

a junction with that tramway, and terminating in Penton-street at the boundary between the parish of Saint James or Saint James and Saint John, Clerkenwell, and Saint Mary, Islington, three-quarters of a chain or thereabouts south of Wynford-road.

Tramway No. 3 will be laid as a double line, except between the following places, where it will be laid as a single line, viz.:—In Farringdon-road between a point 1.75 chains south-east of Mount Pleasant and a point 0.8 chains south-east of Guildford-street East; in Farringdon-road, Baker-street, Lloyd-square, and Upper Baker-street between a point 0.8 chains north-west of Lower Calthorpe-street, and a point 0.3 chains north-east of Lloyd-street; and in Claremont-square, Pentonville-road, and Penton-street, between points respectively 1 chain south and 4.55 chains north of Pentonville-road.

Tramway No. 4, wholly situate in the parish of Saint Mary, Islington, commencing at the termination of Tramway No. 3 hereinbefore described by a junction with that Tramway, and terminating in Blackstock-road at a point 0.5 chains south of the junction of Mountgrove-road therewith.

Tramway No. 4 will be laid as a double line, except in the following places, where it will be laid as a single line, viz.:—in Copenhagen-street, between points respectively 1.8 chains south-east and 4.9 chains north-west of Payne-street; in Saint James'-road, between a point 0.3 chains south-west of Wellington-road, and a point 1.4 chains north-east of Chalfont-road; in Saint James'-road, Liverpool-road, and Palmer-place, between points respectively 3.2 and 1.6 chains south-west of Ringcroft-street; in Palmer-place, Holloway-road and Drayton-park, between points respectively 6 chains south-west and 0.5 chains north-east of Benwell-road; in Gillespie-road, between a point 1.80 chains south-west of Highbury-hill, and a point 0.10 chains north-east of Saint Thomas'-road; and between a point 0.5 chains south-west of Avenell-road, and a point 1.5 chains from the termination of the said tramway.

Tramway No. 5, commencing in the parish of Saint Mary, Islington, at the termination of Tramway No. 4 hereinbefore described, by a junction with that tramway and terminating in Blackstock-road at a point 2.4 chains north-west of the junction of Rock-street therewith, in the parish of Hornsey.

Tramway No. 5 will be laid as a single line except in the following places, where it will be laid as a double line, viz.:—In Blackstock-road between the commencement of the tramway and a point 2.30 chains north-west therefrom; between points respectively 3 chains and 6 chains north-west of Monsell-road; and between points respectively 2.20 chains and 7.30 chains north-west of Ambler-road.

The proposed tramways will be made or pass from, in, through, or into the parishes, extra-parochial, or other places following, that is to say: Saint Sepulchre, London; Saint Andrew, Holborn; Saint Bridget, otherwise Saint Bride, in the city of London; and the liberty of Saffron-hill, and the parishes above mentioned or some of them.

In the following instances the tramways will be laid along the several streets and roads hereinafter mentioned, 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 hereinafter mentioned, and the nearest rail of the tramway:—

Tramway No. 4.—On both sides thereof in

Roman-road, between points respectively 2.20 chains south-east and 1.90 chains north-west of Warner-street; in Saint James'-road, between points respectively 1.30 chains and 4.30 chains north-east of Chalfont-road; in Palmer-place for the whole length thereof; in Gillespie-road, between points respectively 2.70 chains and 1.80 chains south-west of Highbury-hill; between points respectively 0.5 chains and 3.5 chains south-west of Avenell-road; and between points respectively 1.5 chains and 0.5 chains from the termination of the said tramway.

NOTE.—In the foregoing descriptions wherever the position of any point is defined with reference to the junction of a street, road, or other highway, every such junction is to be taken as the point where the centre line of that street, road, or highway (produced if need be) would intersect the centre line of the street or road in which the tramway is laid, and all distances are to be taken as measured along the centre of such last-mentioned street or road.

Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 4 feet 8½ inches, and to be worked by animal power only, and it is not proposed to run on any of the tramways, carriages, or trucks adapted for use on railways.

To reserve to the Company the exclusive right to use on the proposed tramways, carriages with flange wheels, or other wheels specially adapted to run on or in a grooved or other rail.

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, turn-outs, and other works 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, footpaths, watercourses, sewers, drains, pavements, water-pipes, gas-pipes, and telegraphic, telephonic, and electric tubes, pipes, wires, 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 of substituting others in their place, 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 in which any tramway shall be laid, or the safety of the traffic along the tramway or otherwise, it is necessary or expedient to remove or discontinue the use of any tramways, 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, rates, and charges for the use of the proposed tram-