

road, from the before-mentioned High-road on the north side of Clapham Common.

Tramway No. 81 (single line), commencing in Stangate, Lambeth, by a junction with the westernmost line of Tramway No. 48, authorised by "The South London Tramways Act, 1881," at a point about $\frac{2}{3}$ of a chain, measured in a southerly direction along that road, from the termination of Tramway No. 48, by that Act authorised, and terminating in Stangate at a point opposite the termination of the authorised Tramway No. 48 therein described.

Tramway No. 82 (double line), commencing at the points of termination of the intended Tramway No. 81 hereinbefore described, and Tramway No. 48, authorised by "The South London Tramways Act, 1881," and terminating in the Victoria Embankment at a point in that embankment opposite the entrance to the Charing Cross station of the Metropolitan District Railway Company.

Tramway No. 83 (single line), commencing at the point of termination of the intended Tramway No. 82 as hereinbefore described, and terminating in the Victoria Embankment at a point distant from its point of commencement 1 chain or thereabouts, measured in a north-easterly direction.

Tramway No. 84 (double line), commencing by a junction with the intended Tramway No. 52 at its commencement, and terminating in High-street, Putney, at a point about $2\frac{1}{2}$ chains, measured in a southerly direction, from Disraeli-road.

Tramway No. 85 (single line), commencing at the termination of Tramway No. 66, and terminating in High-street, Putney, at a point about $3\frac{1}{2}$ chains, measured in a south-westerly direction, from Gardner's-lane.

Tramway No. 86 (double line), commencing at the termination of Tramway No. 67, and terminating in High-street, Putney, at a point about $\frac{1}{2}$ of a chain, measured in a south-westerly direction, from Gardner's-lane.

Tramway No. 87 (single line), commencing at the termination of Tramway No. 68, and terminating in High-street, Putney, about $5\frac{1}{2}$ chains, measured in a northerly direction, from Wandsworth-lane.

Tramway No. 88 (double line), commencing by a junction with the intended Tramway No. 51 at a point in Upper Richmond-road about 4 chains, measured in an easterly direction, from Burston-road, and terminating in High-street, Putney, by a junction with the intended Tramway No. 66 at a point about $3\frac{1}{2}$ chains, measured in a southerly direction, from Disraeli-road.

To revive the powers conferred upon the Company by "The South London Tramways (Extensions) Act, 1880," for the construction of, and to authorise the Company to make, form, lay down, and maintain the several tramways hereinbefore described, or some or one of them, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith, that is to say:—

A Tramway (No. 15) authorised by "The South London Tramways (Extensions) Act, 1880," commencing at a point in Battersea-park-road about $1\frac{1}{2}$ chains north-east from the junction of Ather-ton-road with Battersea-park-road, and passing thence into and terminating in Bridge-road, at a point about $2\frac{1}{2}$ chains north-west from the junction of Wellington-road with Bridge-road.

Tramways or passing places (15a and 15b), to

be situate in Bridge-road, commencing and terminating respectively by junctions with the said authorised Tramway No. 15 above-mentioned, the points of commencement as hereinafter mentioned.

15a. Commencing and terminating respectively about $3\frac{1}{2}$ chains and $\frac{1}{2}$ of a chain south-east of the junction of Prince of Wales-road with Bridge-road; 15b, commencing and terminating respectively $\frac{1}{2}$ of a chain south-east and $2\frac{1}{2}$ chains north-west of the junction of Peveril-street with Bridge-road.

The tramways and works hereinbefore described will be situate in, or pass through, or into, the parishes, townships, or places following, or some or one of them, viz.: Barnes, Putney (including Roehampton), Wandsworth, St. Mary, Battersea, Clapham, Lambeth, Christchurch, St. Saviour (Liberty of the Clink), all in the county of Surrey, and St. Margaret, Westminster, and St. Martin-in-the-Fields, in the county of Middlesex.

Where, in the description of any of the intended tramways, any distance is given with reference to any road or street which intersects or joins another road or street, the distance is to be taken as measured from the point at which lines drawn along the centres of the two roads or streets, and continued, would intersect each other, and a point described as being opposite a road or street is to be taken (unless otherwise stated) as being opposite the centre of the road or street.

At the following places it is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the streets or roads hereinafter mentioned and the nearest rail of the tramway, that is to say:—

In North-street and East-hill.—On the east side of North-street and the north side of East-hill, from a point nearly opposite the termination of the existing tramway of the Company in North-street to a point about $\frac{3}{4}$ of a chain, measured in a north-easterly direction along East-hill, from a point opposite St. Ann's-hill.

In East-hill.—On the south side, from a point opposite the south-western corner of East-hill to a point about $4\frac{1}{2}$ chains, measured in a north-easterly direction therefrom.

On the south side, between points distant respectively $\frac{1}{2}$ a chain or thereabouts, measured in a south-westerly direction, and $1\frac{3}{4}$ chains or thereabouts, measured in a north-easterly direction along East-hill from Tonsley-hill.

On the north side, between points distant respectively $3\frac{1}{2}$ chains and $6\frac{1}{2}$ chains or thereabouts, measured in a north-easterly direction along East-hill from Tonsley-hill.

In the high road on Clapham-common, leading in an easterly direction from Battersea-rise to Balham-hill-road.

On the south side, between points distant respectively 9 chains and $11\frac{1}{2}$ chains or thereabouts, measured in an easterly direction along that road from Cedars-road.

On the south side, between points distant respectively 7 chains and $4\frac{1}{2}$ chains or thereabouts, measured in a westerly direction along that road from Balham-hill-road.

In Stamford-street.—On the north side, between points distant respectively $\frac{1}{2}$ of a chain and $2\frac{1}{2}$ chains or thereabouts, measured in a north-easterly direction along that street from Prince's-street.

On the north side, between points distant re-