

Order, 1868, and The Greenock Harbour Order, 1882, and The Harbours, Docks, and Piers Clauses Act, 1847, and any other Acts or Orders relating to the Trustees or the Port and Harbours of Greenock.

To vary or extinguish all rights and privileges inconsistent with or which would interfere with the objects of the Provisional Order, and to confer other rights and privileges, and to confer on the Trustees all such other powers, rights, and privileges as may be requisite for carrying out the objects of the Provisional Order.

Notice is hereby also given that a Copy of this Advertisement, as published in the Edinburgh Gazette, will on or before the 30th day of November 1886, be deposited for public inspection with the Principal Sheriff-Clerk of the County of Renfrew, at his Offices at Greenock and Paisley respectively, and in the Custom House at Greenock, and at the Office at the Board of Trade, Whitehall, London.

The draft Provisional Order will be deposited at the Board of Trade on or before the 23d December next; and printed copies of the Provisional Order, when deposited, will be furnished at the price of not more than One Shilling each to all persons applying for the same at the Office of the Trustees in Greenock; or at the Offices of Messrs. Simson, Wakeford, Goodhart, & Medcalf, Parliamentary Agents, 11 Great George Street, Westminster.

Dated this 24th day of November 1886.

THO. WILSON,

Clerk to Harbour Trust,

Solicitor for the Provisional Order.

SIMSON, WAKEFORD, GOODHART, & MEDCALF,
11 Great George Street, Westminster,
Parliamentary Agents.

[In Parliament—Session 1887.]

GREENOCK AND PORT-GLASGOW TRAMWAYS.

(Incorporation of Company with Powers to Lay Down Street Tramways from Greenock to Port-Glasgow; Provisions as to Opening, Use, Repair, &c., of Streets and Roads; Regulation of Traffic; Tolls; Lease, Working, or Use of Existing Tramways of Board of Police of Greenock; Purchase of Portion of Tramways of Vale of Clyde Tramways Company; Working and other Agreements with that Company; Use of Steam, Mechanical, and Animal Power on Proposed and Existing Tramways; Agreements with Local and Road Authorities and Others; Amendment, &c., of Acts; and other Provisions.

TAKE NOTICE, That application is intended to be made to Parliament next Session for leave to bring in a Bill to incorporate a Company (hereinafter called "the Company"), and to confer upon them all necessary powers, and to make all necessary provisions for effecting the following purposes, or some of them—that is to say:—

1. To make and maintain the Tramways hereinafter described, or some or one of them, or some part or parts thereof, together with all necessary

Rails, Plates, Chairs, Sleepers, Weigh-bridges, Weighing-Machines, Hydrants, Workshops, Sheds, Houses, Buildings, Offices, Works, and Conveniences connected therewith—that is to say:—

Tramway No. 1.—A Tramway commencing in Rue-end Street, Greenock, at a point a quarter of a chain or thereabouts south-eastward from the junction of Rue-end Street and Shaw Street with Cathcart Street, passing thence south-eastwardly along Rue-end Street, Main Street, East Hamilton Street, and Port-Glasgow Road, and terminating in Port-Glasgow Road at the point of junction of Boundary Street with Port-Glasgow Road and Ardgowan Street, Port-Glasgow.

Tramway No. 2.—A Tramway commencing by a junction with the proposed Tramway No. 1 at its termination, passing thence eastward along Ardgowan Street, Belhaven Street, Brown Street, Shore Street, Scarlow Street, Anderson Street, Fore Street, Dockhead Street, and Bay Street, Port-Glasgow, and terminating in Bay Street at a point $2\frac{1}{2}$ chains eastward from Campbell Street.

Tramway No. 3.—A Tramway commencing in Cathcart Street by a junction with the existing Tramway, belonging to the Board of Police of Greenock, at a point half a chain or thereabouts westward from the junction of Shaw Street with Cathcart Street, passing thence in a south-eastwardly direction into Rue-end Street, and terminating by a junction with the proposed Tramway No. 1 at its commencement.

The intended Tramways will be laid as double lines except at the following places, where they will be laid as single lines, viz.:—

Tramway No. 1.—In Rue-end Street, Greenock.

(a) For a distance of half a chain from the commencement of the Tramway.

In Main Street, Greenock.

(b) Between points respectively 1 chain and $5\frac{1}{2}$ chains eastward from Knowe Road.

Tramway No. 2.—In Scarlow Street and Fore Street, Port-Glasgow.

(c) Between a point in Scarlow Street three-quarters of a chain south-westward from the junction of Scarlow Street and Anderson Street, and a point in Fore Street three-quarters of a chain south-eastward from the said junction.

In Bay Street, Port-Glasgow.

(d) Between a point 1 chain westward from the termination of the Tramway and the termination of the Tramway.

Tramway No. 3 will be laid as a single line throughout.

At the following places the intended Tramways are proposed to be laid so that for a distance of 30 feet or upwards a less space than 10 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the Tramway on the side or sides of the road specified in each instance, viz.:—

Tramway No. 1.

In Rue-end Street and Main Street, Greenock, on both sides thereof, between a point in Rue-end Street $1\frac{1}{4}$ chain or thereabouts south-eastward from the junction of Shaw Street with Cathcart Street, and a point in Main Street 3 chains or thereabouts eastward from Knowe Road.

In Main Street, Greenock, on the north side thereof, between points respectively 3 chains and $5\frac{1}{2}$ chains eastward of Knowe Road.

In Main Street and East Hamilton Street, Greenock, on both sides thereof, between a point in Main Street $5\frac{1}{2}$ chains eastward of Knowe