

chains westward from the intersection of the centre lines of Chariot-street and Carr-lane, and in Carr-lane, on both sides thereof, between a point 1.10 chains eastward from the intersection of the centre lines of Chariot-street and Carr-lane to the south-western corner of Engine-street.

Tramway No. 21, in Spring Bank, on the northern side thereof, between points respectively 0.16 chain eastward from the commencement, and 0.16 chain westward from the termination of the tramway.

Tramway No. 22, in Spring Bank, on the northern side thereof, from a point 0.16 chain eastward from the commencement to the termination of the tramway.

Tramway No. 23, in Spring Bank, on the northern side thereof, from the commencement of the tramway to a point 0.87 chain westward from the termination thereof, and on the southern side from a point 1.78 chains eastward from the commencement of the tramway to a point 0.87 chain westward from its termination.

Tramway No. 24, in Beverly-road, on both sides thereof, for the whole length of the tramway.

Tramway No. 25, in Beverly-road, on both sides thereof, for the whole length of the tramway.

Tramway No. 26, in Beverly-road, on both sides thereof, for the whole length of the tramway.

Tramway No. 27, in Beverly-road, on both sides thereof, for the whole length of the tramway.

Tramway No. 28, in Beverly-road, on both sides thereof, for the whole length of the tramway.

Tramway No. 29, in Beverly-road, on both sides thereof, from the commencement of the tramway to a point 2.70 chains from the termination thereof.

Tramway No. 32, in Bond-street, on both sides thereof, from a point 1.29 chains from its termination to its termination.

Tramway No. 34, in Junction-street, on both sides thereof, between points respectively 0.65 chain and 2.20 chains south-eastward from the intersection of the centre lines of Waterworks-street and Savile-street.

Tramway No. 36, in Bridge-street, on both sides thereof, between a point 1.00 chain westward from the termination of the tramway and its termination.

Tramway No. 37, in Witham, on both sides thereof, between points respectively 0.50 chain and 2.30 chains eastward from the commencement of the tramway.

Tramway No. 38, in Holderness-road, on both sides thereof, between a point 7.00 chains westward from the termination of the tramway and its termination.

Tramway No. 39, in Holderness-road, on both sides thereof, for the whole length of the tramway.

Tramway No. 40, in Holderness-road, on both sides thereof, for the whole length of the tramway.

Tramway No. 41, in Holderness-road, on both sides thereof, for the whole length of the tramway.

Tramway No. 42, in Holderness-road, on both sides thereof, for the whole length of the tramway.

The tramways are intended to be constructed on a gauge of 4 feet 8½ inches, or such other gauge as may be authorised by the Board of

Trade, with such grooves, plates or tubes as may be necessary to work the same upon the cable system or otherwise.

It is not intended to run on the tramways carriages or trucks adapted for use on railways.

To empower the promoters from time to time to make, alter, and remove such crossings, passing places, deviations, sidings, junctions, curves, turnouts, turntables, and other works in addition to those particularly specified in this Notice as may be necessary or convenient for the efficient working of the proposed tramways or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables, or carriage houses, engine houses, stationary engines, works, or buildings of the promoters, and to enable the promoters to make junctions and connections of the proposed tramways with any tramways for the time being belonging to, or worked, or run over by the promoters.

To empower the Corporation of Kingston-upon-Hull to construct all or any of the before-described lines of tramways within the borough in lieu of the promoters, on such terms as may be defined by the Order or may be agreed upon, and to enable the Corporation to grant, and the promoters to accept, a lease or leases of all or any of such lines.

To enable the promoters to levy tolls, rates, and charges for the use of the proposed tramways, and for the conveyance of passengers and traffic thereon, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

To enable the promoters for all or any of the purposes of their undertaking to purchase or acquire by agreement lands, houses, buildings, and other property or easements over or in connection therewith, and to erect and to hold offices, buildings, engine houses, stables, and other conveniences, or any such lands or property, and to sell, lease, or dispose of any such lands, houses, buildings, and property.

To empower the promoters to work and use the proposed tramways or any of them, and any of the tramways to be acquired, by means of engines, carriages, trucks, and vehicles propelled by steam, electrical, cable, or any mechanical or other power, and either in addition to or in substitution for animal power, and for that purpose or any purpose appurtenant or ancillary thereto, to confer on the promoters such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the intended Order, and in particular power to lay down on or under the surface of any street, road, or place such tubes, mains, plates, ropes, cables, wires, or apparatus, and to make and maintain such openings, tubes, or ways in or under any such surface as may be necessary either for the actual working of the tramways, or for providing access to or in connection with any engines or machinery, and to empower the promoters for the purpose of working the tramways to erect engines and machinery for working such ropes, cables, wires, or apparatus, and to empower the promoters to acquire and hold patent and other rights and licences, and to use patent and other rights and licences in relation to any such mechanical or other powers, or any of them.

To repeal, alter, amend, or extend some of the provisions of the Tramways Act, 1870, the Locomotive Act, 1861, and the Locomotive Act, 1865, the Highways and Locomotives Amendment Act, 1878, and the Electric Lighting Act, 1882, and any other Acts which would in any way interfere with the objects of the intended Order.