

inches from and on the right hand side (proceeding from the commencement to the termination of the Tramway) of the imaginary centre line of each of the streets and roads through which it is intended to pass, except that at its termination the Tramway will be in the centre of Constitution Street.

(2 B.) A Tramway or passing place No. 2 B, wholly situate in Constitution Street, commencing and terminating by junctions with the proposed Tramway No. 2 above described, the point of commencement being about two chains northward from the intersection of Laurie Street with Constitution Street, and the point of termination being about two chains south of the junction of Coatfield Lane with Constitution Street.

The centre line of the proposed Tramway No. 2 B will be throughout at the distance of 9 feet from and on the west side of the imaginary centre line of the street, except that for a length of one chain at its commencement and for a like length at its termination, the centre line of the Tramway will gradually approach until, at the commencement and termination respectively of the Tramway, it reaches the centre of the street.

(2 C.) A Tramway No. 2 C, commencing by a junction with the proposed Tramway No. 2 in Constitution Street, at or near the south side of Charlotte Street, running thence northward along Constitution Street to its junction with Bernard Street, and into and terminating in the last-mentioned street at the point above described as the termination of the proposed Tramway No. 2.

The centre line of the proposed Tramway No. 2 C will be throughout at the distance of 4 feet 6 inches from and on the right hand side (proceeding from the commencement to the termination of the Tramway) of the imaginary centre line of Constitution Street and Bernard Street respectively, except that (1) at its commencement the Tramway will be in the centre of the street, and thence its centre line will gradually diverge therefrom until, in the length of one chain, it reaches the distance of 4 feet 6 inches from and on the right-hand side (proceeding as aforesaid) of the imaginary centre line of the street; and (2) from a point $1\frac{1}{2}$ chain from the termination of the Tramway, its centre line will gradually approach until, in the length of half a chain, it intersects the imaginary centre line of the street, from which it will again diverge until, in the further length of half a chain, it attains the distance of 4 feet 6 inches from and southward of the imaginary centre line, and thence to the termination of the Tramway it will be at the last-mentioned distance from and on the south side of the imaginary centre line.

(3 to 3 C.—*Saint Andrew Square Loop.*)

(3 and 3 A.) A Tramway No. 3 and a Tramway No. 3 A, commencing respectively in Princes Street, opposite the south-west corner of South Saint Andrew Street (Tramway No. 3 there forming a junction with the proposed Tramway No. 1, and Tramway No. 3 A there forming a junction with the proposed Tramway No. 1 A), passing thence respectively in a curved line into and along South Saint Andrew Street, the roadway on the east side of Saint Andrew Square, North Saint Andrew Street, and thence into and eastwardly along York Place and Picardy Place, to and terminating in Union Place (Leith Walk), at a point about two chains south of the corner of Union Street, at its junction with Union Place.

The centre line of each of the proposed Tramways No. 3 and No. 3 A will be throughout, at the distance of 4 feet 6 inches (Tramway No. 3 on the left hand side and Tramway No. 3 A on the right hand side, proceeding from the commencement to the termination of the respective Tramways) from the imaginary centre line of each of the streets through which they are respectively intended to pass.

(3 B and 3 C.) A Tramway, No. 3 B, and a Tramway, No. 3 C, commencing respectively in Princes Street, at a point opposite the south-east corner of South Saint Andrew Street (Tramway No. 3 B there forming a Junction with the proposed Tramway No. 1, and Tramway No. 3 C there forming a Junction with the proposed Tramway No. 1 A), running thence respectively by a curved line into and terminating respectively at or near the south end of South Saint Andrew Street, Tramway No. 3 B there forming a junction with the proposed Tramway, No. 3 A, and Tramway No. 3 C there forming a junction with the proposed Tramway No. 3.

(4 to 4 C.—*Princes Street to Stockbridge.*)

(4 and 4 A.) A Tramway No. 4 and a Tramway No. 4 A, commencing respectively in Princes Street opposite the south-western corner of South Frederick Street, (Tramway No. 4 there forming a junction with the proposed Tramway No. 1 and Tramway No. 4 A, there forming a junction with the proposed Tramway No. 1 A) passing thence respectively by a curved line into and along South Frederick Street and into and along North Frederick Street, the roadway leading from North Frederick Street through Queen Street Gardens to Howe Street, and along Howe Street to and along South-East Circus Place, and along the roadway in the Royal Circus running direct from South-East Circus Place to North-West Circus Place, into and along North-West Circus Place, Spring Gardens, and Kerr Street, Stockbridge, (including Baker's Place and Glanville Place), and terminating respectively at the north-west end of the last-mentioned street.

The centre line of each of the proposed Tramways No. 4 and No. 4 A will be throughout at the distance of 4 feet 6 inches (Tramway No. 4 on the left-hand side and Tramway No. 4 A on the right-hand side proceeding from the commencement to the termination of the Tramways) from the imaginary centre line of each of the streets and roads through which they are respectively intended to be laid, except that from a point one and a half chain from its termination the centre line of Tramway No. 4 A will gradually approach until in the length of half a chain it intersects the imaginary centre line of Kerr Street, from which it will again diverge until in the further length of half a chain it attains the distance of 4 feet 6 inches from and south-west of the said imaginary centre line, and thence to its termination the centre line of the Tramway will be at the last-mentioned distance from and on the south-west side of the said imaginary centre line. In passing the statue of William Pitt, at the junction of George Street with North Frederick Street and South Frederick Street the centre line of each Tramway will be 15 feet (Tramway No. 4 on the west, and Tramway No. 4 A on the east) from the centre of the statue.

(4 B and 4 C.) A Tramway No. 4 B and a Tramway No. 4 C, commencing respectively in Princes Street opposite the south-east corner of South