

- (b.) Between points respectively $1\frac{1}{2}$ and $4\frac{1}{2}$ chains northwards of Glebe-street.
 (c.) Between points respectively $6\frac{1}{2}$ and $9\frac{1}{2}$ chains southward of Ryehill-street.
 (d.) Between points respectively 1 chain and 4 chains from its termination.

The above Tramways will pass from, through, or into, or be situate in the several parishes and places following, or some of them, viz. :—
 Saint Mary, Radford, St. Peter, Basford, Sneinton, all in the county and borough of Nottingham.

At the following places it is proposed to lay the Tramways so that, for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the street hereinafter mentioned, and the nearest rail of the Tramway (that is to say):—

Tramway No. 1.

- (1) In Carlton-street on both sides throughout.
- (2) In Heathcote-street on both sides between points respectively 1 chain and 4 chains southward of St. John-street.
- (3) In Beck-street on both sides throughout.
- (4) In St. Ann's Well-road on both sides between points respectively 2 chains and 5 chains eastward of Curzon-street.
- (5) In St. Ann's Well-road on both sides between points respectively $1\frac{1}{2}$ chains and $5\frac{1}{2}$ chains north-eastward of Ford-street.
- (6) In St. Ann's Well-road on the south-east side from Pease-hill-road to $\frac{3}{4}$ chain north-eastward of Livingstone-street.
- (7) In St. Ann's Well-road on both sides between points respectively $\frac{3}{4}$ chain and $3\frac{3}{4}$ chains north-westward of Livingstone-street.
- (8) In St. Ann's Well-road on the south-east side from a point about $3\frac{3}{4}$ chains north-westward of Livingstone-street to a point about $2\frac{1}{4}$ chains north-eastward of Lotus-street.
- (9) In St. Ann's Well-road on both sides between points respectively 4 chains and 1 chain south-westward of its termination.

Tramway No. 2.

- (1) In Upper Parliament-street and Goldsmith-street on both sides for a distance of 3 chains from its commencement.
- (2) In Goldsmith-street on both sides between points respectively $7\frac{1}{2}$ chains and $10\frac{1}{2}$ chains south-east of Clarendon-street.
- (3) In Waverley-street on both sides between points respectively $1\frac{1}{2}$ chain and $4\frac{1}{2}$ chains south-east of Portland-road.
- (4) In Mount Vernon-road on both sides between points respectively $1\frac{1}{2}$ chain and $4\frac{1}{2}$ chains south-east of Gedling-grove.
- (5) In Mount Hooton-road on both sides between points respectively 1 chain and 4 chains from its termination.

Tramway No. 3.

- (1) In Woollaton-street on both sides for a distance of $1\frac{1}{2}$ chains from its junction with Goldsmith-street.
- (2) In Ilkeston-road on both sides between points $2\frac{1}{2}$ chains and $5\frac{1}{2}$ chains westward of Wood-street.
- (3) In Ilkeston-road, on both sides, between points 2 chains and 5 chains westward of Blooms-grove-street.
- (4) In Ilkeston-road on both sides, from opposite Hague-street to within 1 chain of its terminus.

Tramway No. 4.

- (1) In Sherwood-street North on both sides, between points respectively $3\frac{1}{2}$ chains and $6\frac{1}{2}$ chains northward of Shakespeare-street.

- (2) In Woodborough-road on both sides, between Huntingdon-street and a point 3 chains northwards.
- (3) In Woodborough-road on both sides between points respectively $1\frac{1}{2}$ chains southwards and $1\frac{1}{2}$ chains northwards of Pease Hill-road.
- (4) In Woodborough-road on both sides between points respectively 1 chain southward and 2 chains northwards of Upper Manning-street.
- (5) In Woodborough-road on both sides between points respectively 1 chain and 4 chains of its terminus.

Tramway No. 5.

- (1) In Bath-street from St. Ann's Well-road to Virginia-street on both sides.
- (2) In Handel-street throughout on both sides.
- (3) In Carlton-road on both sides from Alfreton-street south for 3 chains eastward.
- (4) In Carlton-road on both sides between points respectively $3\frac{1}{2}$ chains and $6\frac{1}{2}$ chains eastwards of Storer-street.
- (5) In Carlton-road on both sides between points respectively 1 chain and 4 chains from its terminus.

Tramway No. 6.

- (1) In Bunker's-hill throughout on both sides.
- (2) In Parliament-row throughout on both sides.
- (3) In Lower Parliament-street on both sides between points respectively $1\frac{1}{2}$ chains and $4\frac{1}{2}$ chains westward of Broad-street.
- (4) In John-street on both sides between points respectively $1\frac{1}{2}$ chains and $5\frac{1}{2}$ chains eastward of Broad-street.

Tramway No. 7.

- (1) In London-road between points respectively $2\frac{1}{2}$ and $5\frac{1}{2}$ chains north of Waterway-street.
- (2) In London-road between points respectively $6\frac{1}{2}$ chains and $9\frac{1}{2}$ chains southward of Ryehill-street.

Wherever in this Notice any point or distance is described by reference to, or to the direction to or distance from any street, road, or other place (other than any side thereof), the point or distance so described is measured from the centre of the respective street, road, or place, and along the proposed line of Tramway.

The Provisional Order will also provide for all or some of the following objects (that is to say):—

To authorise, or to authorise and require, the Promoters from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other works as may be necessary or convenient to the efficient working of the 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 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, roads, highways, public and private roadways, footways of railways, tramways, watercourses, bridges, 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, renewing, altering, or reinstating the proposed Tramways and works, or of substituting others in their place, or for other the purposes of the Provisional Order.

To enable the Promoters, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or