

a point 0·25 chain south of its intersection with Ratcliffe-street.

Tramway No. 1A will be a single line of tramway for its whole length.

Tramway No. 1B, commencing by a junction with Tramway No. 1A in Dear Den Gate at a point 0·80 chain north of its intersection with Ratcliffe-street, thence passing by a curve in an easterly direction into and along Manchester-road, and terminating therein by a junction with Tramway No. 1 at a point 0·85 chain south-east of the intersection of Dear Den Gate.

Tramway No. 1B will be a single line of tramway for its whole length.

Tramway No. 2, commencing by a junction with the termination of Tramway No. 1 in Manchester-road, Haslingden, thence passing in a south-easterly direction into Rawtenstall-road, otherwise Haslingden New-road, thence in a northerly direction and an easterly direction, and terminating in the last-named road at a point 2·50 chains, or thereabouts, south-westward of the south-west angle of the Queen's Arms Hotel at Rawtenstall.

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

In Manchester-road from a point 0·25 chain north-west of the intersection of Co-operative-street for a distance of 3 chains to the south-east; also from a point 1·70 chain south-east of the intersection of Lee-street, for a distance of 3 chains to the south; also from a point opposite the north-western corner of the Rose and Crown Inn, for a distance of 3 chains to the north-west; also in Manchester-road and Rawtenstall-road (otherwise Haslingden New-road), from a point opposite the south-western corner of dwelling-house, No. 362, in Manchester-road for a distance of 3 chains in a southerly and easterly direction; also in Haslingden New-road, from a point 2·60 chains south-west of the main entrance gate to the Haslingden Union Workhouse, for a distance of 3 chains to the north-east; also from a point 2·45 chains north-east of the northern corner of dwelling-house, No. 96 (Hawthorne-terrace), for a distance of 3 chains to the north-east; also from a point 2·20 chains east of the intersection of Oakley-street, for a distance of 3 chains to the east; also from a point 4·20 chains west of the milestone marked "Bacup $4\frac{1}{4}$ miles," for a distance of 3 chains to the west; also from a point 0·50 chain west of the termination of the Tramway, for a distance of 3 chains to the west.

Tramway No. 3 commencing by a junction with the Accrington Corporation Tramways in Blackburn-road, Church, at a point 0·50 chain east of the intersection of Market-street, thence passing by a curve in a southerly direction along Market-street, Church, and in a southerly direction, and thence in a westerly direction along Union-street, Oswaldtwistle, and terminating therein at a point 0·25 chain east of the centre of Smithy Brook Bridge.

Tramway No. 3 will be a single line of tramway, except at the following places, where it will be a double line :—

In Market-street, Church, at a point 0·95 chain south of the intersection of Ainsworth-street for a distance of 3 chains to the south. In Union-street, Oswaldtwistle, from a point 0·25 chain south of the intersection of Queen-street, for a distance of 3 chains to the south; also from a point 1·65 chain north-east of the intersection of Rhyding-street, for a distance of 3 chains to the south-west; also from a point 0·60 chain south-west of the intersection of Cross-street, for a distance of

3 chains to the south-west; also from a point 1·50 chain east of the intersection of New-lane, for a distance of 3 chains to the west.

Tramway No. 3A, commencing by a junction with the Accrington Corporation Tramways in Blackburn-road, Church, at a point 0·50 chain west of the intersection of Market-street, thence passing by a curve in a southerly direction into Market-street, and terminating therein by a junction with Tramway No. 3, at a point 0·55 chain south of the intersection of Blackburn-road.

Tramway No. 3A will be a single line of tramway for its whole length.

Tramway No. 3B commencing in Union-street, Oswaldtwistle, by a junction with Tramway No. 3 at a point 1·90 chain east of the centre of Smithy Brook Bridge, thence passing by a curve in a south-westerly direction into Brookside-lane, and terminating therein at a point 1·55 chain south-west of the intersection of Union-street.

Tramway No. 3B will be a single line of tramway for its whole length.

Tramway No. 3C commencing by a junction with Tramway No. 3 in Union-street, Oswaldtwistle, at a point 0·80 chain east of the centre of Smithy Brook Bridge, thence passing by a curve in a south-easterly direction into Brookside-lane, and terminating therein by a junction with Tramway No. 3B at a point 0·50 chain south-west of the intersection of Union-street.

Tramway No. 3C will be a single line of tramway for its whole length.

In the following instances the tramways will be so laid that for a distance of 30 feet and upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the road specified in each instance and the nearest rail of the tramway.

Tramway No. 1. In Blackburn-road from a point 1·30 chain west of the north-western angle of the dwelling-house No. 696 for a distance of 2·25 chains to the south-east on both sides; also from a point 6 chains south-east of the side entrance gate to St. John's Church, Stonefold, for a distance of 1·60 chain to the south-east on both sides; also from a point 1·95 chain south of the entrance gate to Carter's-place for a distance of 2·25 chains to the south on both sides; also from a point 1·05 chain south of the entrance to dwelling-house No. 331 for a distance of 2·25 chains to the south on both sides; also from a point opposite the centre of dwelling-house No. 235 for a distance of 0·80 chain to the south on both sides; also from a point opposite the centre of dwelling-house No. 119 for a distance of 2·25 chains to the south on both sides; also from a point 0·75 chain south-east of the intersection of Townsend-street for a distance of 0·85 chains to the south-east on both sides.

Tramway No. 2. In Manchester-road from a point 0·15 chain south-east of the intersection of Co-operative-street for a distance of 2·25 chains to the south-east on both sides; also from a point 0·35 chain north-west of the north-western corner of the Rose and Crown Inn for a distance of 2·25 chains to the north-west on both sides; also in Haslingden New-road from a point 2·20 chains south-west of the main entrance gate to the Haslingden Union Workhouse for a distance of 0·55 chain to the north-east on both sides; also from a point 2·80 chains north-east of the northern angle of dwelling-house No. 96 (Hawthorne-terrace) for a distance of 1·30 chain to the north-east on both sides; also from a point 2·55 chains east of Oakley-street for a distance of 2·25 chains to the east on both sides; also from a point 4·60 chains west of the milestone