at a point 15 yards or thereabouts south from the centre of Lillie-road.

This tramway will be a single line, except between the following points, where it will be a double line:—

From a point 20 yards or thereabouts north from the centre of Grove-terrace to a point 50 yards or thereabouts south from the same point.

Also from a point 25 yards or thereabouts north from the centre of Talgarth-road to a point 35 yards or thereabouts south from the same point.

Also from a point 20 yards or thereabouts south from the centre of Little Ebenezer-place to a point 30 yards or thereabouts south from the centre of May-street.

Also from opposite the centre of Archel-street to a point 20 yards or thereabouts north from the centre of Lillie-road.

Tramway No. 11 is wholly in the parish of St. Peter and St. Paul, Hammersmith, commencing with a junction at or about the termination of Tramway No. 1b, passing thence northward through the Broadway, Brook Green-road, Brook Green, and Shepherd's Bush-road, and terminating with a junction with the existing tramways of the West Metropolitan Tramways Company in Gold Hawk-road.

This tramway is wholly a double line, excepting between the following points, where it is a single line:—

From a point 240 yards or thereabouts north from the south-west corner of Brook Green-road, to a point 20 yards or thereabouts north from the centre of the New-road on the north side of Brook Green.

Power to be taken to effect junctions with existing tramway in Gold Hawk-road.

Tramway No. 12, wholly in the parish of St. Peter and St. Paul, Hammersmith, commencing with a junction with Tramway No. 11, at a point 20 yards or thereabouts north from the centre of Blythe-lane or road, passing thence in a north-easterly direction along the Netherwood-road and Richmond-road, and terminating at a point in the latter road 25 yards or thereabouts south from the centre of Uxbridge-road.

This tramway is a single line, excepting between the following points, where it is a double line:—

From its commencement to a point in Netherwood-road, 45 yards or thereabouts from the centre of Shepherd's Bush-road.

Also between points 20 yards or thereabouts south from the centre of Minford-gardens and 25 yards south from Westwick-gardens respectively.

Also between points 22 yards or thereabouts from its termination and 66 yards or thereabouts from the same point respectively.

Tramway No. 12b, wholly in the parish of St. Peter and St. Paul, Hammersmith, commencing with a junction with Tramway No. 12, at the termination thereof, passing northward into Uxbridge-road and along said road eastward, partly along the line of the existing West Metropolitan Tramway, and terminating at or about 1 foot eastward of the termination of existing tramways.

This tramway will be wholly a single line.

Power to be taken to effect a junction with and otherwise alter the existing tramway.

Tramway No. 13, wholly in the parish of St. Peter and St. Paul, Hammersmith, commences with a junction at the east end or termination of Tramway No. 12b, passing thence eastward along Uxbridge-road, and northward along Norland-road, Norland-road North, and Latimer-road, to a point 10 yards or thereabouts south from the bridge which carries the Hammersmith and City Railway over Latimer-road.

This tramway will be a single line, excepting between the following points, where it will be a double line:—

From a point 20 yards or thereabouts south from the centre of St. George's-road to a point 10 yards or thereabouts south from the centre of Queen's-road.

Also from a point 60 yards or thereabouts north from the centre of Clifton-street to a point 35 yards or thereabouts south from the centre of Hunt-street.

Also from a point 66 yards or thereabouts north from the point where the centre lines of Bramley-road and Latimer-road intersect to a point 132 yards north from the same point.

The proposed tramways will be made or pass from, in, through, or into the parishes, extra-parochial or other places following, or some of them, that is to say: St. Peter and St. Paul, Hammersmith, Fulham, Chelsea, and St. George, Hanover-square, all in the county of Middlesex.

In the following instances the tramways will be laid along the several streets and roads 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 footpaths on the side of the streets or roads hereafter mentioned] and the nearest rail of the tramway.

Tramway No. 1, in Fulham-road, on both sides thereof, from a point 20 yards east from the centre of Queen-street and 10 yards from the centre of York-place.

Also on the east side, from centre of Biscay-road to centre of Margravine-lane.

Also on the west side, from the centre of Margravine-lane to a point 30 yards north from the centre of Claybrook-road.

Also on both sides thereof, from centre of Lurgan-avenue to a point 5 yards north from centre of Greyhound-lane.

Also on west side, from a point in line with south side of Greyhound-lane to a point in line with centre of Crown-road.

In Crown-road, on the south side, from Fulham Palace-road to a point 15 yards east from centre of Everington-street.

Tramway No. 2, in Munster-road, on both sides thereof, from the intersection with Crown-road to the line of intersection with Dawes-road.

In Dawes-road, on both sides thereof, from its intersection with Munster-road to a point 50 yards west from the centre of Hannell-road.

Also on both sides thereof, from 10 yards west from centre of Sherbrook-road to a point 40 yards west from centre of Homestead-road.

Also on both sides thereof, from centre line of Rylston-road to Walham Green.

Tramway No. 3.—In Market-place, on both sides thereof, from a point 25 yards from its commencement to a point 30 yards west from the centre of the road west side of Walham Green Schools.

Tramway No. 3a.—In Moor Park-road, on the north side, from a point opposite the east corner of Cedar-road to a point 40 yards east from the centre of Cedar-road.

Tramway No. 5.—In King's-road, on both sides thereof, from a point 25 yards west of the boundary line between the parishes of Fulham and Chelsea respectively, to a point 30 yards east of the said boundary.

Also on both sides thereof, from a point 20 yards east from the centre of Upcerne-road to a point 20 yards west from the centre of Tadema-road.