

For a distance of 2 chains from its commencement.

For a distance of 2 chains north of the junction of Victoria-road south with Marmion-road.

For a distance of 2 chains eastward from a point 30 yards eastward of its termination.

At the following places a less space than 9 feet 6 inches will intervene between the outside of the footpaths and the nearest rail of the tramways, for a distance of 30 feet and upwards, that is to say:—

Tramway No. 1.

On both sides from its commencement to a point 30 yards north of the north side of Bedford-street.

On the east side from the point last described to the termination of the intended tramway.

On the west side between Bedford-street and Dumbarton-street.

Tramway No. 1A.

On the east side from its commencement to its termination.

Tramway No. 1B.

On the south and west sides from its commencement to its termination.

Tramway No. 2.

On both sides for a distance of $1\frac{1}{2}$ chains southward from its commencement.

On the east side from the south side of Vine Cottage to the termination of the tramway.

On the west side for a distance of $1\frac{1}{2}$ chains northward from the north side of New-road.

Tramway No. 3.

On the east side for a distance of $1\frac{1}{2}$ chains southward from its commencement.

On the west side between points respectively 17 and 37 yards south of the end of Lake-road.

On the west side from the north side of Omega-terrace to the termination of the tramway.

Tramway No. 4.

On the east and north sides from its commencement to the west side of Guildford-road.

On the south side for a distance of 40 yards eastward from the western end of St. Mary's-road.

On the north side from the west side of St. Cuthbert's-road to the termination of the tramway.

Tramway No. 4a.

On the east and south sides for a distance of 30 yards from its commencement.

Tramway No. 5.

On the west side from its commencement to the north side of Church-road.

On the east side from a point $1\frac{1}{2}$ chains north of the south boundary wall of St. Mary's Churchyard to a point 17 yards south of the south side of Fitzroy-street.

On both sides for a distance of $1\frac{1}{2}$ chains southward from the point last described.

On the east side from the point last described to the northern side of the open space in front of the "Old Red House" public house.

On both sides for a distance of $1\frac{1}{2}$ chains southward from the point last described.

On the east side from the point last described to a point $1\frac{1}{2}$ chains north of the north side of Somers-road north.

On both sides from the point last described to the north side of Somers-road north.

On the east side from the point last described to the south side of Havelock-terrace.

On the west side for a distance of 15 yards south of the south side of Lucknow-street.

On both sides from the point last described to the termination of the tramway.

Tramway No. 6.

On both sides from its commencement to its termination.

Tramway No. 7.

On both sides from its commencement to the south side of Clarence House.

On the south and east sides for a distance of 2 chains south-westward of the west side of Outram-road.

Tramway No. 8.

On the west side for a distance of 2 chains southward from its commencement.

On the north side for a distance of 2 chains eastward from the east side of Napier-road.

On the north side for a distance of 2 chains eastward from the east side of Lazy-lane.

On both sides for a distance of 2 chains westward from its termination.

Tramway No. 9.

On the east and south side from its commencement to its termination.

Tramway No. 10.

On the east side for a distance of $1\frac{1}{2}$ chains north of the north side of St. Vincent-road.

On the south side for a distance of 80 yards eastward from the termination of the tramway.

Street Widening.

The widening of Fratton-road on the west side at the corner near Fratton Bridge.

The widening of Fratton Bridge and roadway there, throughout the whole length of this bridge, including the wing walls on both sides, and the necessary alterations of the levels of the approaches consequent upon such widening.

The widening of Victoria-road on its south-east side, from the junction there with Lazy-lane and Canal-road to a point 14 feet north of Ottawa-terrace.

The widening of Victoria-road on the north-west side from a point 44 feet north of the north end of Ottawa-terrace to a point in a line with the south side of Clarence House.

All the said intended tramways, street widenings, and other works will be situate in the parish of Portsea, in the county of Southampton.

Each of the said tramways will consist of a single pair of rails, on the gauge of 4 feet 8 $\frac{1}{2}$ inches, and it is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

To authorise the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turn-outs and other works as may be necessary or convenient for the efficient working of their tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage sheds, or works, or buildings of the Company.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with, streets, turnpike or other roads, highways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes and apparatus within all or any of the parishes or places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works, or for substituting others in their place, or for the other purposes of the intended Act.

To empower the Company, for all or any of the purposes of their Act or undertaking, to purchase or acquire, by compulsion or agreement, lands and houses, or easements therein, and to erect offices, buildings, or other conveniences on any such lands.

To empower the Company, when, by reason of the execution of any work affecting the surface