

## Cardiff Tramways (Extensions &amp;c.).

(Construction of additional Tramways in the parishes of Saint Mary, Cardiff, Saint John, Cardiff, and Roath, in the county of Glamorgan—Provisions as to user, repair, &c., of Streets and Roads, purchase of Lands, Tolls, user of Tramways, Agreements with other bodies and Companies.)

**N**OTICE is hereby given that application is intended to be made to the Board of Trade by the Cardiff Tramways Company (Limited) (and who are hereinafter called the promoters) for a Provisional Order under the Tramways Act, 1870, for effecting the objects or some of the objects hereinafter mentioned (that is to say):—

To authorise and empower the promoters to construct and maintain the tramways described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

The particular description given in this notice of any proposed tramway or tramways is to be read in connection with, and subject to the following general description and interpretation.

Note 1. The expression "centre line" used with reference to any street is intended to mean an imaginary line drawn along the centre of the street.

Note 2. All distances given from the tramway to the centre line of any street or to any other point, are to be taken as measured from the centre of the particular tramway.

Note 3. Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other; and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

The tramways proposed to be authorised by the order are the following:—

A Tramway (No. 1) commencing in Saint Mary's-street by a junction with the Tramway No. 1 authorised by the Cardiff Tramways Order, 1871, at or near the "Circus," and passing thence in a southerly direction along St. Mary's-street, and thence into and along Mill-lane and the bridge called or known as Hayes-bridge, and terminating on that bridge by a junction with the Tramway No. 1 above described at a point opposite Bridge-street.

Tramway No. 1 will, at its commencement be at a distance of 5 feet from and west of the centre line of St. Mary's-street, and will thence gradually diverge in a westerly direction until in the length of  $2\frac{3}{4}$  chains it reaches a distance of 9 feet from the centre line of that street, and will thence gradually approach the centre line of the street until in the length of 2 chains it reaches the centre of the open space formed by the junction of Mill-lane and St. Mary's-street, and on entering Mill-lane and for the length of 7 chains will be at the distance of 3 feet from and south of the centre line of that street, and will thence gradually diverge in a northerly direction until in the further length of 1 chain it reaches the centre line of Mill-lane aforesaid, and will from this point continue in the centre of Mill-lane and be in the centre of Hayes-bridge.

A Tramway or passing place (No. 1a), commencing and terminating by junctions with the

proposed Tramway No. 1 above described, the point of commencement being  $1\frac{1}{2}$  chains from the point of commencement of Tramway No. 1, as above described, and the point of termination, 4 chains from such commencement.

Tramway No. 1a will, at its commencement, be 4 feet from and west of the centre line of St. Mary's-street, and will thence gradually approach the centre line of that street, until in the length of half a chain it crosses the centre line, and will thence gradually diverge in an easterly direction, until in the further length of half a chain it attains the distance of 2 feet from and east of the centre line, and will then again gradually approach the centre line, until in the further length of half a chain it intersects the same, and will then again gradually diverge in a westerly direction, until, at its termination, it attains a distance of 7 feet from and west of the centre line of that street.

A Tramway or stable connecting line (No. 2) commencing in St. Mary's-street aforesaid by a junction with the Tramway No. 1, authorised by the Cardiff Tramways Order, 1871 as aforesaid, at a point about 1 chain north of the junction of Wood-street and St. Mary's-street, and passing thence in a southerly direction along St. Mary's-street, into and in a westerly direction along Wood-street, and terminating at a point 8 yards from and west of the north-western corner of the Circus in that street.

Tramway No. 2 will, at its commencement, be in the centre of the street, and will thence gradually curve in a westerly direction into and be laid along the centre of Wood-street for a length of 1 chain, and will thence curve in a southerly direction, until, at its termination, it attains the distance of 35 feet from and south of the centre line of Wood-street.

A Tramway (No. 3) commencing by a junction with the Tramway No. 1 authorised by the Cardiff Tramways Order, 1871, as aforesaid, at a point in High-street 3 chains south of the Bute Monument, and passing thence in a northerly direction along that street, into and in an easterly direction along Duke-street, Queen-street, and Smith-street, and terminating in Smith-street and Queen-street by a junction with the Tramway No. 6, by the Cardiff Tramways Order, 1871, authorised, at a point half a chain east of the point of junction of North-street, Smith-street, and Queen-street.

Tramway No. 3 will, at its commencement, be in the centre of High-street, and will thence gradually diverge in a westerly direction until in the length of 1 chain it attains the distance of 5 feet 6 inches from and west of the centre line of that street, and will thence gradually diverge until in the further length of  $1\frac{1}{2}$  chains it attains a distance of 8 feet from and west of the centre line of that street, and will continue at that distance for a length of  $\frac{3}{4}$  of a chain, and thence will again gradually approach the centre line of the street, until in the further length of 1 chain it attains the distance of 5 feet 6 inches from and west thereof, and will thence curve in a north-easterly direction into Duke-street, and on entering that street, will be laid at the distance of 2 feet 6 inches from and north of the centre line of that street, and will continue at that distance for a length of 1 chain, and will thence gradually approach until in the further length of  $1\frac{1}{2}$  chains it reaches the centre line of the street, and will continue in the centre for a further length of 1 chain, and thence again gradually diverge in a northerly direction, until in the length of  $1\frac{1}{2}$  chains it attains the distance of 4 feet from and north of the centre line of