of substituting others in their place, or for the purposes of the Bill.

3. To enable the Company, for the purposes of the proposed tramways and works or other the purposes of the Bill, to purchase or acquire by compulsion or agreement or to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands.

4. To enable the Company to demand, take, and recover tolls, rates, and charges for the use of the proposed tramways and works, by carriages passing along the same, and for the conveyance of passengers, goods, merchandise, minerals, animals, or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, and charges.

5. To provide for the maintenance and repair of the whole or some portion or portions of the