

west corner of the house known as "The Laurels" in that road, and from thence proceeding in a north-westerly direction along Lordship-lane and Dulwich Common, and terminating at the western corner of Dulwich Common at its junction with College-road.

Tramway (No. 5) will be a single line, except at the following places, where it will be a double line, viz:—

In Dulwich Common, from a point 3 chains east of the north-east corner of the lodge leading to Grove House, for a distance of 3 chains in a westerly direction

From a point 3 chains east of the south-east corner of the east boundary of Cypress House, for a distance of 3 chains in a westerly direction.

From a point $3\frac{1}{2}$ chains east of the west corner of Dulwich Common, at its junction with College-road for a distance of 3 chains in a westerly direction.

Tramway (No. 6), commencing by a junction with the proposed Tramway (No. 3), at a point in the centre of Lordship-lane, opposite the south-east corner of the Grove Tavern, thence proceeding in a south-westerly direction, and terminating in Dulwich Common by a junction with the proposed Tramway (No. 5), at a point opposite the south-west corner of the Grove Tavern.

Tramway (No. 6) will be a single line throughout.

Tramway (No. 7), commencing by a junction with the authorised tramway in Evelina-road, at a point where Evelina-road joins Hollydale-road, thence passing in a northerly direction along Hollydale-road, and terminating at a point 8 yards or thereabouts south of the south rail of the London Tramways Company's line in Queen's-road.

Tramway (No. 7) will be a single line, except at the following places, where it will be a double line, viz:—

Hollydale-road.—From a point 3 chains south of the north-east corner of the Hollydale Tavern for a distance of 3 chains in a northerly direction.

From a point opposite the south-east corner of Lugard-road, for a distance of 3 chains in a northerly direction.

From a point 4 chains south of the south rail of the London Tramways Company's line in Queen's-road, for a distance of 3 chains in a northerly direction.

Tramway (No. 8), commencing at a junction with the authorised tramway where Kirkwood-road joins Brayard-road, thence passing in an easterly direction along Brayard-road and terminating in the centre of Hollydale-road, by forming a junction with the proposed Tramway (No. 7) at a point opposite the north-east corner of Brayard-road.

Tramway (No. 8) will be a single line throughout.

Tramway (No. 9), commencing by a junction with the Company's already existing tramway in Peckham-rye at a point opposite the south-east corner of the King's Arms Tavern at the junction between the East Dulwich-road and Peckham-rye, thence passing in an easterly direction along the existing road over Peckham Rye-common which joins the East Dulwich-road with Nunhead-lane, thence passing in an easterly direction along Nunhead-lane, thence passing along the south side of Nunhead-green, thence along Evelina-road and terminating by a junction with the authorised tramway in that road at a point at the junction of that road with Kimberley-road.

Tramway (No. 9) will be a single line except at the following places when it will be a double line:—

In Nunhead-lane.—From a point opposite the south-east corner of the Edinburgh Castle public-house and for a distance of 3 chains measuring in an easterly direction.

In Nunhead-green.—From a point 1.50 chains west of the imaginary line, if produced, of the centre of Kirkwood-road, and for a distance of 3 chains measuring in an easterly direction.

Tramway (No. 10), commencing by a junction with the Company's existing tramway at a point where the Crystal Palace-road joins Goose-green, and thence passing in a northerly direction along the road across Goose-green which joins the Crystal Palace-road with the Adys-road, thence passing in a northerly direction along the Adys-road and terminating by a junction with the authorised tramway in that road at the junction of that road with Ondine-road.

Tramway (No. 10) will be a single line throughout.

Tramway (No. 11), commencing with the Company's authorised tramway in Maxted-road, at the point of intersection between that road and Oglander-road, passing in a south-westerly direction along Oglander-road, thence passing in a straight line in a south-westerly direction through land lying between Oglander-road and Wild Ash-road, thence passing in a south-westerly direction along Wild Ash-road, and terminating in Grove-vale by a junction with the proposed Tramway (No. 12), at a point opposite the north-west corner of Placquet-road, at its junction with Grove-vale.

Tramway (No. 11) will be a single line, except at the following place, where it will be a double line:—

In Wild Ash-road.—From a point 3 chains from the south-east corner of Wild Ash-road at its junction with Grove-vale for a distance of 3 chains in a south-westerly direction.

Tramway (11A), commencing by a junction with the proposed Tramway (No. 12) at a point opposite the south-eastern corner of the junction of Wild Ash-road with Grove-vale, thence passing in a north-easterly direction and terminating in Wild Ash-road at a point opposite the south-eastern corner of Wild Ash-road with Grove-vale.

Tramway (No. 11A) will be a single line throughout.

Tramway (No. 12), commencing in Grove-vale at a point 1.50 chains east of the eastern side of the bridge carrying the London, Brighton, and South Coast Railway over Grove-vale, thence passing in an easterly direction along Grove-vale, and terminating in Grove-vale with a junction with the Company's authorised tramway at the junction of Grove-vale with Ondine-road.

Tramway (No. 12) will be a single line, except at the following place, where it will be a double line:—

In Grove-vale.—From a point 8 yards from the commencement of the proposed Tramway (No. 12) for a distance of 3 chains in an easterly direction.

The proposed tramways specified in the first column of the following table will be respectively so laid in the roads or streets mentioned in connection therewith respectively in the second column of the same table that, on the side or sides of the road or street in each case specified in the third column of the said table, a less space than 9 feet 6 inches will, for a distance of 30 feet or upwards, intervene between the outside of the footpath on each side or sides of the respective roads, and the nearest rail of the tramway between the points mentioned in each case in the fourth column of the said table:—