

of intersection or junction, as the case may be, is, except where otherwise expressed, to be taken as the point at which lines, drawn along the centre of the streets or roads, and, if need be, produced, would intersect each other, and where reference is made to a building or house, the measurement is taken from a point in the centre line of the tramway from which a perpendicular line would cut the particular portion of the building mentioned, all measurements are taken along the centre line of the proposed tramways.

A tramway, single line throughout, wholly situate in the parish of Saint Andrew, commencing by a junction with the Company's existing line of tramways, at a point 35 yards or thereabouts, measured in a north-westerly direction along the West Hoe-road, from the intersection of the centre line of the said road with the centre line of Radford-road, and passing thence in an easterly direction into and along the New-road leading from the said West Hoe-road to Pier-street, into and along Pier-street and the West Hoe-road, otherwise known as the Grand Parade, and terminating in the last named road or place at a point 120 yards or thereabouts, measured in a north-easterly direction from the intersection of the centre line of the said West Hoe-road, otherwise the Grand Parade, with the centre line of Pier-street.

In no case will the tramway be so laid that for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath, and the outside of the nearest rail of the tramway.

The intended tramway will be made and pass from, in, through, or into the following townships, parishes, or places, viz. :—

The parish of St. Andrew, in the borough of Plymouth, in the county of Devon.

The tramways are intended to be constructed on the gauge of 3 feet 6 inches, and it is not proposed to run on the said tramway carriages or trucks adapted for use upon railways.

To empower and require the Company from time to time to make such crossings, passing places, deviations, sidings, junctions, curves, turn-outs, turn-tables, and other works in addition to those particularly specified in this notice, as may be necessary or convenient to the efficient working of the proposed tramways or either of them, or for providing access to any stables, or carriage houses, or works of the Company.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, roads, highways, bridges, footpaths, water-courses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph tubes, telephones, wires and apparatus for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for the purposes of the Provisional Order.

To enable the Company to levy tolls, fares, rates, and charges for the use of the proposed tramways, and for the conveyance of traffic upon the same, and to confer exemptions from the payment of such tolls, fares, rates, and charges.

To provide for and regulate the user by the Company for the purposes of the Provisional Order, of any paving, metalling, or road

materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To enable the Company, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of the tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, and maintain so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of the tramway so removed or discontinued, to be used or intended so to be.

To enable the Company and the mayor, aldermen, and burgesses of the borough of Plymouth, and any trustees or other bodies corporate, or persons having respectively the duty of directing the repairs, or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down and maintaining; renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal, steam, or any mechanical power.

To authorise the use on the proposed tramways of carriages and engines moved by animal, steam, or any mechanical power, or by electricity or the cable system, and so far as may be necessary to [repeal, alter, amend, or extend some of the provisions of the Tramways Act, 1870, the Locomotive Act, 1861, and the Locomotive Act, 1865, or any of those Acts, and any Act amending the said Acts or any of them so far as they respectively may apply to or affect the said tramways or any part or parts thereof respectively, or any engines and carriages to be used thereon.

To abandon or to provide for the abandonment and relinquishment of so much of the lines of Tramway No. 3 authorised by the Plymouth, Devonport, and District Tramways Act, 1882, as lies between a point 35 yards or thereabouts, measured in a north-westerly direction along the West Hoe-road from the intersection of the centre line of the said road with the centre line of Radford-road, and the authorised termination of the said tramway in the West Hoe-road, otherwise known as the Grand Parade.

To confer on the Company all powers, rights, authorities, and privileges which are or may become necessary for carrying the purposes of the proposed Provisional Order into complete and full effect; to vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with the objects and purposes of the Provisional Order, and to confer other rights and privileges.

To incorporate with the Provisional Order and apply to the intended tramways and works all or some of the powers and provisions of the Tramways Act, 1870, and so far as may be deemed expedient to alter, amend, or repeal the provisions or some of the provisions of that Act, and any other Acts or Orders which may be affected by the Provisional Order.

And notice is hereby given that plans and sections of the proposed new tramway and works and a copy of this notice will be deposited on or before the 30th day of November instant, at the office of the Board of Trade, Whitehall, London, and also for public inspection with the