

measured in a north-westerly direction from the intersection of the centre lines of Vernon-road and Mandalay-street to the southern side of the Great Northern Railway Company's bridge.

In a road forming the junction of Vernon-road and Highbury-road under the Great Northern Railway Company's bridge on both sides for a length of 30 feet.

In Highbury-road on the western side from the commencement of Highbury-road, at the north side of the Great Northern Railway Company's bridge, to a point 61 feet, or thereabouts, measured in a north-westerly direction from the north side of the before-mentioned bridge; from a point 114 feet, or thereabouts, measured in a north-westerly direction from the intersection of the centre lines of Highbury-road and Latimer-street, to a point 105 feet, or thereabouts, measured in a northerly direction from the intersection of the centre lines of Highbury-road and Henrietta-street; from a point 81 feet, or thereabouts, measured in a northerly direction from the intersection of the centre lines of Highbury-road and the approach road to Bulwell station, to a point 58 feet, or thereabouts, measured in a southerly direction, from the intersection of the centre lines of Highbury-road and Main-street; on the eastern side from the commencement of Highbury-road, at the north side of the Great Northern Railway Company's bridge, to a point 22 feet, or thereabouts, measured in a north-westerly direction from the northern side of the before-mentioned bridge.

Tramway No. 21—

In Radford-road, on the eastern side, at a point 33 feet, or thereabouts, measured in a south-easterly direction from the intersection of the centre lines of Isandula-road and Radford-road, to a point in Isandula-road 55 feet, or thereabouts, measured in a north-easterly direction from the intersection of the centre lines of Isandula-road and Radford-road.

In Isandula-road, on the south-eastern side from a point 30 feet, or thereabouts, measured in a south-westerly direction from the intersection of the centre lines of the Nottingham-road and Isandula-road, and terminating at a point in Nottingham-road, on the south-western side thereof, 28 feet, or thereabouts, measured in a south-easterly direction from the intersection of the centre lines of Isandula-road and Nottingham-road; on the north-west side from a point in Isandula-road 70 feet or thereabouts, measured in a south-westerly direction from the intersection of the centre lines of Isandula-road and Nottingham-road, and terminating in Isandula-road at a point 23 feet, or thereabouts, measured in a south-westerly direction from the intersection of the centre lines of Isandula-road and Nottingham-road.

Tramway No. 21A—

In Radford-road, on the eastern side thereof, from a point 35 feet, or thereabouts, measured in a north-westerly direction from the intersection of the centre lines of Radford-road and Isandula-road, to a point in Isandula-road, 58 feet, or thereabouts, measured in a north-easterly direction from the intersection of the centre lines of Isandula-road and Radford-road.

Tramway No. 22—

In Wilford-street, on the eastern side, from a point 230 feet, or thereabouts, measured in a

southerly direction from the south side of Lenton-boulevard, to a point 35 feet, or thereabouts, measured in a northerly direction from the intersection of the centre lines of Wilford-street and Castle Meadow-road; on the western side, from a point 53 feet, or thereabouts, measured in a southerly direction from the south side of Lenton-boulevard, to a point 165 feet, or thereabouts, measured in a southerly direction from the south side of Lenton-boulevard; from a point 230 feet, or thereabouts, measured in a southerly direction from the south side of Lenton-boulevard to the intersection of the centre lines of Wilford-street and Castle Meadow-road.

In Wilford-road, on the eastern side thereof, from a point 190 feet, or thereabouts, measured in a southerly direction from the intersection of the centre lines of Wilford-street and Castle Meadow-road, to the intersection of the centre lines of Wilford-road and Deering-street, from a point 198 feet, or thereabouts, measured in a southerly direction from the south side of King's Meadow-road, to a point 77 feet, or thereabouts, measured in a northerly direction from the intersection of the centre lines of Wilford-road and Bosworth-road; on the western side of the road from a point 190 feet, or thereabouts, measured in a southerly direction from the intersection of the centre lines of Wilford-road and Castle Meadow-road to a point 72 feet, or thereabouts, measured in a northerly direction from the south side of Kings Meadow-road; from a point 182 feet, or thereabouts, measured in a southerly direction from the south side of Kings Meadow-road to a point 77 feet, or thereabouts, measured in a northerly direction from the intersection of the centre lines of Wilford-road and Bosworth-road; from a point 384 feet, or thereabouts, measured in a southerly direction from the intersection of the centre lines of Wilford-road and Bosworth-road to a point 10 feet, or thereabouts, measured in a northerly direction from the north side of Colliery-road.

4. The tramways are intended to be constructed on a gauge of 4 feet 8½ inches, and it is not proposed to run thereon carriages or trucks adapted for use upon railways.

5. To empower the Corporation and their lessees to work the tramways for the time being belonging to the Corporation by animal power, and by electricity, steam, gas, oil, compressed air, or other motive power not being animal power, and partly by one such power and partly by another such power. In the case of electricity, such power is intended to be employed by means of electric energy generated at a generating or lighting station or stations on lands hereinafter described and communicated by means of electric lines underground or overhead, or by means of electric motors carried in or attached to carriages: in the case of steam, such power is intended to be carried with the carriages, or applied by means of locomotives, or of cables, wires or ropes placed under the surface of the streets, and in connection with a stationary engine, or stationary engines, and in the case of any other mechanical power the power is intended to be carried with the carriages, or applied by means of locomotives or motors. The lands upon which the station or stations for generating electric power are to be erected or made are situate in the parish of Nottingham and the city