

Hill-street, with the occupation road leading therefrom to Abbott's-lane.

The said tramway will consist of a single line throughout, and it is intended to run thereon carriages or trucks adapted for use upon railways, and it is proposed to lay the tramway so that, from a point in a line with the southern boundary wall of the said coal wharf in Coundon-lane aforesaid, to a point about 3 yards south-west of the south-east line of the buildings adjoining the north-west side of the occupation road leading to Abbott's-lane, a less space than 10 feet 6 inches will intervene between the outside of the footpath on the south-western side of Coundon-lane and Hill-street, and the nearest rail of the tramway.

(2) A subway under Gas-street in the said parish of Holy Trinity, Coventry, commencing on the south-east boundary of the site of the Company's existing gas works at a point about 22 yards (measured along that boundary) to the east of the centre of the gateway forming the principal cart entrance from Gas-street into those works, and terminating on the north-west boundary of the piece of land situate on the opposite side of Gas-street, and belonging or reputed to belong to George Francis Twist, and now occupied by the Company as their store yard, at a point about 27 yards (measured along such north-western boundary) to the east of the southern end of the culvert carrying Gas-street over the stream known as the Radford Brook.

(3) A road in the said parish of Holy Trinity, Coventry, and the parish of Foleshill, in the county of Warwick, or one of those parishes, commencing at or near the junction with Locker's-lane, of the private or occupation road and public footway, leading from Locker's-lane to Whitmore-Park-lane, and terminating at a point in the said private or occupation road and public footway, about 20 yards north-westward of the centre of the level crossing carrying that road and footway over the Coventry and Nuneaton branch of the London and North-Western Railway.

(4) A gas main in the said parishes of Holy Trinity, Coventry, and Foleshill, or one of those parishes, commencing and terminating at the respective points of commencement and termination of the before-mentioned new road.

(5) A gas main in the said parish of Holy Trinity, Coventry, commencing at a point at the southern corner of the piece of land hereinbefore described, and intended to be purchased and used by the Company as and for the site of their New Gas Works, about 100 feet northward of the centre of the level crossing, by which the occupation road, leading out of a public road, commonly known by the name of the old Leicester-road, or Narrow-lane, across a close of land belonging or reputed to belong to the said John Leigh, to other lands of the said John Leigh, situate on the north-west side of the said Coventry and Nuneaton Branch Railway, is carried across that railway, and terminating at or near the junction of that occupation road with the said public road called Old Leicester-road or Narrow-lane.

To authorise the Company to deviate laterally and vertically from the respective lines and levels of the proposed tramway, subway, road and gas mains as delineated on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be defined thereon, or be prescribed by the Bill.

To provide that the said tramway shall be constructed on a gauge of 4 feet 8½ inches, or such other gauge as may be prescribed by the Bill, and in such manner as to be suitable for carriages,

waggons, and trucks, adapted for use upon railways, and to authorise the Company to use the said tramway with, and to run and use thereon such carriages, waggons, or trucks, and to declare that so much of section 34 of the Tramways Act, 1870, as limits the extent of the carriages, waggons, or trucks, used on the tramway, beyond the outer edge of the wheels of such carriages, waggons, or trucks, shall not apply to carriages, waggons, or trucks, run or used upon the said tramway.

To enable the Company, for the purposes of the proposed works, to purchase, or acquire by compulsion or agreement, or take easements over streets, roads, lands, houses, railways, and other property in the before-mentioned parishes, and to enable the Company in constructing the said intended works, to carry the same along, under, and across the before-mentioned streets and roads, and across the Coventry and Nuneaton Branch of the London and North-Western Railway respectively, and to acquire for those purposes, easements, or rights of carrying the said works along, under, and across the said streets, roads, and railway, and works connected therewith, without being required to purchase the sites of such streets, roads, and railway, or any part thereof, and to require the local authorities and the London and North-Western Railway Company, and all parties interested in such streets, roads, and railway, and works, to sell such easements or rights accordingly, in such manner and on such terms as the Bill may define.

To authorise and empower the Company from time to time to enter upon, open, and break up the surface of, and to alter, stop up, and remove, and otherwise interfere with streets, public roads, railways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, gas and water pipes, lamps, and electric pipes, posts, wires, and apparatus, and pneumatic and other tubes within the parishes mentioned in this notice for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed works, or for the other purposes of the Bill.

To give and reserve to the Company in preference to, or to the exclusion of, all other traffic, the right of using the proposed tramway, subway, and road for the purposes of their gas works, and for the carriage of coal, coke, goods, and other materials to and from the same or otherwise in connection with their undertaking, and if thought fit to give the persons using the said private or occupation road and public footpath, from Locker's-lane to Whitmore Park-lane, the right to use the said intended road on such terms and conditions, or otherwise as may be prescribed by the Bill, and to provide that the said tramway shall not be available for public traffic, and to authorise the tramway to be used without any previous inspection or approval of the Board of Trade, or other public, or local authority, and to regulate the times at which, and manner in which, and terms upon which such tramway shall be used, and if thought fit to authorise the use of mechanical, motive, or tractive power, as well as animal power upon the said tramway.

To prohibit, except by agreement with the Company, or upon terms to be prescribed in the Bill, the use of the said tramway and works connected therewith, by persons, corporations, or companies, other than the Company, with carriages, waggons, or trucks, with flange-wheels or other wheels, specially or particularly adapted to run on an edge-rail or on a grooved-rail, and to authorise the Company to permit any corporations,