

Work G.—A widening and rounding off of the north-east corner of the Main Skipton and Leeds-road at its junction with the Main Skipton and Otley-road, commencing at a point in the Main Skipton and Leeds-road 22 yards south from the north-east corner of the Main Skipton and Otley-road and terminating at a point in the Main Skipton and Otley-road 135 yards measured in an easterly direction from that corner.

Work H.—A widening of the Main Skipton and Otley-road on its northern side, commencing 30 yards west from a point in line with the north-east side of Eastfield-lane, and terminating 80 yards east of that point.

Work I.—A widening on the south side of the Main Skipton and Otley-road between points respectively 65 yards and 200 yards east of the north-east corner of Eastfield-lane.

Work J.—A widening and diversion of the Main Skipton and Otley-road on its north side between points respectively 104 yards and 695 yards east of the north-east corner of Eastfield-lane.

Work K.—A widening on the south side of the Main Skipton and Otley-road between points respectively 40 yards west and 40 yards east of the west gate-post of the entrance to Holme Lodge, commencing in the parish and urban district of Burley-in-Wharfedale and terminating in the parish and urban district of Otley.

Work L.—A widening on the south side of the Main Skipton and Otley-road commencing at a point 105 yards east of the Ordnance Bench Mark at the lodge entrance to Maple Bank, and terminating at a point 340 yards south-east from a point in line with the Ordnance Bench Mark on Mickle Ing-bridge, including the widening of that bridge.

Work M.—A widening of Main-street on the south-west side commencing at a point 55 yards north-west from the north-east corner of Victoria-road and terminating at a point 135 yards south-east from that corner.

Work N.—A widening on the south-west side of the Main Skipton and Otley-road commencing and terminating at points respectively 5 yards and 105 yards north-west from a point in line with the south-west corner of Leather Bank.

Work O.—A widening of the Main Skipton and Otley-road on the south-west side commencing at a point 35 yards west of a point in line with the western corner of the carriage entrance to Walton House and terminating at a point 60 yards east from that corner.

Work P.—A widening of the Main Skipton and Otley-road on the south side commencing at a point 45 yards east of a point in line with the milestone indicating the distance of 12 miles from Skipton and terminating at a point 55 yards west of that milestone.

Work Q.—A widening of the Main Skipton and Otley-road on the north side commencing at a point in line with the milestone indicating the distance of 12 miles from Skipton and terminating at a point 170 yards west of that milestone.

Work R.—A widening of the Main Skipton and Otley-road on the north side between points respectively 60 yards west and 73 yards east from a point in line from the west side of the entrance to Sunset-terrace.

Work A will be situate in the borough and parish of Keighley and the parish of East and West Morton in the rural district of Keighley.

Work B will be situate in the parish and urban district of Bingley.

Work C will be situate in the parish and urban district of Baildon.

Work D will be situate in the parish of Esholt in the rural district of Wharfedale.

Work E will be situate in the parish of Menstone in the rural district of Wharfedale and in the parish and urban district of Burley-in-Wharfedale.

Works F G H I J M N O P and Q will be situate in the parish and urban district of Burley-in-Wharfedale.

Work K will be situate in the urban district and parish of Burley-in-Wharfedale and in the urban district and parish of Otley.

Work L will be situate in the urban district and parish of Otley.

Work R will be situate in the urban district and parish of Ilkley.

5. The Bill may provide that the construction of so much of any tramway as is intended to be situate in any new street or road to be made or street or road to be widened under the Bill, or any existing Act shall not be commenced until such new street or road or street or road widening shall be approaching completion.

6. To exempt the Company from the operation of section 92 of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase compulsorily parts only of certain properties.

7. To empower the Company to deviate laterally and vertically from the lines and levels of the intended tramways and street works shown on the deposited plans and sections after mentioned, to the extent to be shown on the said plans and sections, or to be defined in the Bill, and for the purposes of and in connection with the intended street works with the consent of the local authority, to make junctions and communications with any existing streets or roads which may be interfered with or intercepted by or be contiguous to such works, and to make diversions, widenings, or alterations of lines or levels of any existing streets or roads for the purpose of connecting the same with such works, or of crossing under or over the same.

8. 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, cross-overs, deviations, sidings, junctions, curves, turnouts, turntables, and other works in addition to those specified herein as may be necessary or convenient for the efficient working of the proposed tramways or any of them, or otherwise in the interests of the Company, or for facilitating the passage of traffic along streets and roads, or for providing access to any stables or carriage-houses, engine-houses, generating stations, stationary engines, works or buildings of the Company.

9. To empower the Company to substitute double lines for single or interlacing lines, single lines for double or interlacing lines, and interlacing lines for double or single lines on any of their tramways.

10. To empower the Company to work and use the proposed tramways 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 engines, carriages, trucks, and vehicles propelled (in addition to or in substitution for animal power) by electrical power generated at, and applied from, stations or otherwise, or steam, pneumatic, gas, oil, or other mechanical power, or partly by one such