

Tramway No. 1 will be laid in the parish of Willesden, commencing in the Harrow-road at a point 1 chain northerly from the north-west angle of the "Crown Inn," Harlesden-green, passing thence along the Harrow-road and by the "Royal Oak" public-house, Harlesden-green, thence south-easterly along the Harrow-road, passing over the bridge carrying the roadway over the Hampstead Junction Railway, and terminating in the Harrow-road at the boundary of the parishes of Willesden and Saint Mary Abbot, Kensington (otherwise Saint Mary Abbots, Kensington), at a point 0.2 chain north-west of the junction of Greyhound and Hazel-roads with Harrow-road.

Tramway No. 1 will be laid as a single line except in the following places, where it will be laid as a double line, viz.:—between points respectively 3.5 chains, and 14.5 chains measured from the commencement of the tramway between points respectively 0.5 chain and 3.5 chains north-westerly of the junction of Nightingale-road with Harrow-road, between points respectively 1.25 chains north-westerly and 1.75 chains south-easterly of the centre of bridge carrying roadway over the Hampstead Junction Railway, between points respectively 0.4 chain and 3.4 chains westerly of the junction of Letchford-gardens with Harrow-road, between points respectively 1.6 chains westerly and 1.4 chains south-easterly of the junction of Kenmont-gardens with Harrow-road, and between the junction of Victor-road East with Harrow-road and a point 3 chains north-westerly of the said junction.

Tramway No. 2 will be laid in the parishes of Willesden and St. Mary Abbot, Kensington (otherwise St. Mary Abbots, Kensington), commencing at the termination of Tramway No. 1, in Harrow-road, and passing thence south-easterly along the Harrow-road, and terminating in Harrow-road at the junction of the boundaries of the parishes of Willesden, St. Mary Abbot, Kensington (otherwise St. Mary Abbots, Kensington), and Chelsea (otherwise St. Luke, Chelsea), at the junction of Kilburn-lane with Harrow-road.

Tramway No. 2 will be laid as a single line except in the following places, where it will be laid as a double line, viz.:—between points respectively 2.75 chains and 5.75 chains easterly of the junction of Greyhound and Hazel-roads with Harrow-road, between points respectively 4 chains and 7 chains easterly of the north-east angle of the "Masons' Arms" public-house, between points respectively 14.6 chains and 17.6 chains easterly of the said north-east angle of the "Masons' Arms" public-house, and between points respectively 4.3 chains and 7.3 chains north-westerly of the junction of Kilburn-lane with Harrow-road.

Tramway No. 3 will be laid in the parish of Chelsea (otherwise St. Luke, Chelsea), commencing at the termination of Tramway No. 2 in Harrow-road, and passing thence south-easterly along the Harrow-road and terminating in Harrow-road at the junction of the boundaries of the parishes of Chelsea (otherwise St. Luke, Chelsea) and Paddington, 1.5 chains westward of the junction of Bravington-road with Harrow-road.

Tramway No. 3 will be laid as a single line except in the following places, where it will be laid as a double line, viz.:—between points respectively 3 chains and 6 chains south-easterly of the junction of Kilburn-lane with Harrow-road, between points respectively 1.5 chains westerly and 1.5 chains easterly of the junction of Fourth-avenue with Harrow-road, and between points respectively 1.25 and 5.25 chains easterly

of the junction of Second-avenue with Harrow-road.

Tramway No. 4 will be laid in the parish of Paddington, commencing at the termination of Tramway No. 3 in the Harrow-road, and terminating in the Harrow-road at a point 0.5 chain north-westerly of the junction of Lord Hill's-bridge and Cottage-road with that road.

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.:—between the commencement of the tramway and a point 2.25 chains south-easterly of the junction of Ashmore-road with Harrow-road, and between the termination of the tramway and a point 1 chain measured north-westerly therefrom.

The following is a description of all the points between which the proposed tramways, or any portion of them, are intended to be so laid, 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 road and the nearest rail of the tramway, viz.:—

Tramway No. 1 in Harrow-road, on both sides thereof between points respectively 1.25 chains north-westerly and 1.75 chains south-easterly of the centre of bridge carrying roadway over the Hampstead Junction Railway; between points respectively 0.4 chain and 1.4 chains south-easterly of the junction of Kenmont-gardens with Harrow-road; and between the junction of Victor-road East with Harrow-road and a point 3 chains north-westerly of the said junction.

Tramway No. 2 in Harrow-road, on both sides thereof between points respectively 2.75 chains and 5.75 chains easterly of the junction of Greyhound and Hazel roads with Harrow-road, between points respectively 4 chains and 7 chains easterly of the north-east angle of the "Masons' Arms" public-house, and between points respectively 14.6 chains and 17.6 chains easterly of the said north-east angle of the "Masons' Arms" public-house.

The tramways hereinbefore described will be situate in or pass through or into the parishes of Willesden, St. Mary Abbot, Kensington (otherwise St. Mary Abbots, Kensington), Chelsea (otherwise St. Luke, Chelsea), and Paddington, all in the county of Middlesex.

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

It is not intended to run on the tramways trucks or carriages adapted for use upon railways.

The proposed tramways are intended to be laid on a gauge of 4 feet 8½ inches, and to be worked by animal power only.

The intended Order will incorporate with itself all or some of the provisions of Part 2 and Part 3 of "The Tramways Act, 1870," with such variations therein as may be deemed necessary or expedient, and will contain powers for effecting the objects, or some of the objects, and for conferring on the persons or on the Company to be named in the intended Order as Promoters (hereinafter referred to as "the Promoters") the powers, or some of the powers following (that is to say):—

To authorise the Promoters to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, public carriage and other roads, lanes, ways, highways, bridges, footpaths, pavements,