

that at the paved cab stand at the west end of that road, the centre line of the tramway will be 9 feet (on the south 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. 7a) 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.

(7b). A short junction tramway (No. 7b) wholly in the Westminster-bridge-road, and parish of Saint Mary, Lambeth, commencing by a junction with the intended tramway (No. 6), above described, at a point about one chain from and north-west of the lamp standard placed where Kennington-road and Hercules-buildings join Westminster-bridge-road, and terminating by a junction with the intended tramway (No. 7) above described, at a point about one chain from and east of the same lamp standard.

The proposed tramway (No. 7b) will traverse the open space at the junction of Kennington-road and Hercules-buildings with Westminster-bridge-road, upon a curve of about 100 feet radius, and at its nearest point will be 30 feet from and north of the kerb of the pavement around the lamp standard aforesaid.

(7c). A short junction tramway (No. 7c) wholly in the parish of St. Mary, Lambeth, commencing by a junction with the intended tramway (No. 7a) above described, at a point about 20 feet from and south-east of the lamp standard lastly above mentioned, and terminating in Hercules-buildings by a junction with the intended tramway (No. 5) above described, at a point about 70 feet from and south-west of the same lamp standard.

The proposed tramway (No. 7c) will, from its commencement to its termination curve towards the south, the radius of the curve being about 300 feet.

(8 and 8a). A tramway (No. 8) and a tramway (No. 8a) commencing respectively in the Borough-road, in the parish of Saint George-the-Martyr, Southwark, by a junction with the intended tramways (Nos. 7 and 7a), above described, or one of those tramways at the point of termination as above described of those tramways respectively, and thence passing respectively along Borough-road into and (in a southerly direction) along Southwark-bridge-road to its junction with Lancaster-street, and thence passing (tramway No. 8 along Lancaster-street and Newington-causeway, and tramway No. 8a along Southwark-bridge-road) to the junction of Southwark-bridge-road with Newington-causeway, and thence passing respectively along Newington-causeway, New Kent-road, and Old Kent-road, and terminating respectively in Old Kent-road, in the parish of Camberwell, opposite or nearly opposite Trafalgar-road, which intended tramways (Nos. 8 and 8a) will be made or pass from, in, through, or into the parishes of Saint George-the-Martyr, Southwark, Saint Mary, Newington (Surrey), and Camberwell.

The centre line of the proposed tramway (No. 8) will for a distance of two chains from the commencement of the tramway, be in the centre of the Borough-road and Southwark-bridge-road respectively, and thence, for a distance of one chain, the centre line of the tramway will be at a gradually increasing distance from the imaginary centre line of Southwark-bridge-road until the centre line of the tramway attains in that length the distance of  $4\frac{1}{2}$  feet from and on the east side of the said imaginary centre line, and thence to the junction of Lancaster-street with Southwark-

bridge-road, the centre line of the tramway will be on the east side of and at a distance of  $4\frac{1}{2}$  feet from the imaginary centre line of Southwark-bridge-road, and in Lancaster-street the tramway will be laid along the centre of that street, and the centre line of tramway will be at a distance of  $4\frac{1}{2}$  feet from and on the east side of the imaginary centre line of Newington Causeway, and at a like distance from and on the north side of the imaginary centre line of New Kent-road (passing from Newington Causeway into New Kent-road at a distance of 15 feet from and east of the kerb of the pavement around the drinking fountain placed at the junction of those roads) and at the distance of  $4\frac{1}{2}$  feet from and on the east side of the imaginary centre line of Old Kent-road, except that in passing the cab stand in the Old Kent-road, at or near its junction with New Kent-road, and the cab stand in the said Old Kent-road, at or near the junction therewith of Coburg-street, the centre line of the tramway will be at the distance of nine feet from and on the east side of the imaginary centre line of Old Kent-road.

The centre line of the proposed tramway (No. 8a) will, for a distance of two chains from the commencement of the tramway, be in the centre of Borough-road and Southwark-bridge-road respectively, and thence for a distance of one chain the centre line of the tramway will be at a gradually increasing distance from the imaginary centre line of Southwark-bridge-road until the centre line of the tramway attains in that length the distance of  $4\frac{1}{2}$  feet from and on the west side of the said imaginary centre line, and thence to the junction of Lancaster-street with Southwark-bridge-road, the centre line of the tramway will be on the west side of, and at a distance of  $4\frac{1}{2}$  feet from the imaginary centre line of Southwark-bridge-road, and in passing through the remainder of the last-mentioned road to its junction with Newington Causeway the tramway will be laid along the centre of Southwark-bridge-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 Newington Causeway, and at a like distance from, and on the south side of the imaginary centre line of New Kent-road (passing from Newington Causeway into New Kent-road, at a distance of 6 feet from and east of the kerb of the pavement around the drinking fountain placed at the junction of those roads), and at the distance of  $4\frac{1}{2}$  feet from and on the west side of Old Kent-road, except that in passing the cab stand in the Old Kent-road, at or near its junction with New Kent-road, and the cab stand in the said Old Kent-road, at or near the junction therewith of Coburg-street, the centre line of the tramway, will be at the distance of nine feet from, and on the west side of the imaginary centre line of Old Kent-road.

(9 and 9a). A tramway (No. 9) and a tramway (No. 9a) wholly situate respectively in the Old Kent-road and parish of Camberwell, and commencing respectively at the point of termination as above described of the intended tramways, No. 8 and 8a (the tramway No. 9 there forming a junction with tramway No. 8, above described, and the tramway No. 9a, there forming a junction with tramway No. 8a above described) and terminating respectively at a point about one chain from and north-west of the junction of Park-road with Old Kent-road.

The centre line of the proposed tramway (No. 9) will throughout the entire length of the tramway be at a distance of  $4\frac{1}{2}$  feet from and on the north-east side of the imaginary centre line of Old Kent-road, except that at the south-eastern end