

turntables, turnouts, crossings, crossing places, triangles, waiting rooms, stables, carriage-houses, sheds, buildings, works and conveniences connected therewith respectively.

Where in the description of any of the proposed tramways any distance is given with reference to any street or road which intersects or joins the street or road in which any tramway is to be laid, or to the junction or intersection of any streets or roads, the distance is to be taken as measured from the point at which the lines, drawn along the centres of the two streets or roads and continued, would intersect each other, and a point described as being opposite a street or road is to be taken (unless otherwise stated) as opposite the centre of the street or road, where any distance is given, with reference to any point on any tramway the distance is to be taken as measured (unless otherwise stated) along the centre line of such tramway.

The tramways proposed to be authorised are the following:—

**Tramway No. 1.**—Commencing in Northgate by a junction with the authorised tramway in that street, at a point 99 yards north of the junction of Northgate and Grove-street, passing thence along North Bridge, and terminating in Haley Hill at its junction with North Bridge and New Bank by a junction with the authorised tramway there; such line being a doubling of the single line between those points authorised by the Halifax Corporation Act, 1898 (hereinafter referred to as the "Act of 1898").

**Tramway No. 2.**—Commencing in Market-street by a junction with the authorised tramway in that street at the point of junction of Albion-street and Market-street, thence passing along Market-street and the top of Woolshops to Northgate, and terminating in Northgate at its junction with Northgate and Old Market by a junction with the authorised tramway there; such line being a doubling of the single line between those points authorised by the Act of 1898.

**Tramway No. 3.**—Commencing in Skircoat-road at the junction of Skircoat-road and Heath-road by a junction with the authorised tramway there, passing thence along Skircoat-road and Huddersfield-road, and terminating in Huddersfield-road at the junction of Huddersfield-road and Skircoat-Green-road by a junction with the authorised tramway there; such line being a doubling of the single line between those points authorised by the Act of 1898.

**Tramway No. 4.**—Commencing in Huddersfield-road at the junction of Heath-lane and Huddersfield-road by a junction with the authorised tramway in that road, passing thence along Huddersfield-road and terminating in that road at a point directly opposite the entrance to Stafford-place by a junction with the authorised tramway in Huddersfield-road; such line being a doubling of the single line between those points authorised by the Act of 1898.

**Tramway No. 5.**—Commencing in Huddersfield-road at the junction of that road with Stafford-road by a junction with the authorised tramway in Huddersfield-road, passing thence along Huddersfield-road, and terminating in Huddersfield-road by a junction with the authorised tramway in that road 190 yards south-east of the junction of Huddersfield-road and Haigh-lane; such line being a doubling of the single line between those points authorised by the Act of 1898.

**Tramway No. 6.**—Commencing in Skircoat-road by a junction with the authorised tramway in that road at the junction of Skircoat-road and Heath-road, thence passing along Heath-road, and terminating in Heath-road at the junction of that road with Free School-lane by a junction with the authorised tramway in Free School-lane; such line being a doubling of the single line between those points authorised by the Act of 1898.

**Tramway No. 7.**—Commencing in King Cross-street by a junction with the existing tramway at the junction of King Cross-street and West-parade, and passing thence along King Cross-street and King Cross-road, and terminating in King Cross-road by a junction with the existing tramway in that road at the junction of King Cross-road and Queen's-road; such line being a doubling of the existing line between those points.

**Tramway No. 8.**—Commencing in Gibbet-street by a junction with the existing tramway in that street at a point 20 yards west of the centre of the bridge carrying that street over the Halifax High Level Railway, the joint property of the Great Northern Railway Company and the Lancashire and Yorkshire Railway Company, passing thence along Gibbet-street and terminating in that street by a junction with the existing tramway at the junction of Gibbet-street and Spring Hall-lane; such line being a doubling of the existing single line between those points.

**Tramway No. 9.**—Commencing in Commercial-street by a junction with the existing tramway in that street at the junction of Commercial-street with Rawson-street, passing thence along Rawson-street, across Barum Top, along Bull Close-lane and West-parade, and terminating in King Cross-street by a junction with the existing tramway at the junction of King Cross-street and West-parade. Tramway No. 9 will be laid as a single line except between the following points, where it will be laid as a double line:—In Bull Close-lane between points 6 yards and 72 yards respectively north-east of the junction of Bull Close-lane and West-parade.

**Tramway No. 10.**—Commencing on the approach road to the Great Northern and Lancashire and Yorkshire Railway Companies, Halifax Joint Railway Station, at a point 45 yards east of the junction of Church-street and Horton-street, passing thence along the said approach road, across Church-street into Horton-street, and terminating in Horton-street by a junction with the termination of the existing tramway in Horton-street. Tramway No. 10 will be laid as a double line.

It is proposed to lay Tramway No. 7 so that for a distance of 30 feet or upwards a less space than 9 ft. 6 in. will intervene between the outside of the footpath and the nearest rail of the tramway on the northern side of King Cross-street, for a distance of 242 yards between the junction of King Cross-street and West-parade and the junction of King Cross-street and Parkinson-lane.

The said tramways before described will be situate wholly in the parish and borough of Halifax, and will be constructed on a gauge of 3 ft. 6 in., and it is not intended to run thereon carriages or trucks adapted for use upon railways; and the power intended to be used for