

don-road about sixty-eight feet northward of the point where the centre of Canterbury-road joins the London-road, and thence for a distance of about half a chain it will gradually approach until at the end of that distance it reaches the centre of the road, and except that (c) at a point on the London-road at about 200 feet southward of the point where the centre of Campbell-road joins the London-road, whence the centre line of the tramway will gradually diverge until at about half a chain from the said point it attains a distance of four feet from and to the westward of such imaginary centre line, and thence continuing at such distance of four feet from and to the westward of such imaginary centre line until it reaches a point half a chain from its termination, whence it will gradually approach until at its termination it reaches the centre of the road.

5. A tramway (No. 5) commencing by a junction with Tramway No. 4 at a point on the high road, in Upper Streatham, about 365 feet south of the point of commencement of Tramway No. 4, hereinbefore described, thence passing along the said high road, and terminating at a point thereon about 490 feet northward of the point where the centre of Angles-road joins the said high road.

The centre line of Tramway No. 5 will be throughout at a distance of four feet from and to the eastward of the imaginary centre line of the road, except that for about half a chain from the commencement thereof, and a like distance from the termination thereof, it will gradually approach until at its commencement and termination respectively it attains such centre line.

6. A tramway (No. 6) commencing by a junction with Tramway No. 4 at a point about 220 feet southward of the junction of Collier's Water-lane with the London-road, passing thence in a southerly direction along the London-road, (through Thornton-heath), and terminating by a junction with Tramway No. 2 at a point in the London-road about half a chain northward of the point where the centre of Canterbury-road joins the London-road.

The centre line of Tramway No. 6 will be throughout at a distance of four feet from and eastward of the imaginary centre line of the road, except that for a length of half a chain at its commencement and termination respectively, it will gradually approach until at its commencement and termination respectively it reaches the centre of the road.

7. A tramway (No. 7) commencing by a junction with Tramway No. 4, at a point in the London-road, about 200 feet southward of the point where Campbell-road joins the London-road, passing along the London-road, through Broad-green, North-end, Waddon New-road, and Tamworth-road, and terminating by a junction with Tramway No. 4, at or near the junction of Tamworth-road with Waddon New-road.

The centre line of Tramway No. 7 will be, throughout at a distance of four feet from and eastward of the imaginary centre line of the road, except that for about half a chain from the commencement thereof and a like distance from the termination thereof it will gradually approach until at its commencement and termination respectively it reaches such centre line.

8. A tramway (No. 8) commencing by a junction with Tramway No. 4 at the point of termination thereof before described, passing thence in a southerly direction along Tamworth-road, Keeley-road, through the proposed new road hereinafter described, across Church-street, passing through Surrey-street, High-street, South-end, and Brighton-road, and terminating at a point in the last-mentioned road about 55 feet northward

of the north-west corner of the Red Deer public-house.

The centre line of Tramway No. 8 will throughout its entire length, coincide with the imaginary centre line of the roads and streets, through which it is intended to be laid except that at the southern termination of Keeley-road, it will gradually diverge until in a length of half a chain it attains the distance of four feet from and on the west side of the imaginary centre line of the proposed new street hereinafter described, and so continue through the proposed new road aforesaid, across Church-street, and along Surrey-street, to a point in Surrey-street half a chain north of the centre of Scarbrook-hill, and thence will gradually approach the imaginary centre line of Surrey-street, until in a length of half a chain it attains such centre line.

9. A tramway (No. 9) commencing by a junction with Tramway No. 8 at a point about twenty feet south-east of the south-west corner of Keeley-road at its southern termination, passing thence through the said proposed new road across Church-street and through Surrey-street, and terminating in that street by a junction with Tramway No. 8 at a point in Surrey-street opposite the centre of Scarbrook-hill.

The centre line of Tramway No. 9 will be, throughout its entire length, at a distance of four feet from and eastward of the imaginary centre line of the roads and streets and aforesaid proposed street on which it is laid, except that for about half a chain from the commencement thereof, and a like distance from the termination thereof, it will gradually approach until at its commencement and termination respectively it reaches such centre line.

10. A Tramway No. 10, wholly in Brighton-road, commencing by a junction with Tramway No. 8 at a point one hundred and fifty feet north of the north-west corner of the Red Deer public-house, and terminating at a point fifty feet north of the said corner.

The centre line of Tramway No. 10 will be at its commencement in the centre of Brighton-road, and will thence gradually diverge until, in the length of one chain, it reaches the distance of eight feet from and on the east side of the imaginary centre line of that road, and will continue to its termination at the same distance from and on the same side of the said imaginary centre line.

And the intended Act will authorize the Company in the construction of the said tramways to make, form, lay down, and maintain, in addition to the works already described, the following sidings or passing places, viz.:

4a. A Tramway or passing place No. 4a, wholly in Streatham, commencing and terminating by junctions with Tramway No. 4 at points respectively about five hundred feet and seven hundred feet southward of the junction with the high road of Leigham-lane, otherwise Wells-lane.

4b. A Tramway or passing place No. 4b, wholly in Lower Streatham, commencing and terminating by junctions with Tramway No. 4 at points respectively about two hundred and twenty feet and twenty feet north of the centre of the bridge carrying the high road over the Peckham and Sutton line of the London, Brighton, and South Coast Railway.

4c. A Tramway or passing place No. 4c, wholly in Lower Streatham, commencing and terminating by junctions with Tramway No. 4 at points respectively one hundred and twenty feet northward and one hundred feet southward of the signpost in the roadway at the junction of Greyhound-lane with Lower Streatham high road.