

of the tramway for a length of one chain from its termination the centre line of the tramway will be at a gradually diminishing distance from the imaginary centre line of the said road until the tramway at its termination reaches the centre of the said road.

The centre line of the proposed tramway (No. 9a) will, throughout the entire length of the tramway be at a distance of $4\frac{1}{2}$ feet from, and on the south-west side of the imaginary centre line of Old Kent-road, except that at the south-eastern end of the tramway, for a length of 1 chain from its termination the centre line of the tramway will be at a gradually diminishing distance from the imaginary centre line of the said road until the tramway at its termination reaches the centre of the said road.

(10). A tramway (No. 10), wholly in the parish of Camberwell, commencing in the Old Kent-road, by a junction with the intended tramways Nos. 9 and 9a, above described, or one of them at the point of termination as above described of those tramways respectively, and thence passing along the Old Kent-road into and along Park-road and Hill-street into High-street, Peckham, and terminating in the last-named street at a point about 30 feet from and south of the public urinal placed in that street, opposite, or nearly opposite, the end of Hill-street.

The proposed tramway (No. 10) will be laid along the centres of Old Kent-road and Park-road respectively and the centre line of the tramway will be on the east side of and $4\frac{1}{2}$ feet from the imaginary centre line of Hill-street and the tramway will traverse the open space at the south end of Hill-street and to the eastward of the drinking fountain and public urinal there and the tramway at its termination will be in the centre of High-street, Peckham.

(10a). A tramway (No. 10a), wholly in the parish of Camberwell, commencing in Park-road by a junction with the intended tramway (No. 10) above described, at or near the point of intersection of Park-road and Commercial-road and thence passing (westward) along Commercial-road into and (southward) along Hill-street into High-street, Peckham, and terminating in that street by a junction with the said tramway (No. 10), at the termination as above described of that tramway.

The proposed tramway (No. 10a), will be laid along the centres of Park-street and Commercial-road respectively and the centre line of the tramway will be on the west side of and $4\frac{1}{2}$ feet from the imaginary centre line of Hill-street and the tramway at its termination will be in the centre of High-street, Peckham.

A tramway (No. 11) commencing in the parish of Saint George-the-Martyr, Southwark, at a point in the Southwark-bridge-road, about one chain from and north of the intersection of that road by the Borough-road, and thence passing northwards along Southwark-bridge-road and Bridge-street into and (westward) along Southwark-street to its junction with Gravel-lane, thence into and (southwards) along Gravel-lane and Great Suffolk-street, into Southwark-bridge-road, and terminating in that road, in the parish of St. George-the-Martyr aforesaid, at a point about one chain from and south of the point of intersection of Southwark-bridge-road by Great Suffolk-street, which intended tramway (No. 11) will be made or pass from, in, through, or into the parishes of Saint George-the-Martyr, Southwark, Saint Saviour, and Christchurch or some of them.

The proposed tramway (No. 11) will, for a length of $3\frac{1}{2}$ chains from its commencement be

laid along the centre of Southwark-bridge-road, and thence for a further length of one chain the centre line of the tramway will be at a gradually increasing distance from the imaginary centre line of the said road until the centre line of the tramway attains in that length the distance of 9 feet from and on the east side of the said imaginary centre line, and thence for a further length of two chains the centre line of the tramways will be on the east side of, and 9 feet from the said imaginary centre line, and thence for a further distance of one chain will gradually approach, until it reaches the centre of Southwark-bridge-road, and thence to the junction of Lant-street, with that road, the tramway will be laid along the centre of that road, 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 that road, until in that length it attains the distance of $4\frac{1}{2}$ feet from and on the west side of the said imaginary centre line, and in the remaining part of Southwark-bridge-road and in Bridge-street 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 lines of that road and that street, as the case may be, and the centre line of the tramway will be at a distance of $4\frac{1}{2}$ feet from and on the south side of the imaginary centre line of Southwark-street and the tramway will be laid along the centre of Gravel-lane, except that at a point midway between Dyer's-buildings and Ewer-street; the centre line of the tramway will be $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line of Gravel-lane, and from that point will gradually approach (both northwards and southwards) the said imaginary centre line until it reaches it, opposite Dyer's-buildings, and Ewer-street respectively, and the tramway will be laid along the centre of Great Suffolk-street, and along the centre of so much of Southwark-bridge-road as it will traverse in passing from Great Suffolk-street to the termination of the tramway.

(11a). A tramway (No. 11a), wholly in the Southwark-bridge-road, in the parish of Saint George-the-Martyr, Southwark, commencing by a junction with the intended tramway No. 11 at its commencement, as above described, and terminating by a junction with the same intended tramway at or near the end of Revel's-row.

The proposed tramway (No. 11a) will at its commencement be in the centre of Southwark-bridge-road, and thence for a length of one chain the centre line of the tramway will be at a gradually increasing distance from the imaginary centre line of that road until in that length it attains the distance of nine feet from and west of that imaginary centre line, and thence for a further length of $2\frac{1}{2}$ chains; the centre line of the tramway will be nine feet from and west of the said imaginary centre line, and thence for a further length of one chain the centre line of the tramway will gradually approach until it reaches the said imaginary centre line, and the tramway for the remainder of its length will be laid along the centre of Southwark-bridge-road.

(No. 11b). A short junction tramway (No. 11b) wholly in Southwark-bridge-road, in the parish of Saint George-the-Martyr, Southwark, commencing by a junction with the proposed tramways (Nos. 11 and 11a) above described, or one of them at the point of commencement as above described, of those tramways, respectively, and terminating by a junction with the proposed tramways (Nos. 8 and 8a), above described, or one of them at a point about one chain south of the point where Borough-road intersects Southwark-bridge-road.