

In Parliament—Session 1899.

Darwen Corporation.

(Powers to Corporation with respect to Construction and Working and Licensing of Tramways and use of Electrical or other Mechanical Power and Adaptation of Existing Tramways; Agreements with Blackburn Corporation, and other Authorities and Companies; Joint Board of and Joint Working of Tramways by Corporation and Blackburn Corporation; New Streets, Street Improvements and other works; New Water Main and Acquisition of Lands and Easements and other Powers and Provisions for Protection and Improvement of Water and Waterworks and other Purposes; Streets and Buildings; Electric Lighting and other Electrical Provisions; Sanitary Provisions; Control of Common Lodging Houses, &c.; Infectious Diseases; Parks, Recreation Grounds, &c.; Processions, Indecent Exhibitions, Sky Signs, Hoardings, and Advertisements, and other Powers for the Health, Local Government, and Improvement of the Borough; Bye-laws and Penalties; Borrowing, Rating, and Assessment Powers; Amendment 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 Darwen (hereinafter called "the Corporation") for an Act for all or some of the following purposes (that is to say):—

1. To empower the Corporation to construct and maintain, wholly in the parish and borough of Darwen in the county of Lancaster, the tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, plates, sleepers, posts, tubes, wires, apparatus, works, and conveniences, connected therewith or incidental thereto (that is to say):—

Tramway No. 1 commencing in the Circus, Darwen, by a junction with the existing tramway at a point opposite to the centre of Church-street, passing thence along Bridge-street, Redearth-road, and Sough-road, to and terminating at a point opposite to the centre of Grimshaw-street.

Tramway No. 2 commencing in Sough-road by a junction with the intended Tramway No. 1 at its termination as hereinbefore described, passing thence in a south-easterly direction along Sough-road over Sough-bridge, and along Watery-lane, and terminating by a junction with the existing tramway in Bolton-road at a point opposite the centre of Swan-street.

Tramway No. 2A, commencing in Watery-lane by a junction with the intended Tramway No. 2 at a point 22 yards or thereabouts from the existing tramway in Bolton-road, and terminating in that road by a junction with the existing tramway at a point nearly opposite the entrance to the Colliers Arms Inn.

Tramway No. 3, commencing in Bridge-street by a junction with the intended Tramway No. 1 at a point 7 yards or thereabouts north of the centre line of Sudell-road, passing thence along Sudell-road and Marsh House-lane, thence across private lands to Pole-lane, thence along Pole-lane to Eccleshill-road, thence across private lands to and along Harwood's-lane in an easterly direction to Queen's-square, Hoddlesden and terminating in that square at a point opposite the end of Johnson New-road.

Tramway No. 4 commencing in the Circus, Darwen, by a junction with the existing tramway nearly opposite to the entrance to the Manchester and County New Bank premises, passing thence into and along Church-street, Railway-road, South-street, Entwistle-street, and across private lands into Sudell-road; thence in a southerly direction along Sudell-road, and terminating by a junction with the intended Tramway No. 3 at a point 20 yards or thereabouts east of the centre of Hannah-street.

2. The several tramways will be constructed on a gauge of 4 feet, and it is not intended to run thereon carriages or trucks adapted for use on railways. Provision will be made in the intended Act authorising the use of carriages and engines on the tramways exceeding in width that prescribed by Section 34 of the Tramways Act, 1870.

3. It is proposed to lay the tramways 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 and the nearest rail of the tramway in the case of the following tramways and at the places hereinafter mentioned with respect to each of them, namely:

Tramway No. 1.—In Bridge-street and Redearth-road, on both sides, between the north-westerly end of Bridge-street and the centre of Sunnybank-street—

In Redearth-road, on both sides, between a point opposite the north-western boundary of the premises of the Primitive Methodists Chapel, and a point 15 yards or thereabouts north-west of the north-western boundary of St. John's churchyard—

In Sough-road, on both sides, between a point opposite the entrance to St. John's Vicarage, and the termination of the said Tramway No. 1, as hereinbefore described.

Tramway No. 2.—In Sough-road and Brow, on both sides, between the commencement of the tramway, as hereinbefore described, and a point in Watery-lane, 6 yards or thereabouts south-west of the Rose Bud Inn—

In Watery-lane, on both sides, between the southern side of Ash-street, and a point about 33 yards south of Elm-street.

Tramway No. 3.—In Sudell-road, on both sides, between the commencement of the tramway and the junction of Sudell-road with Marsh House-lane—

In Marsh House-lane, on both sides, between its junction with Sudell-road and a point opposite the east side of the junction of Cambridge-street, with the said lane.

Tramway No. 4.—In Railway-road, on both sides, between a point about 30 yards south of South-street and the junction of South-street with Railway-road—

In South-street and Entwistle-street, between Railway-road and Nancy-street.

4. The motive power to be used on the said tramways is animal power, and electrical power to be applied by the overhead system, or otherwise, or any other mechanical power.

5. To enable the Corporation, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise it is expedient to remove or discontinue the use of any tramway or works as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in the borough, and to maintain, so long as occasion may require, a temporary tramway or temporary tramways and works in lieu of a tram-