

junction of Windsor-road with London-road, thence continuing in a southerly direction along the London-road, and terminating by a junction with Tramway No. 2, at a point in the centre of that road 2 chains or thereabouts from the point hereinbefore described as the commencement of the Tramway.

The centre line of Tramway No. 2 b will be at its commencement in the centre of the said London-road, and will thence gradually diverge to the left until in the length of half a chain it attains the distance of 4 feet 6 inches from and to the left of the imaginary centre line of that road, from whence it will continue parallel to and at the said distance from and to the left of the imaginary centre line for the length of 1 chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of the said road.

A Tramway (No. 2 c) situate wholly in the parish of Llantwit-juxta-Neath, commencing by a junction with Tramway No. 2 at a point in the Briton Ferry-road, opposite the north corner of Rotten-row, thence continuing in a southerly direction along the said road and terminating by a junction with Tramway No. 2, at a point in the centre of that road 2 chains, or thereabouts, from the point hereinbefore described as the commencement of the Tramway.

The centre line of Tramway (No. 2 c) will be at its commencement in the centre of the Briton Ferry-road, and will thence gradually diverge to the left until in the length of half a chain it attains the distance of 4 feet 6 inches from and to the left of the imaginary centre line of that road, from whence it will continue parallel to, and at the said distance from, and to the left of, the imaginary centre line for the length of 1 chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of the said road.

A Tramway No. 2 d, situate wholly in the parish of Briton Ferry, commencing by a junction with Tramway No. 2, at a point in the Briton Ferry-road, 3 chains, or thereabouts, south of the point where the Panthowell-ddhu Brook crosses under that road, thence continuing in a southerly direction along the said road, and terminating by a junction with Tramway No. 2, at a point in the centre of that road, 2 chains or thereabouts from the point hereinbefore described as the commencement of the Tramway.

The centre line of Tramway No. 2 d will be at its commencement in the centre of the Briton Ferry-road, and will thence gradually diverge to the left, until in the length of half a chain it attains the distance of 4 feet 6 inches from and to the left of the imaginary centre line of that road, from whence it will continue parallel to, and at the said distance from, and to the left of, the imaginary centre line for the length of one chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of the said road.

A Tramway No. 2 e, situate wholly in the parish of Briton Ferry, commencing by a junction with Tramway No. 2, at a point in the Neath-road, in Briton Ferry, opposite the north-eastern corner of St. Clement's Church, thence continuing in a southerly direction along the said road, and terminating by a junction with Tramway No. 2, at a point in the centre of that road, 2 chains or thereabouts from the point hereinbefore described as the commencement of the Tramway.

The centre line of Tramway No. 2 e will be at its commencement in the centre of the Neath-road, and will thence gradually diverge to the left, until in the length of half a chain it attains the distance of 4 feet 6 inches from and to the left of the imaginary centre line of that road, from whence it will continue parallel to, and at the said distance

from, and to the left of, the imaginary centre line for the length of one chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of the said road.

A Tramway No. 2 f, situate wholly in the parish of Briton Ferry, commencing by a junction with Tramway No. 2 at a point in Neath-road, in Briton Ferry, $3\frac{1}{2}$ chains, or thereabouts, northward of the junction of Charles-street with the Neath-road, thence continuing in a southward direction along Neath-road, and terminating by a junction with Tramway No. 2 at a point in the centre of Neath-road, 2 chains or thereabouts from the point hereinbefore described as the commencement of the Tramway.

The centre line of Tramway No. 2 f will be at its commencement in the centre of Neath-road, and will thence gradually diverge to the left until, in the length of half a chain, it attains the distance of 4 feet 6 inches from, and to the left of, the imaginary centre line of Neath-road, from whence it will continue parallel to, and at the said distance from, and to the left of, the imaginary centre line for the length of one chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of the said road.

All the proposed Tramways and Works hereinbefore described will pass or be made from, in, through, or into the several parishes and places following, or some of them, that is to say, Cadoxton-juxta-Neath, Neath, the borough of Neath, Llantwit-juxta-Neath, and Briton Ferry.

It is intended to run on the proposed Tramways or some of them, or some part or parts thereof, carriages or trucks adapted for use upon Railways, and the said Tramways will be laid along the whole of the several streets and roads along which it is proposed to lay the same, so that a less space than 10 feet 6 inches will intervene between the outside of the footpath on the sides of the said streets or roads, and the nearest rails of the Tramways.

To make from time to time such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in this notice, as may be necessary or convenient to the efficient working of the proposed Tramways, or any of them, or for providing access to any stables or carriage houses, or sheds, or works of the promoters.

To authorise the promoters 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, bridges, sewers, drains, pavements, thoroughfares, water-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 substituting others in their places, or for other purposes of the Provisional Order,

For all or any of the purposes of the Provisional Order, or of their Tramway Undertaking, to purchase or acquire by agreement, or to take by agreement, easements over lands, houses, and property, and to erect offices, buildings, and other conveniences on any such lands.

To levy tolls, rates, and charges for the use of the proposed Tramways by carriages passing along the same, and for the conveyance of passengers, goods, minerals, and other traffic upon the same, and to confer exemptions from the payment of such tolls, rates and charges. The Provisional Order will further contain provisions—

Providing 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