

houses in Crab Tree-row and Virginia-row, intended to be removed, and terminating in Wellington-row at its western end.

The centre line of Tramway No. 2A will at its commencement coincide with the imaginary centre line of Crab Tree-row, and will at its termination be three feet distant from and on the north side of the imaginary centre line of Wellington-row.

A Tramway No. 2B, commencing in Crab Tree-row by a junction with the southern line of rails of the authorised Tramway No. 1, as described for Tramway No. 2A, extending thence in a south-easterly direction, and terminating in Wellington-row, at its western end, as described for Tramway No. 2A.

The centre line of Tramway No. 2B will at its commencement be at a distance of nine feet from and on the south side of the imaginary centre line of Crab Tree-row, and will at its termination be three feet distant from and on the north side of the imaginary centre line of Wellington-row.

A Tramway No. 2c, commencing by a junction with Tramways Nos. 2A and 2B, at their termination at the western end of Wellington-row, extending, in an easterly direction, along Wellington-row, and terminating at the eastern end of Wellington-row, at a point distant 13 yards or thereabouts measured in a westerly direction from the junction of Wellington-row and Durant-street.

The centre line of Tramway No. 2c will at its commencement be three feet distant from and on the north side of the imaginary centre line of Wellington-row, and will so continue for a distance of 87 yards, or thereabouts, to the junction of Ravencroft-street with Wellington-row, thence it will gradually diverge from the said imaginary centre line, until at a further distance of 20 yards or thereabouts it will be four feet distant from the said imaginary centre line, and will so continue for a further distance of 160 yards or thereabouts, it will then gradually approach the said imaginary centre line until at a further distance of 20 yards or thereabouts, it will be three feet distant from the said imaginary centre line, and will so continue to its termination as aforesaid.

A Tramway No. 2d, commencing at the termination of Tramway No. 2c aforesaid, curving round from thence in an easterly and southern direction, across Wellington-row, across the site of certain houses intended to be removed, across Gosset-street, along the northern end of Squerries-street, and terminating by a junction with the authorised Tramway No. 3 at its commencement, at a point distant 24 yards or thereabouts, measured along Squerries-street in a southerly direction, from the junction of Squerries-street and Gosset-street.

The centre line of Tramway No. 2d will at its commencement be three feet distant from and on the north side of the imaginary centre line of Wellington-row, and at the north end of Squerries-street will be five feet distant from and on the west side of the imaginary centre line of Squerries-street, thence it will gradually approach the said imaginary centre line until a further distance of 24 yards or thereabouts, at its termination it will coincide with the said imaginary centre line of Squerries-street.

A Tramway No. 2e, commencing by a junction with Tramway No. 2c, at its termination as before described, curving round from thence

in an easterly and southerly direction, across Wellington-row, across the site of certain houses intended to be removed, across Gosset-street, along the northern end of Squerries-street, and terminating by a junction with the authorised Tramway No. 3, at its commencement as before described.

The centre line of Tramway No. 2e will at its commencement be three feet distant from and on the north side of the imaginary centre line of Wellington-row, and at the north end of Squerries-street, will be five feet distant from and on the east side of the imaginary centre line of Squerries-street, thence it will gradually approach the said imaginary centre line, until at a further distance of 24 yards or thereabouts at its termination it will coincide with the said imaginary centre line of Squerries-street.

Each of the said intended Tramways hereinbefore described will occupy throughout a space of five feet three inches in width, and the distance thereof from the imaginary centre line, hereinbefore stated, means the distance of the centre line of the street Tramway from the imaginary centre line, and the imaginary centre line means in all cases (except where otherwise stated or some other description given) an imaginary line drawn along the centre of the carriageway of the street through or along which the Tramway is intended to be made.

There will be a less space than ten feet six inches between the outside of the footway and the nearest rail of the Tramways throughout the whole length.

To empower the Corporation for the purposes of the said Tramways from time to time to make such crossings, passing places, sidings, and other works as may be necessary or convenient to the efficient working of the Tramways; to enter upon and open the surface of and to interfere with streets, sewers, drains, and pipes; to purchase or acquire by compulsion or agreement and to take easements over lands and houses, and to levy tolls, rates, and charges for the use of the Tramways.

To extend to the Corporation in respect of the proposed Tramways the provisions of "The Tramways Act, 1870," and of the Act of 1871, so far as the same are applicable, or except so far as the same may be specially varied or excepted by the Bill.

To allow the use of locomotives on the proposed Tramways and also on the Tramways authorised by the Act of 1871, and to adapt the rails of the Tramways to the passage thereon of locomotives.

To extend to the proposed Tramways sections 27, 28, and 29 of the Act of 1871.

To enable the Corporation to apply to the purposes of the Bill any moneys belonging to them or under their control, and if necessary to raise further moneys on mortgage bond or annuity or otherwise.

To confer upon the Corporation all rights, powers, and privileges necessary or convenient for carrying into effect the objects of the Bill, and to vary and extinguish all existing rights, powers, and privileges.

Duplicate plans and sections describing the lines, situations, and levels of the proposed Tramways, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses and other property, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of