

distance from the imaginary centre line of that road until at the commencement and termination respectively of the tramway the centre line of the tramway reaches the said imaginary centre line.

(4 and 4a). A tramway (No. 4) and a tramway (No. 4a) wholly situate respectively in the parish of Saint Mary, Lambeth, and commencing respectively in the Kennington Park-road, opposite or nearly opposite William-street (the tramway No. 4 there forming a junction with tramways Nos. 1 and 2 above described or one of them, and the tramway No. 4a there forming a junction with the tramways Nos. 1a and 2a above described or one of them) and thence passing respectively along Kennington Park-road and Kennington-road, and terminating respectively in Kennington-road, at a point about one chain from and south of the lamp standard, placed where Hercules-buildings and Kennington-road join Westminster-bridge-road.

The centre line of the proposed tramway (No. 4) will be throughout its entire length on the west side of and at the distance of $4\frac{1}{2}$ feet from the imaginary centre line of each of the roads along which it is intended to be laid, except that at the paved cab stand and public urinal in Kennington-road, near its junction with Kennington Park-road the centre line of the tramway will be on the west side of the said imaginary centre line, and at a distance therefrom, gradually increasing from nine feet at the north end to 21 feet at the south end of the said cab stand.

The centre line of the tramway (No. 4a) will be, throughout its entire length, on the east side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line of each of the roads along which it is intended to be laid, except that at the paved cab stand and public urinal in Kennington-road, near its junction with Kennington Park-road, the centre line of the tramway will be on the east side of the said imaginary centre line, and at a distance therefrom gradually increasing from nine feet at the north end to 18 feet at the south end of the said cab stand.

(5). A tramway (No. 5), wholly in the parish of Saint Mary, Lambeth, commencing in the Kennington-road, by a junction with the proposed tramway (No. 4) at the point of termination as above described of that tramway, and thence passing along the Kennington-road into, and along Hercules-buildings, Allen-street, Royal-street, Crozier-street, Palace-road, and Stangate, and terminating in Stangate, at or near the junction of Stangate with Westminster-bridge-road.

The centre line of the proposed tramway (No. 5) will, at the commencement of the tramway, be at a distance of $4\frac{1}{2}$ feet from, and west of the imaginary centre line of Kennington-road, and will be at the north-east end of Hercules-buildings, at a distance of $4\frac{1}{2}$ feet from and south-east of the imaginary centre line of that street, and will gradually approach that imaginary centre line until it reaches it opposite the end of Allen-street, and the centre line of the tramway will be at the distance of $4\frac{1}{2}$ feet from and on the south-west side of the imaginary centre lines of Allen-street, Royal-street, and Crozier-street respectively, and the tramway will be laid along the centre of Palace-road, and the centre line of the tramway will be at a distance of $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line of Stangate.

(6). A tramway (No. 6) wholly situate in the parish of Saint Mary, Lambeth, commencing in Stangate, by a junction with the proposed tramway (No. 5) above described of that tramway, and thence passing into and along Westminster-

bridge-road, and into Kennington-road, and terminating in the last-mentioned road by a junction with the proposed tramway (No. 4a) above described, at the intended termination, as above described of that tramway.

The centre line of the proposed tramway (No. 6) will be at the commencement of the tramway $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line of Stangate, and will be $4\frac{1}{2}$ feet from and on the north-east side of the imaginary centre line of Westminster-bridge-road (except that for a distance of 2 chains south-eastward from the junction of Lower Marsh with Westminster-bridge-road, the centre line of the tramway will be at a distance from the imaginary centre line of the last-mentioned road, gradually increasing from $4\frac{1}{2}$ feet to 9 feet, and thence to a point $1\frac{1}{2}$ chains north of the junction of Oakley-street, with the last-mentioned road, the centre line of the tramway will gradually approach the said imaginary centre line until it reaches the distance of $4\frac{1}{2}$ feet therefrom) and the centre line of the tramway will be at a distance of $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line of Kennington-road.

(7 and 7a). A tramway (No. 7), and a tramway (No. 7a), commencing respectively in Kennington-road, in the parish of St. Mary, Lambeth, at the intended termination, as above described, of tramways No. 4 and 4a above described (the tramway No. 7 there forming a junction with tramway No. 4 above described, and the tramway No. 7a there forming a junction with tramway No. 4a above described) and thence passing respectively into and in an easterly direction along Westminster-bridge-road, St. George's-circus, and Borough-road, and terminating respectively in the last-mentioned road, in the parish of St. George-the-Martyr, Southwark, at a point about one chain from and west of the junction of Borough-road with Southwark-bridge-road, which intended tramways (No. 7 and 7a) will be wholly situate within the parishes of St. Mary, Lambeth, and St. George-the-Martyr aforesaid.

The centre line of the proposed tramway (No. 7) will be at the commencement of the tramway $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line of Kennington-road, and will be at a distance of $4\frac{1}{2}$ feet from, and on the north side of Westminster-bridge-road, and the tramway will be laid along the centre of that part of St. George's circus, which is to the north of the Obelisk, in the centre of the circus and the centre line of the tramway will be on the north side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line of Borough-road, except that at the paved cab-stand at the west end of that road, the centre line of the tramway will be nine feet (on the north side as aforesaid) of the imaginary centre line of Borough-road aforesaid, and except also that for a distance of one chain from the termination of the proposed tramway (No. 7), the centre line of the tramway will be at a gradually diminishing distance from the imaginary centre line of Borough-road aforesaid, until the tramway at its termination reaches the centre of that road.

The centre line of the proposed tramway (No. 7a) will be at the commencement of the tramway $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line of Kennington-road, and will be at a distance of $4\frac{1}{2}$ feet from, and on the south side of Westminster-bridge-road, and the tramway will be laid along the centre of that part of St. George's-circus which is to the south of the Obelisk in the centre of the circus, and the centre line of the tramway will be on the south side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line of Borough-road, except