

a junction with the existing tramway at its termination in Oxford-road.

Tramway No. 3 will be single line, except at the following places, where it will be double line (namely) :—

(a) For a distance of 77 yards or thereabouts south-eastward from the commencement of tramway.

(b) For a distance of 66 yards measured eastward from the west boundary wall of the barracks.

At the following places it is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches shall intervene between the outside of the foot-path on the side of the roads or streets hereinafter mentioned and the nearest rail of the tramway.

#### Tramway No. 1.

(a) In Wokingham-road, on the north side for a distance of 308 yards or thereabouts measured eastward from a point at or near the western extremity of land fronting the entrance lodge of the Reading Cemetery.

(b) In Wokingham-road, on both sides for a distance of 47 yards or thereabouts measured eastward from a point 10 yards eastward of the east side of Bulmershe-road.

(c) In Wokingham-road, on the north side for a distance of 62 yards or thereabouts measured north-westward from a point 112 yards north-westward of the westerly side of Culver-road.

(d) In Wokingham-road, on the north side for a distance of 62 yards or thereabouts measured north-westward from a point 8 yards north-westward of the easterly side of Crescent-road.

(e) In Wokingham-road, on the north side for a distance of 35 yards or thereabouts measured in a north-westerly direction from a point 15 yards north-westward of the termination of the tramway as before described.

#### Tramway No. 2.

(a) In London-road, on both sides for a distance of 95 yards or thereabouts measured eastward from a point 32 yards eastward of the east side of Cholmeley-road.

(b) In London-road, on the south side for a distance of 86 yards or thereabouts measured westward from the termination of the tramway as before described.

#### Tramway No. 3.

(a) In Oxford-road, on both sides for a distance of 25 yards or thereabouts measured south-eastward from the commencement of the tramway.

(b) In Oxford-road, on both sides for a distance of 57 yards or thereabouts measured eastward from the west side of Saint George's-road.

(c) In Oxford-road, on the south side for a distance of 62 yards or thereabouts measured eastward from a point 2 yards eastward of the west boundary wall of the Barracks.

The intended tramways are proposed to be constructed on a gauge of 4 feet, or such other gauge as the Corporation may determine, and it is not intended to run thereon carriages or trucks adapted to run on railways.

To empower the Corporation to take up the existing tramways in the borough of Reading, when purchased by the Corporation, and to relay the same on such gauge as the Corpora-

tion may determine, and to make such other alterations therein as may be deemed desirable.

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 any tramways belonging to the Corporation, or for affording access to the stables, carriage houses, sheds, and works of the Corporation, or their lessees, or for effecting junctions with any other tramways.

To empower the Corporation for all or any of the purposes of the Order to stop, break up, alter, remove, and interfere with, temporarily or permanently, public and private streets, roads, highways, tramways, bridges, rivers, streams, watercourses, footways, sewers, drains, gas and water mains, electric lighting mains or boxes, pipes, tubes, and telegraph, telephone, and other apparatus.

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 tramways belonging to them, 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 on any tramway belonging to them.

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 tramways of the Corporation.

To empower the Corporation from time to time to work the tramways for the time being belonging to the Corporation by animal power and by any mechanical power (including in that expression electric and any other motive power not being animal power), and partly by one power and partly by another, and for that purpose to erect, place, make, and maintain works, engines, machinery, dynamos, and apparatus for the production, storage, and supply of electricity or other power, and to lay down, erect, construct, maintain above, upon, and below the surface of the ground, and to attach to houses and buildings, mains, wires, pipes, conductors, cables, ropes, posts, brackets, boxes, apparatus, and things necessary or proper for the transmission of electricity or other power, and the working of the intended tramways or any of them by electricity or other power, and to make such alterations in the existing tramways as may be necessary or expedient for working the same by mechanical power.

To empower the Corporation to work all tramways for the time being belonging to them, and to place and run carriages thereon, and to demand and take tolls in respect of the use of such carriages.

To authorise the Corporation or other the person or persons working the said tramways