

the following, or some of the following, among other purposes, that is to say:—

1. To authorise the Promoters to make, lay down, form, and maintain the tramway, or all, or some of the portions of tramway hereinafter described, with all necessary and proper rails, plates, sleepers, junctions, turn-tables, turn-outs, crossings, passing places, carriages, building works, and conveniences connected therewith. The said tramway and the said portions of such tramway are the following, namely:—

Tramway No. 11, forming a tramway route 6 furlongs and 2 chains in length, consisting of 1 furlong 7 chains and 35 links of double line and 4 furlongs 4 chains 65 links of single line, situated partly in the Parish of St. Aldate, in the County and City of Oxford, partly in the parish of North Hinksey, in the county of Berks, and partly in the parish of St. Aldate, in the Liberty of Grandpont, in the County of Berks, commencing in St. Aldates-street, in the said Parish of St. Aldate, in the County and City of Oxford, by a junction with the existing tramway of the Promoters at a point 4 chains 40 links south of the centre of Carfax, and passing along St. Aldates-street, over Folly Bridge, and along Abingdon-road, terminating in the said Abingdon-road, at a point opposite the south side of Lake-street, in the village of New Hinksey, in the Parish of St. Aldate, in the Liberty of Grandpont, in the county of Berks.

Portion A.—A single line, 1 furlong 36 links in length, wholly in the Parish of St. Aldate, in the County and City of Oxford, commencing by a junction with the existing Tramway of the Promoters at a point 4 chains 40 links south of the centre of Carfax and terminating at a point about 1 chain 90 links south of Brewers-street.

Portion B.—A double line, 8 chains in length, wholly in the Parish of St. Aldate, in the County and City of Oxford, commencing by a junction with Portion A at a point 1 chain 90 links south of Brewers-street, and terminating at a point about 1 chain south of English-row.

Portion C.—A single line, 6 chains 85 links in length, partly in the Parish of St. Aldate, in the County and City of Oxford, and partly in the Parish of St. Aldate, in the Liberty of Grandpont, in the County of Berks, commencing by a junction with Portion B at a point about 1 chain south of English-row, and terminating at a point opposite the south side of Isis Street.

Portion D.—A double line 6 chains in length, partly in the Parish of North Hinksey, in the County of Berks, and partly in the Parish of St. Aldate, in the Liberty of Grandpont, in the County of Berks, commencing by a junction with Portion C at a point opposite the south side of Isis-street, and terminating at a point in Abingdon-road, 6 chains southerly from its commencement.

Portion E.—A single line 1 furlong and 45 links in length, wholly in the Parish of St. Aldate, in the Liberty of Grandpont, in the County of Berks, commencing by a junction with Portion D. at a point in Abingdon Road, 6 chains south of Isis Street, and terminating at a point 1 furlong 45 links southerly from its commencement.

Portion F.—A double line, 3 chains 35 links in length, wholly in the Parish of St. Aldate, in the Liberty of Grandpont, in the County of Berks, commencing by a junction with Portion E, at a point about 7 chains south of

Western-road, and terminating at a point 3 chains 35 links southerly from its commencement.

Portion G.—A single line, 1 furlong 6 chains 99 links in length, wholly in the Parish of St. Aldate, in the Liberty of Grandpont, in the County of Berks, commencing by a junction with Portion F, at a point about 10 chains 35 links south of Western-road, and terminating at a point opposite the south side of Lake-street, in the village of New Hinksey.

Each line of Tramway will consist of a pair of rails on the gauge of 4 feet.

It is not intended to run on the Tramway carriages or trucks adapted for use upon railways, and it is not proposed to lay any portion of 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 foot-path of either side of the street and the nearest rail of the Tramway, except in the case of the following portions, and then only at the places hereinafter described, that is to say:—

Portion A.—Commencing at a point about 40 links north of Brewers-street on the east side of St. Aldates-street for a distance of 50 yards, and terminating 1 chain 90 links south of Brewers-street.

Portion B.—Commencing at a point 1 chain 90 links south of Brewers-street along both sides of St. Aldates-street for a distance of 176 yards, and terminating at a point about 1 chain south of English-row.

Portion C.—Commencing at a point about 1 chain south of English-row, along the west side of St. Aldates-street, for a distance of 33 yards, and terminating at a point 2 chains 40 links south of English-row.

Portion D.—Commencing at a point 20 links south of Isis-street, along both sides of Folly-bridge and Abingdon-road for a distance of 128 yards, and terminating at a point 6 chains south of Isis-street.

Portion E.—Commencing at a point 6 chains south of Isis-street, along the west side of Abingdon-road, for a distance of 70 yards, and terminating at a point opposite the north side of Western-road.

Portion F.—Commencing at a point about 7 chains south of Western-road, along both sides of Abingdon-road for a distance of 74 yards, and terminating at a point 10 chains 35 links south of Western-road.

Portion G.—Commencing at a point about 10 chains 35 links south of Western-road, along the west side of Abingdon-road for a distance of 374 yards, and terminating at a point opposite the south side of Lake-street, in the village of New Hinksey.

To authorise the Promoters, with the consent of the Local Authority or the Road Authority where such Tramway is situate, to work and use the proposed Tramway by means of steam or mechanical or animal power, or by all or any of those means.

To extend all powers under the Oxford Tramway Orders 1879 and 1883, to the new lines so far as applicable, and to extend the powers by this Order authorised to the said Orders of 1879 and 1883 respectively, or either of them, and the works executed thereunder, and to amend the said Orders and "The Tramway Confirmation Act, 1879."

Duplicate plans and sections of the proposed Tramway and Works (as approved by the local and road authorities), and a copy of this Notice as published in the London Gazette, will be deposited for public inspection on or before the