

Company) (Limited) (hereinafter called "the Company"), for an Act (hereinafter called "the intended Act") to authorise and effect the objects and purposes hereinafter mentioned, or some of them, that is to say:—

To authorise and empower the Company, or a Company to be incorporated under the intended Act, to make, form, lay down, and maintain the several tramways hereinafter described, or some of such tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences, and where necessary, to alter or remove the existing tramways of the Company, or some portions thereof.

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

Tramway No. 1 (double line in place of the existing single line), commencing by a junction with the existing tramways of the Company in Upper Kennington-lane, at a point two and three-quarter chains or thereabouts west of Goding-street, passing through Harleyford-road, Kennington Oval, Harleyford-street, crossing Kennington Park-road, thence passing along Camberwell-new-road, and terminating by a junction with the existing tramways of the Company in Camberwell-new-road at a point 3 chains or thereabouts east of Warner-road.

Tramway No. 2 (double line) commencing by a junction with the existing tramways of the Company in Brixton-road at a point half-a-chain or thereabouts east of the street refuge at the intersection of Brixton-road with Camberwell-new-road, and terminating by a junction with Tramway No. 1 at a point two chains or thereabouts east of the said refuge.

Tramway No. 3 (double line) commencing by a junction with Tramway No. 1 in Upper Kennington-lane, at a point opposite Goding-street, and terminating in Upper Kennington-lane at a point two chains or thereabouts east of Glynn-street.

Tramway No. 4 (single line), commencing at the termination of Tramway No. 3, and terminating in Upper Kennington-lane one and a-half chains or thereabouts west of Vauxhall-street.

Tramway No. 5 (double line), commencing at the termination of Tramway No. 4, crossing Kennington-road, and terminating in Lower Kennington-lane at a point three-quarters of a chain or thereabouts east of Edward-street.

Tramway No. 6 (single line), commencing at the termination of Tramway No. 5, and terminating in Lower Kennington-lane at a point two and a quarter chains or thereabouts west of Chester-street.

Tramway No. 7 (double line), commencing at the termination of Tramway No. 6, and terminating in Lower Kennington-lane at a point opposite Chester-street.

Tramway No. 8 (single line), commencing at the termination of Tramway No. 7, and terminating in Lower Kennington-lane at

a point one and a-quarter chains or thereabouts west of Hurley-road.

Tramway No. 9 (double line), commencing at the termination of Tramway No. 8, and terminating in Lower Kennington-lane, at a point one chain or thereabouts east of Hurley-road.

Tramway No. 10 (single line), commencing at the termination of Tramway No. 9, and terminating in Lower Kennington-lane, at a point six chains or thereabouts east of Renfrew-road.

Tramway No. 11 (double line), commencing at the termination of Tramway No. 10, and terminating by a junction with the existing tramways of the Company in Newington Butts at a point opposite Dante-road.

Tramway No. 12 (single line), commencing by a junction with the southernmost line of the existing tramways of the Company in Westminster-bridge-road, at a point three-quarters of a chain or thereabouts east of Lambeth Palace-road, thence passing along Lambeth Palace-road and Stangate, and terminating in Westminster-bridge-road by a junction with the northernmost line of the existing tramways of the Company at the termination thereof.

Tramway No. 13 (double line), commencing by a junction with the existing tramways of the Company in Brixton-road, at a point half-a-chain or thereabouts north of Horsford-road and terminating in the Brixton-road at a point one and a-half chains or thereabouts north of Endymion-road.

Tramway No. 14 (single line), commencing at the termination of Tramway No. 13 and terminating in the Brixton-road, at a point one-quarter of a chain or thereabouts north of Endymion-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.: St. Mary, Lambeth, St. Giles, Camberwell, and St. Mary, Newington, all in the county of Surrey.

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 herein after mentioned, and the nearest rail of the tramway, that is to say:—

In Harleyford-road

On both sides of the road from Upper Kennington-lane to Kennington Oval.

In Harleyford-street

On both sides of the street from Kennington Oval to Kennington Park-road.

In Camberwell-new-road

On both sides of the road from a point two and a-half chains or thereabouts west of Warner-road to the termination of Tramway No. 1.

In Upper Kennington-lane

On both sides of the street, from a point one and a-half chains or thereabouts west of Esher-street, to a point two and a-quarter chains or thereabouts east of Esher-street.

In Lower Kennington-lane

On both sides of the street, from a point two chains or thereabouts west of Chester-street, to a point opposite Chester-street; also from a point two and three-quarter chains or thereabouts east of Reedworth-street, to a point three-quarters of a chain or thereabouts east of Hurley-road; also from a point half-a-chain or thereabouts