

Heath, the South side of Greek Street, the West side of Wellington Road South from Greek Street to Longshut Lane West, the North of Longshut Lane West, the North of Shaw Heath, the North of Gilmore Street, the West of the Parliamentary boundary, the North and West sides of the former boundary between the Parishes of Cheadle and Bramall, the East side of the Borough boundary, the South and East sides of the Parliamentary boundary to Hardcastle Road, the East side of Worrall Street, Bulkeley Street, Aberdeen Crescent, to Hollywood Park.

No. 11, or St. Thomas's Ward, comprises so much of the Borough as lies within an area the boundaries of which are the South of Edward Street, the West of Middle and Higher Hillgate, the West of Hindley Street and Ward Street, the North of Charles Street, the West of Higher Hillgate, and the East of Wellington Road South from Higher Hillgate to Edward Street.

No. 12, or Hemphshaw Lane Ward, comprises so much of the Borough as lies within an area, the boundaries of which are the East side of Waterloo Road, South side of Spring Gardens, the South side of Hall Street, the West side of Banks Lane, North side of Hemphshaw Lane, and East sides of Hindley Street, Higher Hillgate, Middle Hillgate, to Waterloo Road.

No. 13, or Cale Green Ward, comprises so much of the Borough as lies within an area, the boundaries of which are the South sides of Gilmore Street and Longshut Lane West, the West side of Wellington Road South from Longshut Lane West to Higher Hillgate, the West side of Buxton Road from Higher Hillgate to Kennerley Road, North side of Kennerley Road, and the North and the East sides of Parliamentary boundary, to Gilmore Street.

No. 14, or Heavily Ward, comprises so much of the Borough as lies within an area, the boundaries of which are the East side of Higher Hillgate from Buxton Road to Charles Street, the South side of Charles Street, East side of Ward Street, the South side of Hemphshaw Lane, the West side of the Borough boundary to the North side of the Midland Railway, Bramall Moor Lane, the North side of the Borough boundary, the East and South sides of the former boundary between the Parishes of Cheadle and Bramall, South of the Parliamentary boundary to Bramall Lane, the South side of Kennerley Road, and the East side of Buxton Road, from Kennerley Road to Higher Hillgate.

No. 15, or Reddish North Ward, comprises so much of the Borough as lies within an area, the boundaries of which are, commencing at the junction of Broadstone Road and School Lane, the East, South, and West sides of the Borough boundary to the London and North Western Railway (Stockport and Guide Bridge Line), the North side of the Railway to Hall Lane, the East side of Hall Lane, the North of Lingard Street, the West of Gorton Road from Lingard Street to Broadstone Road, and the North side of Broadstone Road to the Borough boundary.

No. 16, or Reddish South Ward, comprises so much of the Borough as lies within an area, the boundaries of which are, commencing at the junction of Broadstone Road and School Lane, the South side of Broadstone Road, the East side of Gorton Road from Broadstone Road to Lingard Street, the South side of Lingard Street, the West side of Hall Lane, the North side of the London and North Western Railway to the Borough boundary, the West side of the Borough boundary and the River Tame to Grimesbottom, along the Parliamentary boundary to Denby Lane, and East of the Borough boundary to Broadstone Road.

Stockport is a thriving industrial town with a large working class population. With the flux of time the nature of its industries has changed somewhat. Silk manufacture is now an extinct industry. Cotton spinning is extensively carried on, and in a lesser degree weaving. These branches of the

cotton trade afford employment for many thousands of operatives. Hat manufacture is, of course, an old and important branch of trade; and manufacturers readily adapt themselves to the growing demands and needs of the day. The town, however, is not dependent upon one or two large industries, works of various kinds having sprung up, adding to the stability and prosperity of the Borough. Among these we may mention rope spinning and twining, tobacco manufacture, iron foundries, and engineering works, calico bleaching, confectionery and cocoa works, corn milling, &c.

Stockport is an important railway centre, and railway men form no inconsiderable section of the inhabitants. The chief stations are Edgeley and Tiviot Dale, but others are comprised within the extended Borough. The facilities for transit by rail and road are of a high order; and communication with the suburbs, and with Manchester especially, has, by means of the electric trams, been greatly developed.

For many years Stockport did not make that progress in a municipal sense that circumstances would seem to warrant. But, with the advent of a more enterprising generation, it has now forged ahead, and is one of the most progressive towns in the Kingdom. Many important and beneficial undertakings have been carried out. In 1898 the sewage scheme was commenced, and after encountering many difficulties, it is now in good working order, while the introduction of the bacteria bed system has tended to still further increase its efficiency. The erection of the electricity works was a distinct step in advance, and great progress has been made since its inauguration. Some of the principal thoroughfares are lighted by electricity, the power to run the electric trams is supplied from the works, and a great development in the use of current for driving machinery may, with confidence, be anticipated. The Gas Works is also an up-to-date concern, advantage being taken of the best and latest methods of gas production.

The Corporation purchased the undertaking of the Stockport Water Company, and by the Act of 1901 secured the Kinder site for an additional supply. The Corporation controls the water supply over an extensive area, and for a population computed at 250,000. In 1901 power was obtained for the construction of tramways to be worked by electric traction, and Woodley, Reddish, Cheadle and Gatley, and Hazel Grove are thus rendered easy of access, whilst the Edgeley system caters for a populous portion of the borough. A new wing has been added to the Infirmary, and a splendidly equipped Fire Station has been built. The erection of the Town Hall in Wellington Road South is almost completed, and the building will be ready for occupation before the end of this year. The extension of the Borough itself, doubling the former area, was a notable achievement. The town is divided into sixteen wards, each returning three councillors, making a total of 48, and with the 16 aldermen (including the Mayor) the Council numbers 64. The density of population in the central part of the Borough is great, and building has consequently been going on at the outskirts.