

street tramways, or some or one of them, or some part or parts thereof respectively; that is to say—

Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

Tramway No. 1.—A double line wholly in the hamlet of Penge, in the parish of St. Mary, Battersea, commencing in the Anerley-road at a point on the north side of the railway bridge over the main line of the London, Brighton, and South Coast Railway, opposite to the south-west corner of Ridsdale-road, and passing thence in a north-westerly direction along the Anerley-road to a point in the said road opposite the Crystal Palace Hotel, 8 yards east of the north-eastern corner of Church-road.

Tramway No. 2.—A double line commencing in the said hamlet of Penge by a junction with Tramway No. 1 at its termination, thence passing in a north-westerly direction along Anerley-hill, and in a northerly direction along the Palace-road, and terminating in the parish of St. Giles, Camberwell, at a point in the Palace-road opposite the south corner of Farquhar-road, which said Tramway No. 2 will be wholly in the said hamlet and parish.

Tramway No. 3.—A double line commencing in the parish of St. Giles, Camberwell, by a junction with Tramway No. 2, at a point 43 yards or thereabouts from the commencement of said Tramway No. 2, and passing thence in a south-westerly direction along Palace-road and Westow-hill, and terminating in the parish of St. Mary, Lambeth, by a junction with Tramway No. 4, hereinafter described at a point in Westow-hill, opposite the centre of the White Swan Hotel, which said Tramway No. 3 will be wholly in the said parishes.

Tramway No. 4.—A double line commencing in the said hamlet of Penge by a junction with Tramway No. 1 at its termination, and passing thence in a westerly direction along the upper part of Anerley-road, along Westow-hill, and thence in a northerly direction along Gipsy-hill, and terminating in the parish of St. Mary, Lambeth, at a point in Gipsy-hill opposite the centre of the east end of the Victoria-road, which said Tramway No. 4 will be wholly situate in the said hamlet and in the parishes of Croydon, and St. Mary, Lambeth.

In the following instances the said Tramways will 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 on both sides of the street or roads hereinafter mentioned, and the nearest rail of the Tramway, that is to say :

Tramway No. 1.—In Anerley-road, on both sides, for $13\frac{1}{2}$ chains from the commencement of the Tramway to a point 2 chains south-east from the north-east corner of Madeline-road; for $20\frac{1}{2}$ chains from the north-west corner of Madeline-road to the north-east corner of Anerley-vale.

Tramway No. 4.—In Westow-hill, on both sides, for 15 chains, from the north-west corner of Church-road to the north-east

corner of Westow-street; in Gipsy-hill, on both sides, for 23 chains, from the north-west corner of Westow-hill to the termination of the said Tramway.

To lay and maintain an iron steam pipe or pipes beneath the surface of Westow-hill and Palace-road commencing at the north-west corner of the Woodman Hotel, and taking an easterly direction to opposite the south side of the White Swan Hotel, and thence in a north-easterly and northerly direction and terminating at or near the end of Tramway No. 2. The above work will be wholly situate in the parishes of Croydon, St. Mary, Lambeth, and St. Giles, Camberwell, in the county of Surrey, and to enable the Company to open and break up the said Westow-hill and Palace-road for the purpose of laying down such pipe or pipes to be used in connection with the said Tramways.

To authorise the Company to purchase by compulsion or agreement, and to hold for any of the purposes of the intended Act, and for the general purposes of their undertaking and works connected therewith, and for providing increased accommodation, lands, houses, tenements, and hereditaments within the hamlet and parishes aforesaid.

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

To enable the Company for all or any of the purposes of the proposed Tramways, or of the Bill, to purchase or acquire by compulsion or agreement, or to take easements over or under lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands or on any portion thereof.

To enable the Company to levy tolls, rates, and charges for the use of the proposed Tramways by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, and to confer, vary, or extinguish exemption from the payment of such tolls, rates, or charges.

To provide for the maintenance and repair of the whole, or some portion or portions, of the respective streets, roads, or places upon or along which any of the proposed Tramways rails or plates may be laid, and to exempt the Company from the payment of the whole, or some part of, any rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed Tramways may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Company the exclusive right of using on the proposed Tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed Tramways by