

EXTENSION OF BURGH.

To alter and extend the boundary of the Burgh so as to include within the Burgh the following area, namely,

The area within the lines now set forth, namely:—Commencing at a point on the present Burgh Boundary at the south side of the bridge near Datie Mill, carrying the road from Kirkcaldy to Auchtertool or Boglely Road over the stream flowing from Raith Lake into the West Mill Dam, crossing the said Boglely Road in a northerly direction and following the course of the said stream to the side of Raith Lake, then along the south margin of the lake in an easterly direction to a point 137 yards or thereby north-west from the gateway leading from Boglely Road into the artificial curling rink and 60 yards from the nearest point of the boundary wall on the north side of the said road, then following a course in an easterly and south-easterly direction parallel to and about 60 yards north from the north side of the said road, then in a north-easterly direction to a point on the present Burgh boundary on the Long Braes, 50 yards from the centre of Abbotshall Road, measuring in a north or north-westerly direction, thence along the existing burgh boundary to the first-mentioned point in this description, which area contains $15\frac{1}{2}$ acres or thereby and lies within the Parish of Kirkcaldy and Dysart, and County of Fife; which area is in this notice called the "district proposed to be annexed."

To provide that the election of members of Parliament is not to be affected.

To provide that the district proposed to be annexed is to be disjoined from the County of Fife.

To provide that the district proposed to be annexed will form part of the First Ward of the Burgh.

To make such alterations on the existing wards of the Burgh as may be provided in the Order.

To make provision that all local, private and public and general Acts and Orders, and all bye-laws, rules, regulations, orders and determinations made under the same which apply to the existing Burgh shall, except so far as may be otherwise provided in the Order, extend and apply to the district proposed to be annexed.

To provide for the levying of assessments in the district proposed to be annexed.

To make such provisions as may be expedient in regard to the management of the Cemetery at present belonging to the Corporation, and in particular to provide for the same being managed for behoof of the existing First and Second Wards of the Burgh and of the district proposed to be annexed.

TRAMWAYS.

To authorise the Corporation to construct, lay down, form, work, use and maintain the several new Tramways hereinafter described, with all necessary and proper junctions, rails, plates, sleepers, tubes, pulley pits, underground chambers, manholes, shafts, wires, cables, chains, engines, engine-houses, machinery, apparatus, works and conveniences connected therewith. The Tramways proposed to be authorised by the Order are situated in the Parish of Kirkcaldy and Dysart, in the County of Fife. Tramway

No. 1 is wholly situated within the Burgh of Kirkcaldy. Tramway No. 2 is situated partly in the Burgh of Kirkcaldy and partly in the Burgh of Dysart. The new tramways are as follows:—

Tramway No. 1 (1.2 chains in length single line), situate wholly in the Parish of Kirkcaldy and Dysart and Burgh of Kirkcaldy, commencing in Saint Clair Street by a junction with an existing tramway belonging to the Corporation, passing in a south-easterly direction along Saint Clair Street, thence into and along Dysart Road to, and terminating by, a junction with Tramway No. 2.

Tramway No. 2 (one mile one furlong 3.5 chains in length, whereof 1 mile 0 furlongs 3.5 chains will be single and 1 furlong will be double lines), situate wholly in the Parish of Kirkcaldy and Dysart, commencing in the Burgh of Kirkcaldy by a junction with an existing tramway in Dysart Road belonging to the Corporation, passing thence in an easterly direction along Dysart Road, and thence into and along the road or street known as the Townhead and thence into and along Normand Road, and terminating therein in the Burgh of Dysart at a point 0.8 chain measured in a southerly direction from the centre of the mineral railway crossing Normand Road.

Between the following points it is proposed to lay the said Tramways so that for a space of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the streets or roads and the nearest rail of the tramway in the places hereinafter mentioned. That is to say:—

TRAMWAY NO. 1.

In the whole of the Tramway on the east side.

TRAMWAY NO. 2.

In the whole of the Tramway on the north-west side with the exception of the part situate between the junction of the Tramway with the existing Tramway in Dysart Road and the junction of Tramways Nos. 1 and 2.

In Dysart Road on the south-east side from a point 0.6 chain eastward from the junction of Dysart Road and St. Clair Street for a distance of 2 chains in an easterly direction.

In Dysart Road on the south-east side from a point 2 furlongs 7.4 chains from the junction of Dysart Road with St. Clair Street for a distance of 2 chains in a north-easterly direction.

In Dysart Road on the south-east side from a point 7.8 chains westward from the point of the junction of Dysart Road and the Road to Dysart House for a distance of 2 chains in a north-easterly direction.

In Townhead on the south-east side from the north-west corner of East Port for a distance of 2 chains in a south-westerly direction.

In Normand Road on the south-east side from a point 2.6 chains northward from the junction of Berwick Place and Normand Road for a distance of 2 chains in a north-easterly direction.

Where, in the description of any of the fore-said tramways and narrow places in streets hereinbefore set forth, any distance is given