

Corporation, or some of them in respect to the purposes, hereinbefore mentioned, of the Bill, and to confer, vary, and extinguish exemptions from any such rates or assessments.

To authorise the Corporation, or the Commissioners of Police of the Burgh of Dumbarton, to require and compel the Dumbarton Gas Light Company, and the partners and shareholders thereof, to take up and remove, or to relay in such manner as may be required by the Corporation or the said Commissioners, their mains and pipes laid in the streets and roads within the said Royal Burgh, and to prohibit the said Company, and the partners or shareholders thereof, from laying in such roads or streets, except with consent in writing hereafter given by the Corporation, or the said Commissioners, any mains or pipes, notwithstanding any permission or agreement heretofore given or made by or on behalf of the Corporation, or the said Commissioners, or the Statute Labour Trustees of the district of the Town of Dumbarton.

To authorise the Corporation to make, lay, provide and maintain the following works or some of them, and all rails, cranes, weighing machines, store houses, and other works and conveniences connected therewith, that is to say :—

A Pier commencing at a point on or near the foreshore of the River Clyde, near and to the westward of the gate of Dumbarton Castle on the south side of that Castle, and terminating in or near the channel of the River Clyde, at a point about 280 yards, measuring in a southerly direction, from the said point of commencement; and

A road of approach to the said proposed Pier, commencing at a point near and to the eastward of the said gate of Dumbarton Castle, and terminating at a point at or near and to the westward of the point of commencement hereinbefore specified of the said Pier, which Pier and road of approach, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Royal Burgh of Dumbarton, Parish of Dumbarton, and County of Dumbarton, and the foreshore and channel of the River Clyde in or *ex adverso* of the said parish and county.

To authorise the Corporation to make, form, lay down, maintain, and work the several tramways hereinafter described, or some or one of them, or some part or parts thereof, with all necessary and proper rails, plates, sleepers, works, and conveniences in connection therewith, that is to say :—

A Tramway, hereinafter called Tramway No. 1, commencing at or near the gate of Dumbarton Castle on the south side of that Castle, thence passing along Castle Road to the point of junction of that road with the Glasgow and Dumbarton turnpike road, thence passing in a westerly direction along the Glasgow and Dumbarton turnpike road, Castle Street, Church Place, and High Street in the Burgh of Dumbarton to the junction of High Street with Bridge Street, thence passing along Bridge Street to the West Bridge, thence passing along the said bridge across the River Leven, and thence along the street or turnpike road called West Bridgend to the junction of the turnpike road leading from Helensburgh to Dumbarton with the turnpike road leading from Alexandria by Renton to Dumbarton, thence passing along the last mentioned turnpike road to the junction therewith of the street in the village of Alexandria called Bridge Street, thence along that street to a point at or near its termination at

the western end of the suspension bridge leading from Alexandria to Bonhill.

The centre line of Tramway No. 1 will be throughout its entire length co-incident with the imaginary centre line hereinafter defined.

A Tramway, or passing place, hereinafter called Tramway No. 2, commencing by a junction with Tramway No. 1, at a point in High Street aforesaid 59 yards or thereabouts southward of the junction of Bridge Street in Dumbarton with High Street, and terminating by a junction with Tramway No. 1 at a point in High Street aforesaid 15 yards or thereabouts southward of the said junction of Bridge Street with High Street.

The centre line of Tramway No. 2 will be at its point of commencement co-incident with the imaginary centre line, and will thence gradually diverge therefrom westward, until at a point distant one chain from its commencement it will be at a distance of nine feet from the imaginary centre line, from which last mentioned point it will approach the imaginary centre line, until at its point of termination it will coincide with the imaginary centre line.

A Tramway, or passing place, hereinafter called Tramway No. 3, commencing by a junction with Tramway No. 1 at a point in the village of Renton, on the said turnpike road leading from Alexandria by Renton to Dumbarton, 22 yards or thereabouts southward from the centre of the gate of Renton Subscription School House, and terminating by a junction with Tramway No. 1 at a point on the said turnpike road 22 yards, or thereabouts, northward from the centre of the said gate.

The centre line of Tramway No. 3 will be, at its point of commencement, coincident with the imaginary centre line, and will thence gradually diverge therefrom westward, until at a point distant one chain from its commencement it will be at a distance of nine feet from the imaginary centre line, from which last mentioned point it will approach the imaginary centre line, until at its point of termination it will coincide with the imaginary centre line.

A Tramway, or passing place, hereinafter called Tramway No. 4, commencing by a junction with Tramway No. 1 at a point in Bridge Street, in the village of Alexandria, 88 yards or thereabouts westward from the eastern face of the western abutment of the Suspension Bridge across the river Leven at Alexandria, and terminating by a junction with Tramway No. 1 at a point 44 yards or thereabouts westward from the said eastern face of the western abutment of the said Suspension Bridge.

The centre line of Tramway No. 4 will be, at its point of commencement, coincident with the imaginary centre line, and will thence gradually diverge therefrom northward, until, at a point distant one chain from its commencement, it will be at a distance of nine feet from the imaginary centre line, from which last mentioned point it will approach the imaginary centre line, until at its point of termination it will coincide with the imaginary centre line.

Each of the said intended Tramways herein before described will throughout its entire length occupy a space not exceeding five feet one inch in width.

By the expression 'the imaginary centre line,' wherever used in this Notice, is meant an imaginary line drawn along the centre of the carriage-way of the streets or roads along which the respective Tramways are intended to be laid.

In the case of Tramway No. 1, the Tramway will, between the several points hereinafter specified,