

terminating respectively by junctions with the proposed Tramway No. 15d, Tramway No. 15e, commencing at a point  $2\frac{1}{2}$  chains south of Lady Somerset-road, and terminating opposite that road, Tramway No. 15f, commencing at a point opposite the southern side of Ward-road, and terminating at a point 2 chains north of that road, Tramway No. 15g, commencing at a point  $1\frac{3}{4}$  chains north, and terminating at a point  $3\frac{3}{4}$  chains north of Frances-terrace, and Tramway No. 15h, commencing at a point half-a-chain north, and terminating at a point  $3\frac{1}{2}$  chains north of Grosvenor-road.

The tramway or passing-place No. 15e, will, at its commencement, be in the centre of the road, and will thence gradually diverge to the eastward, until, in the length of 1 chain, it attains the distance of 4 feet from the centre line of the road, thence gradually approaching, until at its termination it again reaches the centre of the road.

The tramway or passing-place No. 15f, will, at its commencement, be in the centre of the road, and will thence gradually diverge to the eastward, until, in the length of  $\frac{3}{4}$  of a chain, it attains the distance of 3 feet 2 inches from the centre line of the road, continuing at that distance from and east of the said centre line, for the further length of 1 chain, and thence again gradually approaching, until, at its termination, it again reaches the centre of the road.

The tramway or passing-place No. 15g, will, at its commencement, be in the centre of the road, and will thence gradually diverge to the eastward, until, in the length of  $\frac{3}{4}$  of a chain, it attains the distance of 3 feet 1 inch from the centre line of the road, continuing at that distance from and east of the said centre line, for the further length of half-a-chain, and thence gradually approaching, until, at its termination, it again reaches the centre of the road.

The tramway or passing place, No. 15h, will, at its commencement, be in the centre of the road, thence gradually diverging to the eastward, until in the length of  $\frac{3}{4}$  of a chain, it attains the distance of 4 feet from the centre line of the road, continuing at that distance from and east of the said centre line for the further length of  $1\frac{1}{2}$  chains, and thence gradually approaching, until, at its termination, it again reaches the centre of the road.

A Tramway No. 46, and a Tramway No. 46a, wholly in the parish of Saint Mary, Islington, in the county of Middlesex, commencing respectively in Park-road, opposite or nearly opposite the south-west end of "the Athenæum," situate at the junction of Park-road with Camden-road (Tramway No. 46, there forming a junction with the Tramway No. 7a, authorised by "The North Metropolitan Tramways Act, 1870," and Tramway No. 46a, there forming a junction with the Tramway No. 7, authorised by the same Act), passing thence respectively into and along Hill-martin-road, and thence into Caledonian-road, and terminating respectively in the last-mentioned road, at a point about 2 chains south of Stock Orchard-street.

Tramway No. 46 will be throughout on the left hand side, and Tramway No. 46a will be throughout on the right hand side (proceeding in each case from the commencement to the termination of the respective tramway), of the centre line of the respective roads, along which the tramways are intended to be laid, and will respectively be throughout at the distance of 4 feet 6 inches from such centre line.

A Tramway No. 47, wholly in the parish of Saint James and Saint John, Clerkenwell, in the

county of Middlesex, commencing in Caledonian-road, at a point half a chain north of North-street-thence passing into and along North-street, and thence into King's Cross-road, and terminating in the last-mentioned road at a point about three-quarters of a chain south-east of the Public Urinal situate at the junction of King's Cross-road with Pentonville-road.

Tramway No. 47 will at its commencement be 4 feet 6 inches from and south-east of the centre line of Caledonian-road, and will be laid along the centre of North-street, and will at its termination be 3 feet 4 inches from and north-east of the centre line of King's Cross-road.

4. At no points except those specified above will any of the proposed tramways be laid so that for a distance of 30 feet or upwards, a less space than nine feet six inches will intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway.

5. To vest in the Company the tramways numbers 7 and 7a, authorised by the North Metropolitan Tramways Act, 1870, upon such terms and conditions as shall have been or may be agreed between the Company and the North Metropolitan Tramways Company, or as may be settled or defined by or under the Bill, and to transfer to the Company, and enable them to exercise and enjoy, all the powers, rights, and privileges of the North Metropolitan Tramways Company with reference to the said tramways.

6. To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with, streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

7. To enable the Company for all or any of the purposes of their undertaking, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

8. To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways, and of the tramways to be vested in them by the Bill, by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or duties.

9. To make provision as to the maintenance and repair of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place, upon or along which any of the proposed tramways may be laid.

10. To provide for and regulate the user by the Company, for the purposes of the Bill, of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

11. To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels, or other wheels, specially or