

as may be necessary or convenient to the efficient working of all, or any, of the beforementioned tramways, or for affording access to the stables, carriage, engine, boiler, and dynamo houses, buildings, sheds, and works of the Corporation, or their lessees, or for effecting junctions with the system of any other Corporation, company, or person with their consent.

8. To empower the Corporation from time to time, when by reason of the execution of any work in, or the widening or alteration of, any highway in which any tramway, channel, or electric line shall be laid or placed, it is necessary or expedient so to do, to alter, remove, or discontinue all, or any part, of such tramway, channel, or electric line, and to reconstruct the same in an altered position in such highway, and to make, lay down, and place temporarily in the same or any adjacent street, road, highway, or thoroughfare, a substituted tramway, channel, or electric line or substituted tramways, or channels, or electric lines.

9. To confer on and to reserve to the Corporation and their lessees the exclusive right of using on any of the proposed tramways, carriages drawn or propelled by any motive power hereinbefore mentioned, and having wheels adapted to run on or in an edged, grooved, or other rail on such tramways.

10. To provide for the repair by the Corporation or their lessees or other persons, bodies, or authorities of any streets, roads, highways, or thoroughfares in which any tramway, channel, or electric line may, for the time being, be laid or placed, and for the use or disposition of any materials or things found in the construction or repair of any of the tramways, or channels, or electric lines.

11. To empower the Corporation and their lessees to place and run carriages on the proposed tramways, and on the Corporation tramways, and on any tramway within or without the Borough, which may for the time being be connected with any of the Corporation tramways, and to work and demand and take tolls, rates, and charges in respect of the use of such tramways and carriages, and for the conveyance of passengers, animals, goods, minerals, merchandise and other traffic thereon and therein, and to confer exemptions from such tolls, rates and charges, and both within and without the Borough to provide stables, buildings, carriages, trucks, horses, harness, engines, motors, machinery, apparatus, and steam, electric, cable, and other plant (fixed and movable) necessary or convenient for working such tramways by any motive power hereinbefore mentioned, and to sell, exchange or dispose of such of the beforementioned articles and things as may not be required.

12. To empower the Corporation to provide and run omnibuses and motor cars in connection with tramways.

13. To constitute the tramways to be authorised by the intended Act for all purposes (subject to the provisions of the Bill), part of the Tramway Undertaking of the Corporation.

14. To authorise the Corporation wholly in the Parish and County Borough of Bolton to make and maintain the following street works (that is to say):—

The widening and improving of Bradshawgate on the westerly side thereof—

Work No. 1.—For a distance of 90 yards from Lomax-buildings to Bollings-yard, and

Work No. 2.—For a distance of about 214 yards from Nelson-square to Deansgate.

The widening and improving of Deansgate on the southerly side thereof—

Work No. 3.—For a distance of 179 yards from Back Queen-street to Old Hall-street north, also,

Work No. 4.—For a distance of 23 yards in an easterly direction, from a point 17 yards from the north-east corner of Market-street.

The widening and improving of Deansgate on the southerly side thereof, and of Oxford-street on the easterly side thereof—

Work No. 5.—For a distance of 31 yards in an easterly direction from the north-east corner of Oxford-street, and for a distance of 30 yards south of the said corner.

Work No. 6.—The widening and improving of Great Moor-street, on the northerly side thereof, for a distance of 92 yards from Mawdsley-street to Newport-street.

The widening and improving of Knowsley-street on the easterly side thereof—

Work No. 7.—For a distance of 48 yards from Bark-street to St. George's-road, and also,

Work No. 8.—For a distance of 56 yards from Deansgate to Corporation-street.

Work No. 9.—The widening and improving of Church-wharf or Wharf-road and Bury New-road, on the northerly side thereof, for a distance of 179 yards from Back-Lydia-street to Mill-street.

Work No. 10.—A new street commencing at the junction of Crown-street with Deansgate, and terminating by a junction with Manor-street and Kay-street.

The said new street will absorb Crown-street and part of Bow-street.

The widening and improving of Churchgate on the southerly side thereof.

Work No. 11.—For a distance of 8 yards, measured in a westerly direction, from Oliver-lane, and,

Work No. 12.—For a distance of 11 yards measured in an easterly direction from Oliver-lane.

Work No. 13.—The widening and improving of Radcliffe-road on the east side of such road for a distance of 613 yards, measured in a north-westerly direction, from Lever Bridge.

The improvement of Vernon-street.

Work No. 14.—The rounding off the corner of St. George's-road and Vernon-street at their junction, commencing on the northerly side of St. George's-road, at a point about 8 yards south-east of the south-east corner of Vernon-street, and terminating at a point in Vernon-street about 10 yards north of the said corner.

Work No. 15.—The rounding off the corner of Vernon-street and Merehall-street, at their junction, commencing on the westerly side of Vernon-street, at a point about 8 yards north of the north-east side of Back Merehall-street, and terminating in Merehall-street, about 34 yards east of Hay-street.

Work No. 16.—The widening and improving of Homer-street on the south side, Portland-street on the west side, Back Mount-street on the north side, and Darley-street on the east side, by the acquisition of the lands included between those streets and the removal of the buildings thereon.

Work No. 17.—The rounding off the corner of Darley-street and Eskrick-street, commencing at the junction of Back Darley-street North, and terminating in Darley-street at a point about 15 yards east of its junction with Eskrick-street.

Work No. 18.—The widening and improving of Blackburn-road, on the east side thereof,