

To authorize the Cardiff District and Penarth Harbour Tramway Company Limited (in this notice called "the Promoters") to construct and maintain in the county of Glamorgan, the street tramways and passing-places described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith or incidental thereto.

Where in the description of any of the proposed tramways any distance is given with reference to any street or road which intersects or joins the street or road in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets or roads and continued would intersect each other, and a point described as being opposite a street or road is to be taken (unless otherwise stated) as opposite the centre of the street or road.

The tramways proposed to be authorized are the following:—A Tramway (No. 1), partly in the parishes of Roath, Saint John the Baptist, and Saint Mary, all in the borough of Cardiff, in the county of Glamorgan, commencing in Moira-terrace, by a junction with the Promoters' existing tramway in that street, at a point four chains, or thereabouts, east of the east side of the Rhymney Railway Bridge, thence passing along Moira-terrace and Glossop-road across Newport-road, crossing the line of the Provincial Tramways Company Limited in Newport-road, and thence along Castle-road, and terminating at or near the intersecting point of the centre of Castle-road and Richmond-road.

The intended Tramway No. 1 will be a single line throughout except at the following places, at which it will be a double line:—

Between two points respectively about 137 yards and about 203 yards north-east of Moira-place.

Between two points respectively about 30 yards and about 96 yards north-west of the south boundary wall of Tredegarville Schools, in Glossop-road.

Between two points respectively about 30 yards and about 96 yards north-west of the Parade.

Between two points respectively about 17 yards and about 83½ yards north-west of Penline-street.

Between two points respectively about 81 yards and about 15 yards south-east of Northcote-street.

Between two points respectively about 99 yards and about 33 yards south-east of Richmond-road.

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 streets hereinafter mentioned and the nearest rail of the tramway (that is to say):—

In Castle-road, on the west side thereof, between two points respectively about 10 yards and about 126 yards north-west of Newport-road.

In Castle-road, on the west side thereof, between two points respectively about 30 yards and about 96 yards north-west of the Parade.

In Castle-road, on the east side thereof, between two points respectively about 70 yards and about 210 yards north-west of Tavistock-street.

A Tramway (No. 2), wholly in the parish of Roath aforesaid, commencing in Tin-street, by a junction with the termination of the Promoters' ex-

isting tramway in that street, thence passing across Clifton-street and along Pearl-street, and terminating at or near the intersecting point of the centres of Pearl-street and Agate-street.

The intended Tramway No. 2 will be a single line throughout, except at the following places, at which it will be a double line:—

Between two points respectively about 61 yards and about 127 yards north-east of Clifton-street.

At the following places it is proposed to lay the tramway 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 streets hereinafter mentioned and the nearest rail of the tramway, that is to say:—

In Pearl-street, on the south side thereof, between two points respectively about 61 yards and about 94 yards north-east of Clifton-street.

The gauge throughout will be 4 feet 8½ inches.

It is intended to employ animal power for moving carriages upon the said intended tramways, and also to apply for general powers authorizing the use thereon of carriages and engines propelled by steam or other mechanical power, and, so far as may be necessary for the purpose, to alter, amend, or extend all or some of the provisions of the following Acts, that is to say:—The Tramways Act, 1870, the Locomotive Act, 1861, and the Locomotive Act, 1865.

To lay down, make, and maintain from time to time such junctions, curves, crossings, turnouts, and other works as the Promoters may find necessary for the due and satisfactory working of the tramways, or for connecting the tramways with their own yards and stables, or for facilitating the traffic of the streets in which the same is laid, subject to such restrictions as regards the position and extent of such junctions, curves, crossings, turnouts, and other works as may be prescribed in the Order.

To enable the Promoters when, by reason of the exercise of any works in or the alteration of any street, road, or other thoroughfare through or along which any tramway belonging to the Promoters is laid, it is necessary or expedient to remove, alter, or discontinue the use of any such tramways, or any part thereof, from time to time to make and lay down in the same or any adjacent or convenient street, road, or other thoroughfare in any of the aforesaid boroughs, parishes, townships, and extra-parochial or other places, and to maintain so long as occasion may require, a temporary tramway in lieu of the tramway or tramways, or part of the tramway or tramways, so required to be removed, altered, or discontinued to be used when found expedient so to do.

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

To empower the Promoters to enter upon, break up, and use, and to alter, divert, remove, and interfere, either temporarily or permanently, with streets, roads, and other thoroughfares, ways, footpaths, rivers, watercourses, sewers, drains, pavements, gas and other pipes, and electric telegraph pipes, tubes, and apparatus, within all or any of the boroughs, parishes, townships, and extra-parochial or other places hereinbefore mentioned, for constructing, repairing, removing, renewing, altering, or reinstating the intended tramways and works, or of substituting others in their place, or for other purposes of the Order.

To enable the Promoters to levy, demand, and