

between the following points, where it will be a double line, viz.:—Between the commencement of the tramway and a point 4·8 chains measured eastward therefrom between points respectively 0·15 chain east of Vauxhall-street, and 0·2 chain westward of Esher-street; between points respectively 1·1 chains south-westward of Windmill-row, and 0·4 chain east of Edward-street; between the termination of the tramway and a point 0·7 chain therefrom.

Tramway No. 8, wholly situate in the parish of St. Mary, Newington, commencing at the termination of Tramway No. 7, passing thence north-eastwards along Newington Butts, and terminating in that road at a point 1·6 chains south-westwards of Dante-road.

Tramway No. 8 will be a single line, except between the following points, where it will be a double line, viz.:—Between the commencement of the tramway and a point 1·3 chains north-eastwards therefrom.

Tramway No. 9, wholly in the parish of St. Mary, Lambeth, commencing by a junction with the tramway of the London Tramways Company (Limited), at the termination thereof in Upper Kennington-lane, passing thence southward into the open space commonly known as Vauxhall-cross and South Lambeth-road, and terminating by a junction with the authorised Tramway No. 1a of the Company, 35 links or thereabouts south-west of Vauxhall-cross.

Tramway No. 9 will be a single line.

Tramway No. 10, wholly in the parish of St. Mary, Lambeth, commencing by a junction with the existing tramway of the Company at the termination thereof in Cold Harbour-lane, passing thence into Brixton-rise, and terminating at a point in that road 0·5 chain southward of the eastern end of Acre-lane by a junction with the tramway of the London Tramways Company (Limited).

Tramway No. 10 will be a double line throughout.

The following is a description of all points between which the proposed tramways or either of them are intended to be laid 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 and the nearest rail of tramway, viz.:—

Tramway No. 1, on both sides thereof, between points respectively 1 chain from the commencement of the tramway and 2 chains north-eastward therefrom, and between points respectively in Balham High-road 0·2 chain and 1·8 chains north-east of the junction of Balham-grove with that road.

Tramway No. 7, on both sides thereof, between a point 0·2 chain north-eastwards of Fairford-grove and a point 0·4 chain south-westwards of Hurley-road, and between points 0·2 chain north-eastward of Renfrew-road and a point 1·2 chains north-eastward therefrom.

Wherever in this notice any point of distance is described by reference to or to the direction or distance from any street, road, or other place (other than any side thereof), the point or distance so described is measured from the centre of the respective street, road, or place, and along the proposed line of tramway.

Each tramway is intended to be constructed on a gauge of 4 feet 8½ inches. It is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

To authorise, or to authorise and require the Company, from time to time, and either temporarily or permanently to make, maintain, alter, or remove such crossings, passing places, sidings, junctions, turnouts, and other works as may be necessary or convenient to the efficient working of the tramways or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage sheds, or buildings of the Company.

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

To enable the Company, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise it is necessary or expedient to remove or discontinue the use of any tramway or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this notice, and maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramways or part of a tramway so removed or discontinued to be used or intended so to be.

To reserve to the Company the exclusive right of using on the proposed tramways, carriages adapted or suitable for running thereon.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or corporations other than the Company, with carriages having flange wheels or otherwise suitable or adapted to run on the tramways; and to authorise and give effect to agreements between the Company and any other person or corporation for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To authorise and empower the Company to build, purchase, hire, provide, work, use, and run omnibuses, coaches, hackney carriages, and other vehicles from, to, and in connection with their tramways, and generally to carry on the business of omnibus, coach, and hackney carriage proprietors, and to levy and recover tolls, rates, and charges for the use of such omnibuses, coaches, hackney carriages, and other vehicles, and to make such other provisions with respect to the matters aforesaid as the Bill will define.

To extend the time limited by the London Southern Tramways Act, 1882, for the completion of the tramways, or some part or parts of the tramways authorised by that Act.

To repeal or vary, in whole or in part, the provisions of sub-section J of section 7, of the London Southern Tramways Act, 1882, and to provide for the laying of so much of Tramway No. 1 in the said sub-section mentioned in the South Lambeth-road between the point of junction of Fentiman-road and the point of junction of Wilcox-road with that road; and in the event of the new road or street No. 9 authorised by the Metropolitan Street Improvement Act, 1883, being hereafter constructed, to make provision