

Tramway No. 1 on the west side of the Market-place, at a point 1.6 chains north of Stafford's-corner, passing along the south end of the Market-place, Theatre-plain, and Regent-road, and terminating in that road by a junction with Tramway No. 3, at a point opposite to the centre of the Theatre Royal.

Tramway No. 7, in the parish of Great Yarmouth, commencing on Church-plain by a junction with Tramway No. 1, at a point opposite to the south side of Fuller's-hill, passing along Fuller's-hill, North Quay, and Hall Quay to South Quay, and terminating on South Quay, at a point 0.4 chain south of the north-west angle of the Town Hall.

Tramway No. 8, in the parish of Great Yarmouth, commencing in Hall Quay by a junction with Tramway No. 7, at a point 2.6 chains north of the north-west corner of the Town Hall, passing along Hall Quay and Regent-street, and terminating in King-street by a junction with Tramway No. 1, at a point 1.5 chains north of the north side of Regent-road.

Tramway No. 9, in the parishes of Great Yarmouth and Runham Vauxhall, commencing in the parish of Great Yarmouth by a junction with Tramway No. 7 in North Quay, opposite to the junction of Row 28 with North Quay, passing along Vauxhall Station-road, over the Vauxhall Railway Bridge, through the station yard of Vauxhall Station, and terminating in the parish of Runham Vauxhall at a point 0.7 chain north-east of the north-east corner of the Vauxhall Station.

In the following instances the tramways will be so laid 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 and the nearest rail of the tramway, namely:—

Tramway No. 1, in King-street, on the east side, between points respectively 0.25 chain north and south of a line drawn through the centre of the row on the south of the Rose Tavern, and on the west side between points respectively 0.15 chain south of the south side of Row 70, and opposite to the south side of Row 73.

Tramway No. 2, in King-street, on both sides between points respectively 0.5 chain south of the south side of Row 102, and opposite to the north side of Row 110; between points respectively 0.1 chain north of the north side of Row 115, and 0.4 chain north of the north side of York-road; between points respectively 1 chain north and 1.5 chains south of a line drawn through the centre of St. Peter's-road; in Friar's-lane, on both sides, between points respectively 1.5 chains west of the west side of Middle-gate-street, and in a line with the east side of Southgates-road.

Tramway No. 3, in Regent-road, on the south side, between points respectively 0.1 chain east of the east side of King-street, and 0.23 chain west of the west side of Dene-side, and on the north side between points respectively 1.4 chains and 3.9 chains east of the east side of Theatre-plain; and on the south side between points respectively in a line with the east side of Crown-road, and 0.7 chain east of the same point.

Tramway No. 5, in St. Peter's-road, on both sides, between points respectively in a line with the east side of the carriage road in

King-street, and in a line with the west side of the carriage road in Dene-side, and on the south side between points respectively in a line with the west side of St. George's-road, and 0.85 chain east of the same point.

Tramway No. 7, in Fuller's-hill, on the north side, between points respectively in a line with the edge of the west footway in North-gate-street, to a point opposite to the entrance porch of the Infants' School at St. Andrew's Church; and on the south side between points respectively at the west edge of the footway on Church-plain, and 0.8 chain east of the east boundary of St. Andrew's Church.

Tramway No. 8, in Regent-street, on the north side, between points respectively 1 chain and 0.2 chain west of the west side of King-street.

Tramway No. 9, in Vauxhall Station-road, on both sides, between points respectively 0.5 chain south of the south end, and 0.5 chain north of the north end of the bridge over the River Bure.

The proposed tramways will be constructed on the gauge of 3 feet 6 inches, and it is not intended to run thereon carriages or trucks adapted for use on railways.

To empower the Corporation to make from time to time such crossings, passing places, sidings, loops, junctions, and other works, in addition to those specified herein as may be necessary or convenient to the efficient working of the intended tramways or any of them, or for affording access to the stables, carriage houses, sheds, and works of the Corporation or their lessees.

To empower the Corporation from time to time, when by reason of the execution of any work in or the alteration of any street, road, highway, or thoroughfare in which any tramway shall be laid, it is necessary or expedient so to do, to alter, remove, or discontinue all or any of such tramway, and to make and lay down temporarily or permanently in the same or any adjacent street, road, highway, or thoroughfare a substituted tramway or substituted tramways.

To empower the Corporation from time to time to take up and remove any of the tramways or any part or parts thereof respectively, and to relay the same in such part of the street or road as the Corporation may think fit.

To empower the Corporation to lay down double in lieu of single lines, and single in lieu of double lines, or interlacing lines in lieu of double or single lines.

To provide for the repair by the Corporation, their lessees, or other persons, bodies, or authorities, of any streets, roads, highways, or thoroughfares in which any tramway may, for the time being be laid, and for the use or disposition of any materials or things found in the construction or repair of any of the intended tramways.

To provide that so much of Section 34 of the Tramways Act, 1870, as limits the extent of any carriages used on any tramway beyond the outer edge of the wheels of such carriages shall not apply to carriages used on the said intended tramways.

To empower the Corporation and their lessees to work the tramways by animal power, and by electricity, mechanical or other motive 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