

otherwise stated) the two lines forming the double line will be laid on opposite sides of, and respectively 4 feet 6 inches from the centre line of the road or street; and the two lines will attain the said distance from the second centre line in the length of 1 chain from the point at which the double line commences, and will again reach the centre line of the road or street at the point at which the double line terminates, by gradually re-approaching the centre line for a similar length of 1 chain.

The tramways proposed to be authorised by the Bill are the following, that is to say:—

(1) A Tramway (No. 1 c), commencing in the townland of Townparks, in the parish of Shankhill, otherwise Shankill, otherwise Belfast, in the county of Antrim, by a junction with the Tramway (No. 1) authorised by the Belfast Street Tramways Act, 1872 (in this notice called "The Act of 1872"), in Victoria-street, at a point about 1 chain north of Ann-street, passing thence into and along Ann-street, over Queen's-bridge, and into and along Bridge-end, Edwards-buildings, and Mount Pottinger-road, and into Albert-bridge-road, and terminating in the townland of Ballymacarrett, in the parish of Knockbreda, in the county of Down, at a point in Albert-bridge-road aforesaid, about 2 chains east of its junction with Mount Pottinger-road.

Tramway (No. 1 c) will be wholly made within the townlands and parishes above-mentioned, and the bed and shore of the River Lagan.

Tramway (No. 1 c) will consist of a single line of rails, except at the following places at which the Tramway will consist of a double line of rails, that is to say:—

- (a) Between two points in Ann-street respectively,  $2\frac{1}{2}$  chains and  $6\frac{1}{2}$  chains from the commencement of the tramway.
- (b) Between two points in Bridge-end, respectively 6 chains and 10 chains eastward from the east end of Queen's-bridge.
- (c) Between two points in Mount Pottinger-road, respectively 2 chains and 6 chains south-eastward from Wheeler's-place.
- (d) Between two other points in Mount Pottinger-road, respectively 9 chains and 13 chains north-westward from Albert-bridge-road. And
- (e) For the whole length of the tramway in Albert-bridge-road.

(2) A tramway (No. 3a) partly situate in the townland of Townparks aforesaid, and partly in the townland of Skegoneill, in the parish of Shankill aforesaid, commencing by a junction with the double line of rails of Tramway No. 3, authorised by the Act of 1872, in Carlisle-circus, at or near the south-east corner thereof, passing thence by a curved line in a north-westerly and afterwards in a northerly direction, across that circus and into and along Antrim-road, otherwise Duncairn-street, and terminating in that road or street opposite Buttermilk-lane.

Tramway (No. 3a) will consist of a single line of rails, except at the following places, at which the Tramway will consist of a double line of rails, that is to say:—

- (a) From its commencement to the south-end of Antrim-road, otherwise Duncairn-street, the two lines of rails being at the commencement of the tramway 9 feet from each other, and thence gradually approaching until at the south-end of Antrim-road aforesaid they meet in the centre of the road.
- (b) Between two points in Antrim-road aforesaid, respectively  $2\frac{1}{2}$  chains, and  $6\frac{1}{2}$  chains north of Kinnaird-street.
- (c) Between two other points in the same road,

respectively  $6\frac{1}{2}$  chains and  $10\frac{1}{2}$  chains north of New Lodge-road.

(d) Between two other points in the same road, respectively 2 chains south and 2 chains north of the Bridge, carrying the said road over the Cave-hill Tramway.

(e) Between two other points in the same road, respectively 6 chains and 10 chains north of the southern entrance gate to the house known as Dunmore.

(f) From a point four chains south of the termination of the tramway to its termination. From the first of these last-mentioned points the two lines of rails of the tramway will gradually diverge from each other until, at its termination, they are 9 feet from each other, and respectively 4 feet 6 inches from the centre line of the road.

(3) A Tramway (No. 4c) wholly situate in the townland of Malone Lower, in the parish of Shankill, otherwise Shankill, otherwise Belfast aforesaid, commencing by a junction with Tramway No. 4, authorised by the Act of 1872, in the Botanic-road, at a point about  $\frac{1}{2}$  chain south of Bradbury-place, and passing thence southward along Botanic-road, into and along New Malone and Lisburne-road, and terminating in the last-mentioned road, opposite Windsor Avenue.

Tramway (No. 4c) will consist of a single line of rails, except at the following places in the New Malone and Lisburne-road, at which places the tramway will consist of a double line of rails, that is to say:—

- (a) Between two points respectively 11 chains and 15 chains from the commencement of the tramway.
- (b) Between two points respectively 9 and 13 chains south of the principal entrance to the Deaf and Dumb Institution.
- (c) From a point of 4 chains northward from the termination of the tramway to its termination. From the first of those last-mentioned points the two lines of rail of the tramway will gradually diverge from each other, until at its termination they are 9 feet from each other, and respectively 4 feet 6 inches from the centre line of the road.

At no point whatever will any of the proposed tramways be laid so 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.

2. To authorise the Company to enter upon, and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph-pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

3. To enable the Company, for all or any of the proposed works, or of the Bill, to purchase or acquire, by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, or other conveniences on any such lands.

4. To enable the Company to levy tolls, rates, and charges for the use of the proposed Tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or duties.