

ways Company (hereinafter called "the Tramway Company") on such terms and conditions as can be agreed and made with the said Tramway Company, or with the liquidator or legal representative of the said Tramway Company.

Also to enter into working agreements with the said Tramway Company as to the use of their said lines of tramway, plant and rolling stock, and also to purchase and acquire all or any part of its rights, privileges, property of any kind. And also by agreements and arrangements to amalgamate and incorporate the said Tramway Company with this Company, so as to transfer, absolutely, all the rights, privileges, powers, easements, titles, claims, and property which it has acquired under its Acts of Parliament, obtained in July 1882, and August, 1884.

And also to obtain powers to modify, change, enlarge, eliminate, cancel, and annul all or any of the clauses contained in the said two Acts of Parliament. And also to arrange for the payment to the said Tramway Company, in consideration of the said transfer and amalgamation and incorporation with this Company, for the payment in shares, stock, or debentures, forming the capital of the Company.

Also to make, construct, and maintain, wholly in the county of Devon, the following street tramways, or some, or one of them, or some part or parts thereof respectively, that is to say; In the following description, any distance given with reference to any street which intersects or joins a street in which the tramway is to be laid the distance is to be taken as measured from a point which is the intersection of the centre lines of the two streets, where such, if produced, will intersect, and a point referred to as opposite a street is to be considered as opposite the centre of the street.

Tramway No. 1.

This is a single line, commencing at a point at the curve in the present existing line of the Plymouth, Devonport, and District Tramways, where that line curves out of Belle Vue-place round and into the North-road, forming a junction with the line along North-road, and proceeds along and down Pennycomequick-hill, then curves into Deadlake-lane, passing under the first railway bridge in that lane, crossing at or near the intersection of Valletort-place and Valletort-road, and continuing along Providence-place, Paradise-place, Lower Stoke-road, into Devonport, and terminating in Fore-street at a point in the front of the Assembly Hall. The parishes through which this line will pass are St. Andrew and St. Charles the Martyr, within the borough of Plymouth, and Stoke-Damerel in the borough of Devonport.

Tramway No. 2.

Commences with a junction with and at a point in No. 1 Tramway, where it crosses the Valletort-road, and is a single line, and proceeds along the Valletort-road until it crosses Trafalgar-road, and continues along Higher Portland-road and Victoria-street to Albert-road, terminating opposite the "Railway Inn." This line will be wholly in the parish of Stoke-Damerel.

Tramway No. 3.

Commences by a junction with Tramway No. 1, in Lower Stoke-road, where that line joins Trafalgar-place, passing along Trafalgar-place, Tavistock-place, and Tavistock-street, terminating in the centre of Stoke-road, about one-third of a chain from the north end of Donegal-place. This tramway is wholly in the parish of Stoke-Damerel, and is a single line.

Having regard to the position of lines of tramways with regard to the centre of the streets

through which they pass, the following is the description:—

No. 1 Tramway commences at and leaves the now existing lines of tramway in Belle Vue-place, at a distance of about one chain from the intersection of Belle Vue-place and North-road, and also at a distance of about one chain from the same point along the North-road, the centre line of the tramway passes nearly along the centre line of Pennycomequick-hill, and then along the centres nearly of the following roads:—Deadlake-lane, Providence-place, Paradise-place, and Lower Stoke-road, terminating in the centre and also at the Assembly Rooms side, Fore-street.

In Deadlake-lane, about 350 feet from the railway bridge, there will be a crossing place or waiting place of 250 feet long, on the north side. A similar crossing place on north side of Paradise-place, and in Lower Stoke-road on the south side, near the junction with Trafalgar-place.

In Providence-place, near its intersection with Paradise-place, and for a distance of about 130 feet on the north side, the distance from the outer rail of tramway is under nine feet six inches.

No. 2 Tramway.—The centre line runs along nearly the centre of the street, and along nearly the centres of all the streets which it passes through. There will be a siding or crossing place on the north side of Valletort-road, about 100 feet from its junction with Valletort-place; and also another siding on the same side, near its intersection with Osborne-road; and also another siding in Portland-road, north side, near its junction with Love-lane.

No. 3 Tramway.—The centre line of this tramway passes along the centres of all the streets along which it passes.

There will be a siding on the north side in Trafalgar-place, close to its junction with Beyrort-place.

The following places in the route of No. 3 Tramway the outer line of rails will come within less than 9 feet 6 inches of the edge of the street:—

About 2 chains from the junction No. 3 Tramway with No. 2 Tramway in Lower Stoke-road, and for a distance of about 200 feet on north side of road.

About 35 feet from the junction of Trafalgar-road with the Tavistock-road, and on both sides of the street for a distance of about 180 feet, or about 90 feet in each road. Also in the Tavistock-road and in the front of the "Cross Keys" public-house, and for a distance of about 62 feet, and on both sides of the road. Also in Tavistock-street, near its junction with Church-street, and for a distance of about 40 feet, and on both sides of the road.

Each of the tramways hereinbefore-mentioned is intended to be constructed on a gauge of 3 feet 6 inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

To authorise the Company to work the said tramways, or some of them, or some part or parts thereof, by means of steam or other mechanical or animal power.

To authorise the Company to enter upon, and open the surface of, and to alter, stop up, remove, and otherwise interfere with streets, highways, public roads, ways, footpaths, bridges, railways, tramways, canals, water courses, sewers, drains, pavements, thoroughfares, water pipes, gaspipes, and electric-telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways,