

the following points:—(a.) At the north end of Market-street at a point 100 feet from the centre line of Upper Parliament-street, it diverges from and to the east of the centre line of Market-street, and passes by a gradual curve into Upper Parliament-street, passing to the north of the centre line until reaching a point 16 feet from and to the north of the said centre line until passing the urinal in the latter street, whence it gradually approaches and joins the said centre line at a point 100 feet from the said urinal measured along the centre line of the said street. (b.) At the east end of Upper Parliament-street, and at a distance of 80 feet from the junction of the centre line of Milton-street and the said street, it diverges from and to the north of the said centre line, and passes by a gradual curve to join the centre line of Milton-street aforesaid, at a distance of 80 feet from the junction of the said centre line. (c.) At the junction of Forest-road and Mansfield-road, and between points situate a distance of 100 feet from the intersection of their centre lines, respectively measured along the said centre lines, the line will pass by a gradual curve to the west of the centre line of Mansfield-road and the south of that of Forest-road.

A Tramway (No. 5a) commencing in Upper Parliament-street by a junction with Tramway No. 5, at the north end of Market-street, passing thence by a gradual curve to the south of the centre line of the said street until opposite the urinal, at which point it is distant 16 feet from it to the south of the said centre line, thence gradually approaching the same, and joining it at a point 100 feet from the said urinal, measured along the centre line of the said Upper Parliament-street by a junction with Tramway No. 5 at the same point. The tramway will be wholly situate in the parish of Saint Mary, in the town of Nottingham.

A Tramway (No. 5b) commencing in the Mansfield-road by a junction with Tramway No. 5 opposite the south side of Fox-lane, and in the centre line of the road, continuing thence in a northerly direction along the said Mansfield-road, and diverging from the centre line thereof until at a distance of 66 feet from its commencement it is distant 8 feet from and to the east of the said centre line, continuing thence at the same distance of 9 feet for a further length of 66 feet, thence gradually approaching the said centre line and terminating by a junction with Tramway No. 5 in the centre of the said road at a point 198 feet from the south side of Fox-lane aforesaid, measured in a northerly direction along the said Mansfield-road. The whole of the tramway will be situate in the parish of Saint Mary, in the town of Nottingham.

A Tramway (No. 5c) commencing in Forest-road, and in the centre line thereof by a junction with Tramway No. 5 at a point opposite the west side of Addison-street, proceeding thence in a westerly direction along the said Forest-road, and diverging from the centre line thereof for a length of 66 feet, at which point it is distant 9 feet from and to the south of the said centre line, continuing thence for a further length of 66 feet at the same distance of 9 feet from the centre line, thence gradually approaching the said line and terminating by a junction with Tramway No. 5 in Forest-road at a

point distant 198 feet from the west side of Addison-road aforesaid, measured along the centre line of Forest-road. The whole of the Tramway will be situate in the parish of Saint Mary, in the town of Nottingham.

The tramway is intended to be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the footpath on the southern side of the Forest-road, from a point 33 feet west of the west corner of Addison-street for a length of 132 feet in a westerly direction.

The imaginary centre line means in all cases except where otherwise stated an imaginary line drawn along the centre of the existing carriage way of the street or road, by whatever name known or called, along which the tramway is intended to be laid.

And it is proposed by the Bill to authorise the Company for the purposes of the tramways to lay down and maintain tramways, iron rails, and plates in, along, and upon the surface of the streets, roads, and places mentioned in this notice, and to enter upon and open the surface of, and to alter or stop up, remove, and otherwise interfere with streets, turnpike-roads, public roads, ways, footpaths, watercourses, bridges, sewers, drains, pavements, thoroughfares, cab stands, weighing machines, gas pipes, 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 re-instating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

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

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 passengers or other traffic upon the same; 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 Company from the payment of the whole or some part of any tolls, 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 Company for the purposes of the Bill of any paving, metalling, or road materials extracted or moved 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 Company 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 Company or upon terms to be prescribed by the Bill the use of the proposed tramways by persons or corporations other than the Company with carriages with flange wheels or other wheels specially or particularly adapted to run on an edged rail or on a grooved rail, and to authorise and give effect to agreements between the Company and any other persons and corporations for the use