

In Parliament—Session 1899.

Oldham Corporation.

(Construction of Tramways; Motive Power; Lands for Generating Station; Reconstruction or Alteration of Existing Tramways in Oldham, Royton, Crompton, and Lees; Power to Corporation to Work Tramways within and beyond the Borough; Relaying Lines as Single or Double; Application of Existing Acts or Orders to New Tramways; Power to Corporation to take Leases of Tramways in Royton, Crompton, and Lees; Working, Traffic, and other Arrangements with District Councils of Royton, Crompton, and Lees, Corporation of Manchester, and British Electric Traction Company, Limited; Construction of New Street; Break Up Streets, &c.; Appropriate and Purchase Lands; Exemption from Operation of Section 92 of Lands Clauses Consolidation Act, 1845; Borrowing of Money; Incorporation, Amendment, and Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the mayor, aldermen, and burgesses of the Borough of Oldham (hereinafter referred to as "the Corporation") for an Act for all or some of the following objects and purposes (that is to say):—

To empower the Corporation to make, lay down, form, and maintain all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels (including in that word where used in this Notice, channels, passages, and tubes for ropes, cables, wires, and electric lines), junctions, turntables, turnouts, crossings and passing places, stables, carriage houses, engine, boiler, and dynamo houses, sheds, buildings, engines, dynamos, works, and conveniences connected therewith respectively; and where in the description of any of the proposed tramways any distance is given from a particular side of a street or narrow place, the distance is to be taken as measured from a point at which the line of frontage of such street on the side indicated would, if continued, intersect the centre line of the street in which the tramway is intended to be laid.

The tramways proposed to be authorised are as follows:—

Tramway No. 1, commencing in Chadderton-road at the borough boundary and proceeding thence in a south-easterly direction along Chadderton-road, Barker-street, and Henshaw-street, and terminating in the Market-place by a junction with the existing tramway of the Corporation at a point 14 yards or thereabouts south-west of the south-west corner of the Red Lion Hotel.

Tramway No. 1A, commencing in Henshaw-street by a junction with the proposed Tramway No. 1, nearly opposite to the entrance to the Old Cheshire Cheese public-house, and terminating in the Market-place by a junction with the existing tramway of the Corporation at a point 51 yards or thereabouts measured in a south-westerly direction from the south-west corner of the said Red Lion Hotel.

Tramway No. 2, commencing in Albion-street at a point 7 yards or thereabouts east of the centre of Curzon-street, and proceeding thence in an easterly direction along Albion-street and Rock-street, thence along Radcliffe-street and Egerton-street, and terminating by a junction with the proposed Tramway No. 7 in Shaw-road, at a point

No. 27025.

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7 yards or thereabouts south of the southern corner of the Junction Inn.

Tramway No. 3, commencing in Middleton-road at the borough boundary and proceeding thence in an easterly direction along Middleton-road to and terminating in St. Domingo-street by a junction with the existing tramway of the Corporation at a point 25 yards or thereabouts measured in a southerly direction from the south-west corner of West-street.

Tramway No. 3A, commencing in Middleton-road by a junction with the proposed Tramway No. 3 at a point 35 yards or thereabouts measured in a westerly direction from the south-west corner of West-street, and terminating in Rochdale-road by a junction with the existing tramway of the Corporation at a point 26 yards or thereabouts measured in a northerly direction from the south-west corner of West-street.

Tramway No. 4, commencing in Manchester-road by a junction with the existing tramway of the Corporation at a point 14 yards or thereabouts measured in an easterly direction from the south-east corner of Milton-street, proceeding thence in an easterly direction along Hollins-road, thence along Copster Hill-road to and terminating in Ashton-road by a junction with the existing tramway of the Corporation at a point 24 yards or thereabouts measured in a north-easterly direction from the north-east corner of Noble-street.

Tramway No. 5, commencing in Ashton-road by a junction with the existing tramway of the Corporation at a point 8 yards or thereabouts measured in a south-easterly direction from the south-east corner of Noble-street, and proceeding thence in a northerly direction along Lee-street and Union-street West, and terminating in Union-street West by a junction with the existing tramway of the Corporation at a point 14 yards or thereabouts north-east of the intersection of the centre lines of Crossbank-street and Union-street West.

Tramway No. 6, commencing in King-street by a junction with the existing tramway of the Corporation at a point nearly opposite to the entrance to the Duke of Edinburgh public-house, and proceeding thence in an easterly direction along Park-road to Glodwick-road, thence along that road and Cross-street, and terminating in Bottom o' th' Moor by a junction with the existing tramway of the Corporation at a point 12 yards or thereabouts measured in a westerly direction from the north-west corner of Cross-street.

Tramway No. 7, commencing in Bottom o' th' Moor by a junction with the existing tramway of the Corporation at a point 20 yards or thereabouts measured in a westerly direction from the north-west corner of Cross-street, and proceeding thence in a northerly direction along Shaw-road, and terminating in that road at the borough boundary.

Tramway No. 8, commencing in Mumps by a junction with the existing tramway of the Corporation at a point nearly opposite to the entrance to the Railway and Ticket public-house, and proceeding thence in an easterly direction along Lees-road and terminating in that road at the borough boundary.