

side proceeding from the commencement to the termination of the said proposed tramway, until at the length of three-quarters of a chain, it attains the distance of 7 feet $4\frac{1}{2}$ inches from centre to centre of the two lines of rails, continuing at that distance for a further length of 1 chain, and then gradually approaching until at the second of the points mentioned in each case it again runs into the main line.

The places above referred to at which the tramway will be so laid otherwise than at the centre of the street are:—

- (a) Between the point of commencement as hereinbefore described and a point $2\frac{1}{2}$ chains therefrom.
- (b) A point at the intersection of Union-street and Commercial-quay, and a point $2\frac{1}{2}$ chains therefrom measured in a north-easterly direction along Commercial-quay.
- (c) A point in the parish of Saint Mary the Virgin $2\frac{1}{2}$ chains from the termination of the said intended Tramway No. 1, as hereinbefore described, measured in a southerly direction along Market-place and King-street and the said point of termination.

II. At the following exceptional places the centre line of the tramway will be deemed to be as hereinafter described (that is to say):—

- (d) From the point of starting in Beach-street, proceeding in an easterly direction, the centre line of the tramway will be deemed to be a parallel line to the foot pavement at a distance of 5 feet from the curb on the south side of the said street.
- (e) At the open space immediately adjoining the South Eastern Railway station and the Lord Warden Hotel, the centre line of such open space and of the tramway shall be deemed to be a curved line parallel to and at a distance of 15 feet from the curb on the western side of such open space.
- (f) From the junction of Strond-lane and Strond-street measured in a northerly direction along Strond-street, the centre line of the said tramway shall be deemed to be parallel to, and at a distance of 5 feet from the curb on the eastern side of Strond-street.
- (g) Where the said tramway passes through market-place aforesaid, the centre line of the road shall be deemed to be a line passing from the centre of King-street to the centre of Castle-street, parallel to and at a distance of 15 feet from the curb on the eastern side of the Market-place, otherwise King-street.

1a to 1c. Three tramways or passing places, No. 1a, No. 1b, and No. 1c, each of which will be $2\frac{1}{2}$ chains in length, and will commence and terminate by junctions with the proposed tramway No. 1, the points of commencement and termination being:—As regards Tramway No. 1a the two points mentioned in sub-paragraph (a) in the preceding description of Tramway No. 1. As regards Tramway No. 1b the two points mentioned in sub-paragraph (b) of the same description. And as regards Tramway No. 1c the two points mentioned in sub-paragraph (c) of the same description.

Each of the said three tramways or passing places will at their commencement for the length of three-quarters of a chain gradually diverge until they obtain a distance of 7 feet $4\frac{1}{2}$ inches from centre to centre of each line of rails, continuing at that distance from and at that side of the said centre line for a further length of 1 chain, and from thence gradually approaching until at its termination each tramway or passing place again reaches the main line.

A Tramway (No. 2),

Commencing by a junction with Tramway No. 1, at the point of termination thereof as hereinbefore described, and passing thence along Castle-street, Castle-terrace, and Claremont-place, Alfred-place, and Castle Hill-road, all within the borough of Dover; thence along the Dover, Deal, and Sandwich turnpike-road, where that road intersects and passes through the parish of Guston, and terminating in the said parish of Guston, at a point opposite the Stone in the said Dover, Deal, and Sandwich turnpike-road, indicating the boundary of the municipal borough of Dover.

The centre line of the Tramway No. 2, commencing by a junction with Tramway No. 1, at the point of termination hereinbefore described at the Market-place, will be laid along the north-east side of Castle-street parallel to and at a distance of 5 feet from the curb as far as Eastbrook-place, from whence it will gradually diverge toward the centre of the road, and keeping that position until the termination thereof as shown on the deposited plans.

A Tramway (No. 3),

Commencing in Castle-street in the said parish of Saint James the Apostle at a point $2\frac{1}{2}$ chains south-west from the intersection with Eastbrook-place, thence proceeding along Eastbrook-place, Maison Dieu-road, Park-street, Park-place, High-street, London-road, Buckland-street, along the high road to a point 3 chains, or thereabouts, to the north-west corner of Dodd's-lane, passing thence through the parishes of Buckland and Guston, and the borough of Dover, terminating in the said parish of Guston at a point opposite the Stone in the said Dover, Deal, and Sandwich turnpike road, the boundary of the municipal borough of Dover, as shown on the deposited plans.

The centre of the line of the proposed Tramway No. 3, will be laid on the north-east side of Eastbrook-place and Maison Dieu-road, at a parallel distance of 5 feet from the curb, continuing at the same distance along the north-west side of Park-street and Park-place, the westerly side of High-street, London-road, Buckland-street, and the high road as hereinafter described.

At each of the places next hereinafter specified, the tramway will for a length of $2\frac{1}{2}$ chains be laid as follows:—From the first point mentioned in each case it will gradually diverge to the right or left side (as shown on the deposited plans), proceeding from the commencement to the termination of the said proposed tramway, until at the length of three-quarters of a chain it attains the distance of 7 feet $4\frac{1}{2}$ inches from the centre to centre of the two lines of rails, continuing at that distance for a further length of 1 chain, and then gradually approaching until at the second of the points mentioned in each case, it again runs into the main line.

The places above referred to at which the tramway will be so laid, otherwise than at the centre of the street, are:—

- (a) A point beginning at the intersection of Maison Dieu-road and East Stone-lane, $2\frac{1}{2}$ chains measured in a south-easterly direction.
- (b) A point at the intersection of the south-west corner of Victoria-crescent, and a point $2\frac{1}{2}$ chains therefrom, measured along High-street in a north-westerly direction.
- (c) A point at the intersection of York House, and a point $2\frac{1}{2}$ chains measured in a north-westerly direction.
- (d) A point 5 chains, or thereabouts, from the south-east corner of the Wellington