

Provisional Orders confirmed by Parliament relating to the subject matter of the Bill so far as may be necessary for effecting any of the purposes of the Bill.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 17th day of December next.

Dated this 17th day of November, 1909.

J. H. HEYES, Council Offices, Little Hulton, Clerk to the Council.

LEES and Co., Palace Chambers, Bridge-street, Westminster, Solicitors and Parliamentary Agents.

Board of Trade.—Session 1910.

### MILNROW URBAN DISTRICT TRAMWAYS.

(Construction of Tramways; Gauge; Motive Power; Power to Milnrow Urban District Council to Work Tramways and Levy Tolls, Rates, and Charges; Agreements as to Sale or Lease of Tramways; the Borrowing of Money; and other Matters.)

NOTICE is hereby given that the Milnrow Urban District Council (hereinafter called "the Council") intend to apply to the Board of Trade on or before the 23rd day of December, 1909, for a Provisional Order (hereinafter called "the Order") to be confirmed by Parliament in the ensuing Session, for all or some of the following amongst other purposes (that is to say):—

To authorize the Council to construct and maintain in the Urban District of Milnrow, in the County Palatine of Lancaster, the tramways hereinafter described with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turn-outs, crossings, passing-places, stables, carriage-houses, sheds, buildings, works, and conveniences connected therewith respectively.

(In the following descriptions of the proposed tramway, the distances and lengths given for the purposes of describing the commencement or termination of the tramway, or double line or narrow places, are to be read as if the words "or thereabouts" had been inserted after each such distance or length.)

The tramways proposed to be authorized are wholly situate in the Township and Urban District of Milnrow, in the County Palatine of Lancaster, and are as follows:—

Tramway No. 1, commencing in Rochdale-road, Firgrove, in the said township or parish and urban district of Milnrow, by a junction with an intended tramway of the Rochdale Corporation at the boundary of the urban district of Milnrow and the county borough of Rochdale, and passing thence in a south-easterly direction into and along Rochdale-road, Bridge-street, and Dale-street, and terminating therein by a junction with Tramway No. 2, hereinafter described, at a point opposite the north-western side of Church-street.

The whole of the above-mentioned Tramway No. 1 will be laid as a single line except at the following places where it will be a double line (that is to say):—

In Rochdale-road.

(a) Between the commencement of the Tramway at the boundary of the Urban District of Milnrow, and a point 2·00 chains therefrom in a south-easterly direction.

(b) Between points respectively 50 chain 4·50 chains south-eastward from the south-eastern side of Uncouth-road.

(c) Between points respectively 1·60 chains and 8·10 chains south-eastward from the south-eastern side of Whitehead-street.

In Bridge-street and Dale-street,

(d) From a point 80 chain eastward from the western side of Shore-street to a point 4·20 chains north-westward from the north-western side of Church-street.

Tramway No. 2, commencing in Dale-street by a junction with Tramway No. 1 at a point opposite the north-western side of Church-street, and passing thence in a south-easterly direction into and along Dale-street and Newhey-road, and terminating in such last-mentioned road at a point opposite the south-eastern side of Huddersfield-road (Newhey).

The whole of the above mentioned Tramway No. 2 will be laid as a single line except at the following places, where it will be a double line (that is to say):

In Dale-street,

(a) Between points respectively 3·80 chains and 9·80 chains south-eastward from the north-western side of Church-street.

In Newhey-road,

(b) Between points respectively opposite to and 3·00 chains south-eastward from the north-western side of Stone-street.

(c) Between points respectively opposite to and 4·00 chains south-eastward from the north-western side of Schofield-street.

(d) Between points respectively 2·10 chains northward and 90 chain southward from the northern side of View-street.

(e) Between points respectively 2·60 chains northward and 40 chain south-eastward from the south-eastern side of Bentgate-street.

(f) Between points respectively 7·30 chains and 1 furlong 3·30 chains south-eastward from the south-eastern side of Bentgate-street.

In the following instances the said tramways are intended to be laid along the street or road hereinafter mentioned so that for a distance of 30 feet and upwards a space less than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the street or road hereinafter mentioned and the nearest rail of the tramway (that is to say):—

Tramway No. 1:

In Rochdale Road,

(1) On the south-western side thereof between the commencement of the Tramway at the boundary of the Urban District of Milnrow and a point 1·90 chains therefrom in a south-easterly direction.

(2) On the north-eastern side thereof from a point 40 chain north-westward from the south-eastern side of Chadwick-street, in a south-easterly direction for a distance of 8·90 chains.

(3) On the south-western side thereof from the south-eastern side of Chadwick-street, in a south-easterly direction for a distance of 3 furlongs 3·60 chains.

(4) On the north-eastern side thereof from a point 60 chain south-eastward from the south-eastern side of Whitehead street, in a south-easterly direction for a distance of 8·00 chains.

In Bridge-street,

(5) On the southern side thereof from a point opposite the eastern side of Harbour-lane in an easterly direction for a distance of 1·80 chains.