

Tramway.	Parish or Area.	Name of Road or Street.	Side of Road Affected.	Commencement of Narrow Place.	Termination of Narrow Place.
10	Macclesfield	Park-lane ..	Both..	1.75 chains west of intersection with Bond-street	1.0 chain east of intersection with Higgin-bottom-street
10	Macclesfield	Park-lane ..	Both..	Intersection with Peel-street	Intersection with Park-street
10	Macclesfield	Park-street ..	Both..	Intersection with Park-lane	Intersection with St. George's-street
10	Macclesfield	Park-street ..	North	Intersection with Lowe-street	Intersection with Park Green
11	Macclesfield	Sunderland street	Both..	Intersection with Park Green	4.0 chains south of line of Albert-place
12	Macclesfield	Waters Green ..	West	Intersection with Step Hill	5.0 chains north of northerly face of railway viaduct
14	Macclesfield	Buxton-road ..	South	1.25 chains west of centre line of railway viaduct	1.0 chain east of centre line of railway viaduct
14	Macclesfield	Commercial-road	East..	Intersection with North-street	Intersection with Hibel-road
14	Macclesfield	Hibel-road ..	North	Intersection with Black-lane	Intersection with entrance to goods yard
15	Macclesfield	Station-street ..	East..	Intersection with Hibel-road	Intersection with Pearle-street

The tramways will be constructed on the gauge of 4 feet 3½ inches, and it is not proposed to run over any of the tramways carriages adapted for use on railways.

To empower the Company to work and use the intended tramways and the Stockport Undertaking, and any tramways for the time being leased to or run over, worked, or used by the Company or any of them by means of carriages and vehicles propelled by electrical power applied on the overhead system or otherwise, or any mechanical power, or by animal power, and for that purpose to confer on the Company such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the intended Act, and in particular power to make such alterations of the Stockport Undertaking or of any tramways for the time being leased to or run over, worked, or used by the Company, and to execute all such works on or in connection therewith as may be necessary or expedient for adapting the same to be worked by such electrical or mechanical power as aforesaid, and to enter upon and open the surface of, and to lay down, make, and maintain on, in, under, or over the surface of any street, road, footway, or place such posts, wires, tubes, cables, mains, plates, boxes, or apparatus, and to attach to any house or building such supports, brackets and fittings as may be necessary or convenient either for the actual working of the intended tramways or the Stockport Undertaking or for providing access to or in connection with any engines, machinery or apparatus, or for connecting any portions of such tramways and Undertaking, and to empower the Company for the purpose of working the tramways, or any of them, including the Stockport Undertaking, to erect engines and machinery, and to acquire, hold and use patent and other rights and licences in relation to any such electrical or mechanical power.

To empower the Company to generate electricity for working the tramways aforesaid or any of them and for that purpose to acquire by

compulsion or agreement and to erect generating stations on the following lands:—

Certain lands in the said parish and township of Poynton-with-Worth and the parish of Prestbury, comprising three acres or thereabouts in extent, bounded on the south by the mineral railway connecting Lord Vernon's collieries with the London and North Western Railway, on the east by the Poynton Brook, on the west by the public footpath leading from the Station-road near Hazel Lodge Bridge to Phillip's Bridge and being part of the field or enclosure numbered 419 on the Ordnance Map, scale  $\frac{1}{2500}$ , second edition, 1897.

In connection with such generating stations to empower the Company to lay and construct a cable feeder and all necessary works connected therewith from the said lands to and along the road leading from Poynton Station to Poynton to the Tramway No. 4, in the London-road.

To empower the Company to impound, take, and use water from the Poynton Brook for the purposes of condensation and for all other necessary purposes in connection with the said generating stations and the working of the tramways or any of them.

To empower the Company for the purposes of the intended Act to break up, cross, alter, widen, narrow, divert, stop up, and interfere with either temporarily or permanently streets, roads, highways, footpaths, bridges, sewers, drains, outfalls, pavements, mains, pipes, tramways, telegraphs, telephones and apparatus within the parishes, townships, and places aforesaid or any of them.

To empower the Company from time to time and either temporarily or permanently to make, maintain, alter, remove, or abandon such tramways, crossings, passing places, deviations, sidings, junctions, curves, turn-tables and other works in addition to those particularly specified in this Notice as may be necessary or convenient for the efficient working of the intended tramways or the Stockport Undertaking or any or either of them or otherwise in the interests of