

in any way interfere with the objects of the Order, and to confer other rights and privileges.

15. To incorporate with the Order with amendments all or some of the provisions of the Tramways Act 1870 and the Lands Clauses Acts.

16. To alter, repeal, or extend, some or all of the provisions of the Oldham, Ashton-under-Lyne, Hyde and District Electric Tramways Order 1896 confirmed by the Tramways Orders Confirmation (No. 2) Act 1896.

Plans and sections of the proposed tramways and works, and copies of this advertisement, will be deposited on or before the 30th day of November, 1899, at the offices of the Clerk of the Peace for the county of Lancaster, at his office at Preston; with the Town Clerk of Ashton-under-Lyne, at his office in that borough; and with the Parish Clerk of the parish of Ashton-under-Lyne, at his residence; and on or before the same day copies of the said plans and sections, and of this advertisement, will be deposited at the office of the Board of Trade, Whitehall, London; with the Clerk of the Parliaments, House of Lords, and at the Private Bill Office of the House of Commons.

The draft of the Order will be deposited at the office of the Board of Trade on or before the 23rd day of December, 1899, and printed copies of the Draft Order, when deposited, and of the Order when made, will be obtainable, at the price of one shilling each, at the respective offices of the undersigned Town Clerk and Parliamentary Agents.

Every company, corporation, or persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1900, and copies of such objections must at the same time be sent to the undermentioned Town Clerk or Parliamentary Agents on behalf of the Corporation.

In forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Corporation or their agents.

Dated this 18th day of November, 1899.

F. W. BROMLEY, Town Clerk, Ashton-under-Lyne.

SHARPE, PARKER, PRITCHARDS, and BARMHAM, 9, Bridge-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1900.

Taunton Tramways.

(Construction of Street Tramways in the Borough of Taunton in the County of Somerset; Gauge, Motive Power; Power to Open and Interfere with Streets; Tolls, &c.; Running Powers; Working and other Agreements; Purchase of Land by Agreement; Generating Stations, &c.; Variation of Section 43 of the Tramways Act, 1870, &c., &c.)

APPPLICATION is intended to be made to the Board of Trade on or before the 23rd day of December next by the Taunton and West Somerset Electric Railways and Tramways Company, Limited, of 3, Hammet-street, Taunton, in the county of Somerset, for a provisional Order under the Tramways Act, 1870, for the purposes or some of the purposes following (that is to say):—

To authorise the Taunton and West Somerset Electric Railways and Tramways Company, Limited, or a Company to be incorporated in accordance with the rules and regulations of the Board of Trade, or any other company or corporation, person, or persons to be named in the

draft Provisional Order (hereinafter called "the Promoters") to construct and maintain 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, for working the same by animal, electrical or any other mechanical power (that is to say):—

Tramway No. 1. 7 furlongs in length, of which 5 furlongs 5.50 chains is single line and 1 furlong 4.50 chains is double line, commencing in Station-road in the parish of St. James' Within the borough of Taunton, at a point 15 feet or thereabouts to the east of the northern jamb of the doorway in the Great Western Railway engine shed, and passing thence along the Station-road, Bridge-street, crossing the river Tone by the Tone-bridge in the parishes of St. James' Within and St. Mary Magdalene Within the said borough or one of them, thence in the said parish of St. Mary Magdalene along North-street, the eastern branch of Fore-street and East-street, terminating at a point in East-street in the said parishes of St. Mary Magdalene and St. James' Within or one of them, at a point 25 feet or thereabouts to the north of the north-west corner of the drinking fountain at the junction of Silver-street and East-street.

The said Tramway No. 1 will be laid as a single line except between the following points, where it will be laid as a double line, viz.:—

- (a) From its commencement for a length of 2.50 chains.
- (b) In Station-road for a length of 3 chains between a point opposite the south-west corner of Albemarle-road at its junction with Station-road, and a point 8 feet or thereabouts beyond the south-west corner of the junction of Belvedere-road with Station-road.
- (c) In Bridge-street for a length of 3 chains between a point distant 42 feet or thereabouts from the north-west corner of the Black Horse Inn measured in a westerly direction and a point directly opposite the entrance doorway to Mr. Winter's shop situate in Bridge-street and adjoining Wood-street.
- (d) In North-street for a length of 3 chains between a point distant 39 feet 6 inches or thereabouts measured in a southerly direction from the corner of the Spread Eagle Inn to a point distant 100 feet or thereabouts measured in a northerly direction from the monument at the northern end of the parade.
- (e) In East-street from a point 3 chains from its termination to its termination.

Tramway No. 1a. 1 furlong in length, commencing in the said parishes of St. Mary Magdalene and St. James' Within, or one of them, by a junction with Tramway No. 1 at a point opposite the court separating Nos. 3 and 4, Bridge-street, passing thence in the parish of St. James' Within along St. James'-street and, terminating at the Electric Lighting Works by a curve into the yard thereof.

The said Tramway No. 1a will be laid as a single line throughout.

Tramway No. 2. 3 furlongs 0.6 chains in length, of which 2 furlongs 4.60 chains is single line and 6 chains is double line, commencing in the parishes of St. Mary Magdalene and St. James' Within, or one of them, by a junction with the termination of Tramway No. 1, and