

The proposed tramway (No. 11b) will be laid along the centre of Southwark-bridge-road.

(11c). A short junction tramway (No. 11c) wholly in the parish of Saint George-the-Martyr, Southwark, and commencing in the Borough-road by a junction with the proposed tramways (Nos. 7 and 7a), above described, or one of them at the point of termination, as above described, of those tramways respectively, and terminating in Southwark-bridge-road by a junction with the proposed tramways (Nos. 11 and 11a), or one of them at the point of commencement as above described, of those tramways respectively.

The proposed tramway (No. 11c) will be laid along the centre of Borough-road and Southwark-bridge-road.

A tramway (No. 12) commencing in Westminster-bridge-road, in the parish of St. Mary, Lambeth, by a junction with the proposed tramway (No. 6), above described, opposite or nearly opposite to the end of York-road, and thence passing into and along York-road, Stamford-street, and Southwark-street, and terminating in Southwark-street, in the parish of Saint Saviour, Southwark, by a junction with the proposed tramway (No. 11) as above described at or near the point where Gravel-lane joins the last-mentioned street, which intended tramway (No. 12) will be made or pass from, in, through, or into the parishes of St. Mary, Lambeth, Christchurch, and Saint Saviour, Southwark, or some of them.

The centre line of the proposed tramway (No. 12) will, at the commencement of the tramway, be at a distance of  $4\frac{1}{2}$  feet from and on the north side of the imaginary centre line of Westminster-bridge-road, and the tramway will be laid along the centre of York-road and Stamford-street respectively, and in so much of Southwark-street as will be traversed by the tramway, 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 the last-mentioned street, and in passing the lamp standard and safety crossing in the Blackfriars-road at the west-end of Southwark-street, the centre line of the tramway will be 6 feet from and north of the kerb of the pavement of the said safety crossing.

(13). A tramway (No. 13), wholly in the parish of Saint Mary, Lambeth, commencing in Kennington-road by a junction with the proposed tramway (No. 4a) above described, at or near Kennington-cross, thence running into and along Upper Kennington-lane, and terminating in that lane at or near its junction with Wandsworth-road and High-street.

The centre line of the proposed tramway (No. 13) will, at the commencement of the tramway, be at a distance of  $4\frac{1}{2}$  feet from and on the east side of the imaginary centre line of Kennington-road and the tramway will be laid along the centre of Upper Kennington-lane.

(14). A tramway (No. 14), wholly in the parishes of Saint Mary, Lambeth, and St. Mary, Battersea, commencing by a junction with the proposed tramway (No. 13) above described at the point of termination as above described of that tramway, and thence running into and along Wandsworth-road, Nine Elms-lane and Lower Wandsworth-road, and terminating in Lower Wandsworth-road at or near the junction of Queen's-road with that road.

The proposed tramway (No. 14) will be laid along the centre of the respective streets or roads through which it is intended to pass.

(14a). A tramway (No. 14a) wholly in the parish of Saint Mary, Battersea, commencing in Lower Wandsworth-road, by a junction with the proposed tramway (No. 14), above described, at

the termination, as above described, of that tramway, passing thence into and along Queen's-road, and in an easterly direction Prince of Wales'-road, and again passing into Lower Wandsworth-road, and terminating in that road at or near the point where Prince of Wales'-road joins that road.

The proposed tramway (No. 14a) will be laid along the centre of the respective roads through which it is intended to pass.

(14b). A tramway (No. 14b), wholly situate in the Lower Wandsworth-road, and in the parish of St. Mary, Battersea, commencing by a junction with the proposed tramway (No. 14) above described, at a point distant about six chains, measured in a south-westerly direction from Mill Pond Bridge, and terminating by a junction with the same proposed tramway, at a point three chains south-west of the point of commencement as above described of the tramway (No. 14b) now describing.

The centre line of the proposed tramway (No. 14b) will, except for a distance of one chain at the commencement of the tramway, and for a like distance at the termination of the tramway, be at a distance of nine feet from, and on the north-western side of the imaginary centre line of Lower Wandsworth-road, and for the said two distances of one chain from the commencement and termination respectively of the tramway the centre line of the tramway will be at a gradually diminishing distance from the imaginary centre line of the said road, until at the commencement and termination respectively of the tramway, the centre line of the tramway reaches the said imaginary centre line.

(14c). A tramway (No. 14c), wholly situate in Wandsworth-road, and in the parish of St. Mary, Lambeth, commencing by a junction with the proposed tramway (No. 14) above described, at or near the junction of Nine-elms-lane with that road, and terminating by a junction with the same proposed tramway, at a point three chains north of the commencement as above described of the tramway (No. 14c) now describing.

The centre line of the proposed tramway (No. 14c) will, except for a distance of one chain at the commencement of the tramway, and for the like distance at the termination of the tramway, be at a distance of nine feet from and on the east side of the imaginary centre line of Wandsworth-road, and for the said two distances of one chain from the commencement and termination respectively of the tramway the centre line of the tramway will be at a gradually diminishing distance from the imaginary centre line of the said road, until at the commencement and termination respectively of the tramway, the centre line of the tramway reaches the said imaginary centre line.

Each of the said intended tramways hereinbefore described will occupy throughout a space of 5ft. 3in. in width, and the imaginary centre line means in all cases, except where otherwise stated, or some other description is given, an imaginary line drawn along the centre of the carriage way, of the street (by whatever name known or called), along which the respective tramway is intended to be laid.

In all cases where it is stated that any street tramway is intended to be laid at a greater or less distance from the imaginary centre line than  $4\frac{1}{2}$  feet, such street tramway is (except where otherwise stated or some other description is given) intended to be laid at a gradually varying distance from the imaginary centre line for a length of one chain before and after attaining the greater or less distance so stated, so as to make up in that length the difference between the distance of