

way No. 3, at a point 2 chains north of the intersection of Dock-street and Dolphin-street, and diverging thence on the left hand until it attains a distance 9 feet from the imaginary centre line of the street, and thence to its termination at a point 2 chains from its commencement, where it will attain such imaginary centre line.

Tramway No. 4.

A Tramway No. 4, commencing in the township of Newport, and parish of St. Woollos, and borough of Newport, by a junction with Tramway No. 1, in Commercial-street, at a point 30 feet to the south of the intersection of Skinner-street, Baneswell-road, and Commercial-street, and passing through High-street, over Newport-bridge, through Clarence-place, the Chepstow-road Turnpike-gate, and along the Turnpike-road leading from Newport to Chepstow, and terminating at the intersection of Kensington-place and the said Turnpike-road. The said intended tramway will pass from, through, or into the parish of St. Woollos, the township of Newport, the borough of Newport, the parish of Christchurch, and the district of the Christchurch Local Board of Health.

Tramway No. 4a.

A Tramway or passing-place (No. 4a), wholly in the township of Newport and parish of St. Woollos and borough of Newport, commencing by a junction with Tramway No. 4, in High-street, opposite Fenell's Arcade, and diverging to the left until it attains a distance of 9 feet from the imaginary centre line of the road, and thence by a gradually diminishing distance, until it attains the imaginary centre line at a point 2 chains east of its commencement.

Tramway No. 4b.

A Tramway or passing-place (No. 4b), wholly in the parish of Christchurch and the District of the Christchurch Local Board of Health, commencing by a junction with Tramway No. 4, at a point 2 chains to the west of the intersection of Kensington-place with the Chepstow Turnpike-road, and thence diverging to the left until it attains a distance of 9 feet from the imaginary centre line, and thence by a gradually diminishing distance until it attains the imaginary centre line at a point 2 chains from its commencement.

Tramway No. 5.

A tramway (No. 5), wholly in the township of Newport and parish of St. Woollos and borough of Newport, commencing by a junction with Tramway No. 4, in High-street, opposite Fenell's Arcade, and passing through and along the private road of the Great Western Railway Company, leading to their passenger station, thence through the goods yard of the said Railway Company into and along Station-street, and terminating by a junction with Tramway No. 1, at its commencement in Bridge-street.

All the said intended street Tramways will be made or pass from, in, through, or into the several boroughs, parishes, townships, and extra-parochial or other places following, that is to say, the borough of Newport, the township of Newport, the parish of St. Woollos, the parish of Christchurch, and the district of the Christchurch Local Board of Health, all in the county of Monmouth, or some of them.

Each of the said Tramways hereinbefore described will occupy throughout a space of 5 feet in width, and the distance thereof from the imaginary centre line hereinbefore stated means the distance of the centre line of the Tramway from the imaginary centre line, and the imaginary centre line means, in all cases, except where otherwise stated, an imaginary line drawn along the centre of the carriage way (by whatever name

known or called) along which the Tramway intended to be laid.

The following is a description of each place at which any of the Tramways, to be authorised by the Provisional Order, will be so laid that for a distance of 30 feet or upwards a less space than 9 feet and 6 inches shall intervene between the outside of the footpath on either side of the street or road, and the nearest rail of the Tramway, viz.:

- 1.—In the Chepstow-road from Kensington-place to a point one chain West of the Turnpike-gate in Clarence-place.
- 2.—Over Newport Bridge, and through the portion of High-street, lying between Newport Bridge and the east side of the Bridge over the Monmouthshire Railway.
- 3.—In High-street, from a point 80 feet south of its junction, with the private road to the Great Western Railway Station to a point 60 feet north of its junction, with Baneswell-road and Skinner-street.
- 4.—In Commercial-road from a point 132 feet north of its junction with Frederick-street, to a point 264 feet north of the said junction with Frederick-street.

And it is proposed by the Provisional Order to authorise the Promoters to enter upon and open the surface of, and to alter and stop up, remove, and otherwise to interfere with streets, turnpike-roads, highways, public roads, ways, foot-paths, 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, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Provisional Order.

The proposed Provisional Order will incorporate with itself the whole or some of the provisions of "The Tramways Act, 1870," with such variations therein as may be deemed necessary or expedient. And the Provisional Order will contain powers for effecting the objects or some of the objects, and for conferring on the Promoters the powers or some of the powers following, that is to say:—

To enable the Promoters 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.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places, upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Promoters from the payment of the whole, or some part of any highway, or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Promoters for the purposes of the Provisional Order of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Promoters the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

To prohibit, except by agreement with the Promoters, or upon terms to be prescribed by the Provisional Order, the use of the proposed tram-