

both in the county palatine of Lancaster, and are as follows (that is to say):—

Tramway No. 1.—Wholly in the urban district of Chadderton, seven furlongs and one chain in length (of which four furlongs and six chains is single line and two furlongs and five chains is double line), commencing in White Gate-lane at a point about seven yards south of the eastern corner of the Government Air Factory and proceeding thence along White Gate-lane, Thompson-lane, Butler Green, Wash Brook and Block-lane and terminating therein at the boundary of the said Urban District.

Tramway No. 2.—Wholly in the County Borough of Oldham, 2 furlongs, 7.84 chains in length (of which 1 furlong 8.84 chains is single line and 9 chains is double line), commencing in Oxford-street at the Borough boundary by a junction with the termination of Tramway No. 1 and proceeding thence along Oxford-street and terminating in Manchester-road by a junction with the existing tramways of the Corporation at a point about ten yards measured in a north-westerly direction from the north corner of the Werneth Fire Station.

The tramways will be laid as a single line except between the points hereinafter specified, where they will be laid as a double line (namely):—

Tramway No. 1.—From a point in Whitegate-lane, 2 chains east of the commencing point of Tramway No. 1 for a distance of 5 chains, in an easterly direction. From a point in Whitegate-lane, 2 chains west to a point in Thompson-lane, 2 chains east of the centre of Eaves-lane. From a point in Thompson-lane, 2 chains west to a point in Butler Green 2 chains east of the centre of Fields New-road. From a point in Butler Green 2 chains west to a point in Wash Brook 2 chains east of the centre of Stanley-road. From a point in Wash Brook, 27 yards east of the centre of the Lancashire and Yorkshire Railway Bridge for a distance of 4 chains in an easterly direction. From a point in Block-lane, 145 yards north-east of the centre of Old-lane for a distance of 4 chains in an easterly direction.

Tramway No. 2.—From a point in Oxford-street 24 yards east of the centre of Worcester-street for a distance of 4 chains in an easterly direction. From a point in Oxford-street from the west side of Bath-street for a distance of 5 chains in an easterly direction to the termination of Tramway No. 2 in Manchester-road.

It is proposed to lay the whole of 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 on either side of the road and the nearest rail of the tramway.

3. The tramways are intended to be constructed on a gauge of 4 feet 8½ inches or such other gauge as may be approved by the Board of Trade.

4. It is not proposed to run on any of the tramways carriages or trucks adapted for use upon railways.

5. To empower the Promoters to make from time to time such crossings, passing places, junctions, and other works, in addition to those specified herein, as may be necessary or convenient to the efficient working of the tramways or any of them, or for affording access to

the car-sheds, buildings and works of the Promoters.

6. To empower the Promoters from time to time when by reason of the execution of any work in or the alteration of any street in which any tramway shall be laid it is necessary so to do to alter all or any part of such tramway, and to make and lay down temporarily in the same or any adjacent street, road, highway, or thoroughfare, a substituted tramway or substituted tramways.

7. To reserve to the Promoters and their lessees the exclusive right of using on the tramways carriages drawn or propelled by animal, steam, gas, air, electrical or other mechanical power, or having flanged wheels.

8. To empower the Promoters to work and use the tramways and to enter upon and open the surface of the road, and to alter and stop up, remove, and otherwise interfere with streets, highways, footpaths, pavements, canals, streams, watercourses, bridges, sewers, drains, water pipes, gas pipes, and electric telegraph and telephone posts, tubes, wires and apparatus, and to lay down, on, in, under or over, the surface of any such street, road, or place, in which any of the tramways are to be situate, such posts, brackets, cables, wires or apparatus as may be necessary or convenient for the working of the tramways, and to attach brackets or other apparatus to houses in any such street, road or place.

9. To provide for the repair by the Promoters, their lessees, or other persons, bodies, or authorities of any streets, roads, highways, or thoroughfares in which any tramway may for the time being be laid, and for the use or disposition of any materials or things found in the construction or repair of any of the proposed tramways.

10. To authorize the Promoters and their lessees or other the person or persons working the tramways, to demand, take and levy tolls, rates, and charges for the use thereof and for the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer exemptions from tolls, fares, rates and charges.

11. To authorize the Corporation and the Council with each other or with any corporation, person, company, or body from time to time to enter into and carry into effect agreements for and in relation to the working, lease, sale, and purchase of the whole or any part of the tramways upon such terms and conditions as may be agreed between the parties, or as the Order may define, and to confirm any agreement which may have been entered into prior to the confirmation of the Order.

12. To provide that Tramway No. 2 (and also Tramway No. 1 if that Tramway shall be worked by the Corporation) shall form part of the Tramway undertaking of the Corporation and to extend and apply the provisions of the Oldham Corporation Acts, 1899, 1900 and 1909 to the tramways.

13. To enable the promoters for any of the purposes of their respective undertakings to purchase or otherwise, acquire by agreement and to take on lease, lands and hereditaments and easements thereover and to erect offices, buildings, shelters and other conveniences thereon.

14. To empower the promoters to borrow money by debentures, mortgages or debenture stock, and to charge the same on all or any of their respective funds, rates and revenues.