

along and terminating in St. John-street-road, about $2\frac{1}{4}$ chains south of the end of Owen's-row.

Tramway No. 2, a single line, commencing by a junction with Tramways No. 1 and No. 1A, at the terminations thereof, as hereinbefore described, and passing thence in a southerly direction for a distance of half a chain or thereabouts, and there terminating.

Tramway No. 3 and Tramway No. 3A, a double line, commencing respectively in St. John's-street-road by junctions with Tramway No. 2 at the termination thereof, as hereinbefore described, and passing thence in a southerly direction along and terminating respectively in the same road, about 1 chain north of the junction therewith of Corporation-row.

Tramway No. 4 and Tramway No. 4A, a double line, commencing respectively by junctions with Tramways No. 3 and No. 3A at the terminations thereof, as hereinbefore described, and passing thence in a southerly direction into and along and terminating in St. John's-street, about 2 chains south of the end of Aylesbury-street.

Tramway No. 5, a single line, commencing by a junction with Tramways No. 4 and No. 4A, at the terminations thereof, as hereinbefore described, and passing thence in a southerly direction, for a distance of about three-quarters of a chain, and there terminating.

Tramway No. 6, and Tramway No. 6A, a double line, commencing respectively in St. John-street by junctions with Tramway No. 5 at the termination thereof, as hereinbefore described, and passing thence in a southerly direction along and terminating in the same street, about 1 chain south of the junction therewith of Clerkenwell-road.

Tramway No. 7 and Tramway No. 7A, a double line, in St. John-street, commencing by junctions with Tramways No. 6 and No. 6A, at the terminations thereof, as hereinbefore described, and passing thence in a southerly direction, and terminating about $1\frac{3}{4}$ chains north of the junction in the same street, opposite the end of St. John's-lane.

Tramway No. 8, a single line, commencing by a junction with Tramways No. 7 and No. 7A, at the terminations thereof, as hereinbefore described, and passing thence in a southerly direction, and terminating at or near the junction last before mentioned.

Tramway No. 9 and Tramway No. 9A, a double line, commencing respectively in St. John-street by junctions with Tramways No. 7 and No. 7A, at the commencement thereof, as hereinbefore described, and passing thence in an easterly direction into and along Clerkenwell-road, and terminating in Old-street by junctions with the existing tramways of the Company, at or near the western end of that street.

Tramway No. 10, a passing place, 4 chains in length, in Goswell-road, commencing and terminating by junctions with the existing tramway of the Company at points respectively 3 chains north and 1 chain south of Compton-street.

Tramway No. 11, commencing in Mare-street, Hackney, by junctions with the existing tramways of the Company where that street is crossed by the North London Railway, and passing thence for 1 chain as a double line, and thence for 3 chains as a single line, into and along, and terminating in, Amhurst-road east.

Tramway No. 12, a siding $1\frac{1}{2}$ chains in length in Lower Clapton-road, commencing

by junctions with the existing tramways of the Company at a point about $1\frac{1}{2}$ chains south of the drinking fountain at the end of the Lea Bridge-road, and terminating at the said drinking fountain. Three quarters of a chain of the said tramway will be a double line, and three quarters of a chain will be a single line.

The said intended tramways will pass from, through, or into, or be situate within the several parishes and extra-parochial or other places following, or some of them, namely: St. Mary, Islington, St. James and St. John, Clerkenwell, St. Sepulchre, Charterhouse, St. Luke, Middlesex, and St. John at Hackney, all in the county of Middlesex.

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 street hereinafter mentioned and the nearest rail of the tramway:—

Tramways No. 6 and No. 6A in St. John-street, on both sides thereof, between Albemarle-street and a point 4 chains north of that street.

Tramway No. 10, in Goswell-road, on the west side thereof, for the whole length of the tramway.

Each of the said tramways will consist of a single pair of rails on the gauge of 4 feet $8\frac{1}{2}$ inches, and it is not proposed to run over any of the said tramways carriages or trucks adapted for use upon railways.

The power intended to be employed for moving carriages or trucks on the said tramways is animal power.

To authorise the Company, from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other places, as may be necessary or convenient for the efficient working of their 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 works 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, footpaths, watercourses, 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, removing, altering, or reinstating the proposed tramways and works, or for substituting others in their places, or for the other purposes of the intended Act.

To empower the Company, for all or any of the purposes of their undertaking, to purchase or acquire, by compulsion or agreement, lands and houses, or easements therein, and to erect offices, buildings, or other conveniences on any such lands.

To empower 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 a 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 to maintain, so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used, or intended so to be.

To enable the Company to levy tolls and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the