

the following objects and purposes (that is to say):—

To authorise the Promoters to relay or renew and maintain on a gauge of 3 feet 6 inches, and in the lines shown on the plans deposited as hereinafter mentioned, the existing tramways belonging to and laid down by them in the following streets and places within the parishes of Edgbaston and Birmingham, all within the borough, namely: Bristol-road, Bristol-street, Horse-fair, Suffolk-street, Paradise-street, Colmore-row (parts of which were formerly known as Ann-street and Monmouth-street), Snow-hill, Constitution-hill, Great Hampton-street, and Hockley-hill.

The tramway so proposed to be relaid or renewed forms a continuous line, commencing in the parish of Edgbaston, in Bristol-road at the borough boundary, thence passing along the above-mentioned streets and places, and terminating in Hockley-hill at the borough boundary in the parish of Birmingham. The said tramway will be relaid as a single line where it is at present a single line, with the exception of that part of Colmore-row lying between a point 0·20 chain north-east of Church-street, and a point 1·35 chain south-west of Livery-street, where it is proposed to substitute a double line, and as a double line where it is at present a double line. And in this notice the expression "existing tramway" includes the tramway so proposed to be relaid or renewed.

To authorise the Promoters to make, form, lay down, and maintain the new tramways hereinafter described, or some of them (that is to say):—

Tramway No. 1, wholly situate in the parish of Edgbaston, commencing in Pershore-road 0·50 chain south-west of Pebble-mill-road, passing along those roads, and terminating in Bristol-road by a junction with the existing tramway 0·50 chain north-east of Pebble-mill-road. Tramway No. 1 will be a double line throughout.

Tramway No. 2, wholly situate in the parish of Birmingham, commencing in Horse-fair by a junction with the existing tramway 2·00 chains south of Smallbrook-street, passing thence along Horse-fair and John Bright-street, into and terminating in Navigation-street by a junction with the tramway authorised by The Birmingham and Western Districts Tramways Order, 1883, 1·15 chains east of Hill-street. Tramway No. 2 will be a double line for its whole length.

Tramway No. 3, wholly situate in the parish of Birmingham, commencing by a junction with Tramway No. 2 in John Bright-street, 1·20 chains south of Station-street (part of which street was formerly known as New Inkleys), passing into and along and terminating in Station-street by a junction with the tramway constructed under The Birmingham and Suburban Tramways Order, 1882, 4·85 chains east of Hill-street. Tramway No. 3 will be from its commencement, and for a distance of 8·20 chains, a double line, and for the remainder of its length a single line.

Tramway No. 4, wholly situate in the parish of Birmingham, commencing in John Bright-street by a junction with Tramway No. 2, at a point 0·90 chain south of Navigation-street, passing thence along John Bright-street and Hill-street, into and terminating in Colmore-row by a junction with the

existing tramways at a point 0·50 chain north-east of Hill-street. Tramway No. 4 will be a single line except at the following places, where it will be a double line, viz.: from its commencement in John Bright-street for a distance of 0·75 chains, and from a point opposite to the centre of Paradise-street, to the termination of the tramway in Colmore-row.

Tramway No. 5, wholly situate in the parish of Birmingham, commencing in Colmore-row, opposite to Pinfold-street, by a junction with the existing tramway, passing into and along Congreve-street, and terminating therein by a junction with the tramway authorised by The Birmingham and Western District Tramways Order, 1883, 0·50 chains north-west of Edmund-street. Tramway No. 5 will be from its commencement and for a distance of 3·70 chains therefrom a double line, and for the remainder of its length a single line.

Tramway No. 6, wholly situate in the parish of Birmingham, commencing in Colmore-row, 1 chain south-west of Livery-street, thence passing along Livery-street and Great Charles-street into and terminating in Snow-hill, by a junction with the existing tramway, at a point 0·70 chains north-west of Great Charles-street. Tramway No. 6 will be a single line except at the following place, where it will be a double line, namely, from a point 0·50 chains south-west of the junction of Great Charles-street with Livery-street to its termination.

To authorise the Promoters in relaying or renewing the existing tramways, or in laying down and constructing the proposed new tramways, to break up streets, bridges, and tramways, to alter the position of gas and water mains, and pipes, sewers, and drains, telegraph and other tubes and wires, and to empower the Promoters to make such foundations, and to lay down, construct, fix, and provide such sleepers, rails, points, junctions, plates, tubes, drains, sumpts, shafts, engine-houses, turntables, weighbridges, stables, carriage houses, warehouses, works and conveniences, as may be necessary or proper for the purposes aforesaid, or for the working of the tramways.

It is not intended to run on the tramways carriages or trucks adapted for use upon railways, and it is not proposed to lay any new tramway, or to relay or renew the existing 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 either side of the street, and the nearest rail of the tramway, except in the following instances:—

As regards New Tramway No. 1, for the whole length thereof in Pebble Mill-road, and on both sides.

As regards the existing tramway in the places where such space does not at present exist.

Where in the foregoing description of any of the proposed tramways or narrow places, any distance is given with reference to any streets intersecting or forming a junction with the street along which the tramways are proposed to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the streets and where necessary continued would intersect each other, and a point described as being opposite to a street is to be taken (unless otherwise stated) as opposite to the centre of the street.

The gauge of the proposed new and relaid tramways will be 3 feet 6 inches, and as regards