

6 and 6a. A tramway (No. 6) and a Tramway (No. 6a), forming together a double line in the parishes of Saint Marylebone and Paddington aforesaid, Tramway No. 6 commencing by a junction with the intended Tramway No. 5, and Tramway No. 6a with the intended Tramway No. 5a, at their respective points of termination, as above described, thence passing in a south-eastwardly direction along the Edgware-road, and terminating in that road at a point opposite or nearly opposite Connaught-mews.

7. A Tramway (No. 7) in the parishes of St. Marylebone and Paddington aforesaid, commencing by a junction with the intended Tramway No. 5 in the Edgware-road, at a point about  $\frac{3}{4}$  of a chain north-west of the termination of the said Tramway No. 5 as above described, thence passing into and along Marylebone-road and into and along Lisson-street and Chapel-street, and returning into Edgware-road, and terminating in that road by a junction with the proposed Tramway No. 5a at a point about  $\frac{3}{4}$  of a chain north-west of the junction of Chapel-street with Edgware-road.

8 and 8a. A Tramway (No. 8) and a Tramway (No. 8a), forming together a double line, commencing respectively in the parish of Marylebone aforesaid, in the Marylebone-road, at points respectively  $\frac{3}{4}$  of a chain north-eastward of the intersection of Edgware-road with the Marylebone-road and Grand Junction-road, forming junctions there, Tramway No. 8 with the intended Tramway No. 7, and Tramway No. 8a with the intended Tramway No. 3a, passing thence respectively into and along Grand Junction-road, London-street, Craven-road, Eastbourne-terrace, and Bishop's-road, and terminating respectively in the last-mentioned road in the parish of Paddington aforesaid at points respectively  $\frac{3}{4}$  of a chain south-westward of the junction of Eastbourne-terrace with Bishop's-road.

9. A Tramway (No. 9), commencing in the Edgware-road, in the parishes of St. Marylebone and Paddington aforesaid, or one of them, by a junction with the intended Tramway No. 5 at or near the junction of Harrow-road with the Edgware-road, passing thence into and along Harrow-road, Bishop's-road-bridge, and Bishop's-road, and terminating in that road in the parish of Paddington at the same point as the intended Tramway No. 8.

9a. A Tramway (No. 9a), commencing in the Edgware-road, in the parishes of St. Marylebone and Paddington aforesaid, or one of them, by a junction with the intended Tramway No. 5a at or near the junction of Harrow-road with the Edgware-road, passing thence into and along Harrow-road, and terminating in that road in the parish of Paddington aforesaid, by a junction with the intended Tramway No. 9 at or near the junction of Hermitage-street with Harrow-road.

9b. A Tramway (No. 9b), wholly in the parish of Paddington aforesaid, commencing in the Harrow-road, by a junction with the intended Tramway No. 9 at or near the junction of North Wharf-road with Harrow-road, passing thence into and along Bishop's-road, and terminating in that road at the same point as the intended Tramway No. 8a.

10 and 10a. A Tramway (No. 10), and a Tramway (No. 10a), forming together a double line wholly respectively in Bishop's-road, in the parish of Paddington aforesaid, commencing by junctions, Tramway No. 10 with the intended Tramway No. 8, and Tramway No. 10a with the intended Tramway No. 8a, at their respective terminations as above described, and terminating respectively at points  $\frac{3}{4}$  of a chain north-eastward

of the intersection of Westbourne-terrace and Bishop's-road.

11 and 11a. A Tramway (No. 11) and a Tramway (No. 11a), forming together a double line wholly in the parish of Paddington aforesaid, commencing respectively in Bishop's-road by junctions, Tramway No. 11 with the intended Tramway No. 10, and Tramway No. 11a with the intended Tramway No. 10a, at their respective terminations, as above described, passing thence respectively into and north-westwardly along Westbourne-terrace, and into and along Westbourne-bridge, and Harrow-road, and terminating respectively in that road at or near the junction of Desborough-terrace with Harrow-road.

12 and 12a. A Tramway (No. 12) and a Tramway (No. 12a), forming together a double line wholly in the Harrow-road, in the parish of Paddington aforesaid commencing respectively by junctions, Tramway No. 12 with the intended Tramway No. 11, and Tramway No. 12a with the intended Tramway No. 11a, at their respective terminations, as above described, and terminating respectively at or near the junction of Carlton-terrace with Harrow-road.

13. A Tramway (No. 13), wholly in Harrow-road, commencing in the parish of Paddington aforesaid by a junction with the intended Tramways Nos. 12 and 12a, at their point of termination as above described, and terminating in the parish of St. Luke, Chelsea (detached), in the county of Middlesex, at or near the junction of Portobello-road with Harrow-road.

13a and 13b. Tramways or passing-places (No. 13a and No. 13b), wholly situate respectively in Harrow-road, in the parish of St. Luke, Chelsea (detached), aforesaid, commencing and terminating respectively by junctions with the intended Tramway No. 13, Tramway No. 13a, commencing and terminating at points respectively about 7 and 10 chains westward from the stone in Harrow-road, indicating the boundary between the parishes of Paddington and St. Luke, Chelsea (detached), and Tramway No. 13b, commencing and terminating at points respectively,  $6\frac{1}{2}$  chains and  $3\frac{1}{2}$  chains eastward from the termination of the intended Tramway No. 13, as above described.

14 and 14a. A Tramway (No. 14) and a Tramway (No. 14a), forming together a double line, wholly respectively in Bishop's-road, in the parish of Paddington aforesaid, commencing respectively by junctions, Tramway No. 14 with the intended Tramway No. 10, and Tramway No. 14a, with the intended Tramway No. 10a, at their respective terminations as above described, and terminating respectively at a point about  $\frac{1}{2}$  a chain westward of the junction of Inverness-road with Bishop's-road.

The intended Tramway No. 9b will be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the northern side of Bishop's-road-bridge and the nearest rail of the tramway for the whole length of that bridge between Harrow-road and Eastbourne-terrace, being a distance of upwards of 30 feet.

2. To authorise and empower the Company to enter upon and open the surface of, and to alter, stop up, and remove, and otherwise interfere with streets, highways, public roads, ways, foot paths, rivers, canals, 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, renew-