

a point 60 yards west of Glodwick-road measured in an easterly direction.

In Glodwick-road, on both sides from a point 10 yards north of the north side of Park-road for a distance of 66 yards measured in a northerly direction; from a point 10 yards south of the south side of Roundthorn-road to the Commercial Inn; from a point 25 yards north of the north side of Greengate-street for a distance of 66 yards measured in a northerly direction; from Vineyard-street to Hamilton-street.

In Cross-street, on both sides from a point 29 yards south of the south side of Mount Pleasant-street to the south side of Bottom o' th' Moor.

Tramway No. 7.

In Shaw-road, on both sides from a point 45 yards south of the south side of Cheetham-street to Shore-street; from a point 5 yards from Chapman-street to the borough boundary.

Tramway No. 8.

In Lees-road, on both sides from a point 12 yards east of the east face of Mumps Bridge for a distance of 88 yards measured in an easterly direction; from the Star Hotel to the Good Intent publichouse; from a point 45 yards east of the east side of Jackson-street for a distance of 110 yards measured in an easterly direction; from a point opposite to the house No. 369, Lees-road for a distance of 66 yards measured in an easterly direction; from a point 22 yards west of the west side of Chancery-street for a distance of 66 yards measured in an easterly direction; from a point 13 yards west of the west side of Dove-street for a distance of 66 yards measured in an easterly direction; from a point opposite the east side of Abercorn-street for a distance of 66 yards measured in an easterly direction; from a point opposite the west side of Old-street for a distance of 88 yards measured in an easterly direction.

Tramway No. 9.

In Ripponden-road, on both sides from a point opposite the north side of Derker-street for a distance of 32 yards measured in a northerly direction; from the north side of Collett-street to the south side of Prince George-street.

Tramway No. 12.

In Hollins-road, on both sides from a point opposite the east side of Copster Hill-road for a distance of 255 yards measured in an easterly direction.

The tramways are intended to be constructed on a gauge of 4 feet 8½ inches, and it is not proposed to run thereon carriages or trucks adapted for use upon railways.

To empower the Corporation and their lessees to work the tramways for the time being belonging to the Corporation by animal power, and by electricity, steam, or other motive power not being animal power, and partly by one such power and partly by another such power. In the case of electricity, such power is intended to be employed by means of electric energy generated at a generating or lighting station or stations on lands hereinafter described and communicated by means of electric lines underground or overhead, or by means of electric motors carried in or attached to carriages; in the case of steam, such power is intended to be carried with the carriages, or applied by means of locomotives, or of cables, wires, or

ropes placed under the surface of the streets, and in connection with a stationary engine, or stationary engines, and in the case of any other mechanical power the power is intended to be carried with the carriages, or applied by means of locomotives. The lands upon which the station or stations for generating electric power are to be erected or made are situate in the parish or township and Borough of Oldham in the county palatine of Lancaster, and are as follows:—

All that plot of land situate in the borough of Oldham lying between Gas-street on the north and the Lancashire and Yorkshire Railway on the south, and bounded on the eastern side by the foot-bridge leading from Gas-street to Greenhill, and on the western side by lands and buildings belonging or reputed to belong to the Corporation, and containing 3,690 superficial yards or thereabouts, and such plot of land is now used for and in connection with the electric lighting undertaking of the Corporation.

To empower the Corporation to reconstruct or alter any of their existing tramways for the purpose of adapting them to the use of steam, electric, or other mechanical power; to empower the Corporation to lay down, construct, erect, and maintain on, in, under, or over the surface of any street, road, or place, and to attach to any house and building such posts, conductors, transformers, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and ways in, on, or under any such surface, and to attach to any house, bridge, or building such supports, brackets, and fittings as may be necessary or convenient for the working of the proposed tramways and the existing tramways of the Corporation by any such mechanical power, or for providing access to or in connection with any engines, machinery, or apparatus; to provide for the making and enforcement of bye-laws by the Board of Trade and the Corporation in regard to the working of tramways.

To empower the Corporation (subject to existing leases) to work any tramways for the time being belonging or in lease to them, whether within or beyond the borough, and to place and run carriages thereon, and to demand and take tolls, rates, and charges in respect of the use of such carriages.

To empower the Corporation to relay any single line of tramway for the time being belonging to them as a double line, and any double line as a single line, and to alter the position of tramways.

To apply all or some of the provisions of the Acts and Orders relating to the existing tramways of the Corporation to the proposed tramways; to authorise animals, goods, minerals, and parcels to be carried on the proposed and existing tramways; to constitute the proposed tramways and powers part of the tramway undertaking of the Corporation; to levy and take tolls, rates, and charges, and to alter the authorised tolls, rates, and charges in respect of the existing tramways; to authorise the establishment of a reserve fund in respect of the tramway undertaking of the Corporation, and to provide for the application of such fund; to provide for the payment of any deficiency in the revenue of the Corporation in respect of their tramways.

To empower the urban district councils of Royton, Crompton, and Lees respectively, to grant to and to empower the Corporation to accept leases of all or any tramways for the time being