

Duke-street, and will thence again gradually diverge in a northerly direction, until at its termination in Smith-street and Queen-street it will be at the distance of 6 feet from and north of the centre line of those streets.

A Tramway (No. 3a) commencing in Duke-street aforesaid by a junction with the proposed Tramway No. 3 at a point $2\frac{1}{2}$ chains east of the junction of High-street and Duke-street, and passing thence in an easterly direction along Duke-street, into and along Smith-street and Queen-street, and terminating in Smith-street and Queen-street by a junction with the Tramway No. 6, authorised by the Cardiff Tramways Order, 1871, at a point 4 chains east of the junction of North-street with Smith-street and Queen-street.

Tramway No. 3a, will at its commencement be in the centre of Duke-street, and will thence gradually diverge in a southerly direction until in the length of $1\frac{1}{2}$ chains it attains the distance of 8 feet from and south of the centre line of that street and will thence again gradually approach until in a further length of $1\frac{1}{2}$ chains it attains the distance of 4 feet from and south of the centre line of those streets and will then gradually diverge in a southerly direction until on entering Smith-street and Queen-street, it will be at the distance of 12 feet from and south of the centre line of those streets and thence will again gradually approach until in the length of 3 chains it intersects the centre line of those streets and will thence again gradually diverge in a northerly direction until at its termination it reaches the distance of 4 feet from and north of the centre line of Smith-street and Queen-street.

A Tramway or passing place (No. 3b), wholly situate in High-street aforesaid, commencing by a junction with the Tramway No. 1, by the Cardiff Tramways Order 1871, authorised, at the point of commencement of the proposed Tramway No. 3 as above described and passing thence in a northerly direction and terminating at a point 12 feet from and south west of the Bute Monument.

Tramway No. 3b will at its commencement be in the centre of the street, and will thence gradually diverge in an easterly direction until in the length of $1\frac{1}{2}$ chains it attains the distance of 8 feet from and east of the centre line of the street and will then approach until in a length of $\frac{3}{4}$ of a chain it intersects the centre line of the street, and will thence diverge in a westerly direction until at its termination it attains the distance of 8 feet from and west of the centre line.

A Tramway or passing place (No. 3c), commencing in St. John's-street, by a junction with the Tramway No. 7, by the Cardiff Tramways Order 1871, authorised, at a point $1\frac{1}{2}$ chains south of the junction of that street with Duke-street, and passing thence in a northerly direction along that street into and in an easterly direction along Smith-street and Queen-street, terminating in the last named streets by a junction with the proposed Tramway No. 3a, above described at a point $\frac{3}{4}$ of a chain east of the junction of North-street with Queen-street and Smith-street.

Tramway No. 3c, will at its commencement be at the distance of one foot from and east of the centre line of St. John's-street, and will thence gradually curve into Smith-street and Queen-street, so that at its termination it will be at the distance of 10 feet from and south of the centre line of those streets.

A Tramway (No. 4) wholly situate in Newport-road and commencing by a junction with the Tramway No. 6 by the Cardiff Tramways Order 1871 authorised, at its termination, and passing

thence in an easterly direction and terminating at a point 3 chains east of the junction of Oakfield-street with the said Newport-road.

Tramway No. 4 will throughout be laid in the centre of Newport-road, except that:—

- (a.) At a point half a chain east of Wordsworth-street it will gradually diverge in a northerly direction, until in the length of 1 chain it attains the distance of 9 feet from and north of the centre line, and will thence gradually approach, until in the further distance of $1\frac{1}{4}$ chains it attains the centre line.
- (b.) At a point half a chain east of Elm-street, it will gradually diverge in a northerly direction, until in the length of $1\frac{1}{2}$ chains it attains the distance of 4 feet 6 inches from and north of the centre line, and will thence again gradually approach for a further distance of 1 chain, so that at its termination it again attains the centre line.
- (c.) At a point opposite to the eastern side of Oakfield-street aforesaid it will gradually diverge in a northerly direction, until in the length of 1 chain it attains the distance of 4 feet 6 inches, from and north of the centre line, and will then again gradually approach until in the further length of $1\frac{1}{4}$ chains it again attains the centre line.

Tramways (Nos. 4a, 4b, 4c, and 4d), wholly situate in the Newport-road aforesaid, Tramway No. 4a, commencing by a junction with the Tramway No. 6, by the Cardiff Tramways Order, 1871, authorised, at a point half a chain west of Plucca-lane, and passing thence in an easterly direction, and terminating by a junction with the Tramway No. 4 above described, at a point 2 chains east of Plucca-lane, and Tramways (Nos. 4b, 4c, and 4d), commencing and terminating respectively by junctions with the proposed Tramway No. 4. Tramway (No. 4b), commencing at a point half a chain east of Wordsworth-street, and terminating at a point $2\frac{1}{4}$ chains east thereof, and Tramway (No. 4c), commencing at a point half a chain east of Elm-street, and terminating at a point $2\frac{3}{4}$ chains east thereof, and Tramway (No. 4d), commencing at a point opposite the eastern side of Oakfield-street, and terminating at a point $2\frac{1}{4}$ chains east thereof.

Tramway No. 4a will, at its commencement, be at the distance of 3 feet from and north of the centre line of the road, and will thence gradually diverge to the southward until at its termination it attains the centre line.

Tramway No. 4b will be laid throughout in the centre.

Tramways No. 4c and No. 4d will respectively, at their commencement, be in the centre of the road, and will thence gradually diverge in a southerly direction until in the length of $1\frac{1}{2}$ chains they attain the distance of 4 feet 6 inches, from and south of the centre line, and will thence again gradually approach till at their terminations respectively they again attain the centre.

The tramways above described will pass from, through, or be made from, through, or into the parishes of St. Mary, Cardiff, St. John, Cardiff, and Roath, in the county of Glamorgan.

At no point other than those next hereinafter specified will the tramways 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 on either side of the road and the nearest rail of the tramway, viz.:—

Tramway No. 1:—

In Mill-lane, on the south-east side thereof. Between two points respectively 20 yards and 77 yards north-east of St. Mary's-street.