

south; also from a point 9·60 chains north of Cricket-lane for a distance of 3 chains to the south; in Oldbury-road from a point 4·20 chains south of Cricket-lane for a distance of 3 chains to the south; also from a point 2·30 chains south of the Smithy (No. 5) for a distance of 3 chains to the south; also from a point 1·50 chain south-west of the centre of "New Inn" for a distance of 3 chains to the south-west; in Halesowen-street from a point opposite the centre of the Birmingham-road for a distance of 3 chains to the south-west.

Tramway No. 4A, commencing in Halesowen-street by a junction with Tramway No. 4 at a point 1·55 chain north-east of the termination thereof, thence passing in an easterly direction along High-street, and terminating in Birmingham-road at a point therein by a junction with Tramway No. 4B (hereafter described) 0·60 chain south-east of the stone marking the boundaries of the parishes of Rowley Regis and Halesowen.

Tramway No. 4A will be a single line of tramway for its whole length.

Tramway No. 4B, commencing in Birmingham-road at a point 1·60 chain south-east of the stone marking the boundaries of the parishes of Rowley Regis and Halesowen, thence passing in a north-westerly direction along Birmingham-road and terminating in Oldbury-road by a junction with Tramway No. 4 at a point 0·40 chain north-east of Birmingham-road.

Tramway No. 4B will be a single line of tramway for its whole length.

Tramway No. 5, commencing in the Tipton-road (Sedgley) by a junction with the termination of Tramway No. 19, authorised by the Birmingham and Western Districts Tramways Order, 1882 (hereinafter called "the Order of 1882"), thence passing in a southerly and westerly and then in a north-westerly direction along the road diversion of the Tipton-road, thence in a westerly direction along the Tipton-road, and terminating therein at a point 3·40 chains north-west of Turl-street.

Tramway No. 5 will be a single line of tramway, except at the following places where it will be a double line: in the Tipton-road from a point distant 2 furlongs 4·50 chains from the commencement of the tramway for a distance of 3 chains to the west; also from a point 0·25 chain east of Brook-road for a distance of 3 chains to the east; also from a point 0·35 chain east of the centre of the "Prince of Wales Inn" for a distance of 3 chains to the east; also from a point 14·70 chains west of the entrance to the "Prince of Wales Inn" for a distance of 3 chains to the west; also from a point 0·90 chain east of the boundary post marking the boundaries of the Upper Sedgley District and Cosleley Local Board District for a distance of 3 chains to the north-west; also from the termination of the tramway for a distance of 3 chains to the east.

Tramway No. 6, commencing at the termination of Tramway No. 5, thence passing in a north-westerly direction along Dudley-street, and terminating in High-street, otherwise Bull-ring, at a point 1·70 chain north of Duck-lane.

Tramway No. 6 will be a single line of tramway for its whole length.

Tramway No. 6A, commencing in Bull-ring by a junction with Tramway No. 6 at a point 0·60 chain south-east of the termination thereof, thence passing along Bull-ring, and terminating at the intersection of Gospel End-street and Dean-street.

Tramway No. 6A will be a single line of tramway for its whole length.

Tramway No. 6B, commencing in Bull-ring by a junction with Tramway No. 6A at a point 0·50 chain

north of the termination thereof, thence passing in a north-easterly direction along and terminating in Dudley-street by a junction with Tramway No. 6 at a point 2·40 chains north-west of the centre of the "Shinglers' Arms" public-house.

Tramway No. 6B will be a single line of tramway for its whole length.

Tramway No. 7, commencing in Icknield-street (Birmingham) by a junction with Tramway No. 20, authorised by the Birmingham and Western Districts Tramways Order, 1883 (hereinafter called "the Order of 1883"), at a point 0·85 chain south of Hockley-hill, thence passing in a north-westerly direction along Soho-hill, in a northerly direction along Hamstead-road, and terminating therein by a junction with Tramway No. 21, authorised by the Order of 1883, at a point 0·55 chain north of Western-road.

Tramway No. 7 will be a double line of tramway except at the following place, where it will be a single line; in the Hamstead-road, from a point 0·90 chain north of Soho-hill to a point 0·25 chain south of the termination of the tramway.

Tramway No. 8, commencing in the Hamstead-road by a junction with Tramway No. 20, authorised by the Order of 1883, at a point 0·60 chain south of Villa-road, thence passing in an easterly direction along Villa-road, and terminating in Heathfield-road by a junction with Tramway No. 23, authorised by the Order of 1883, at the intersection of Heathfield-road with Barker-street.

Tramway No. 8 will be a single line of tramway for its whole length.

Tramway No. 9, commencing in Church-hill road at the termination of Tramway No. 22, authorised by the Order of 1883, thence passing in an easterly direction along Trinity-road, and terminating therein at a point 0·35 chain west of Bevington-road.

Tramway No. 9 will be a single line of tramway except at the following places, where it will be a double line: in Trinity-road from a point 8·30 chains east of Hampton-road for a distance of 3 chains to the east; also from a point 1·50 chain west of Fentham-road for a distance of 3 chains to the east; also from a point 4 chains west of the termination of the tramway for a distance of 3 chains to the east.

Tramway No. 10, commencing in Congreve-street (Birmingham) at the intersection of Edmund-street by a junction with the termination of Tramway No. 1, authorised by the Order of 1883, thence passing in a southerly direction past the eastern face of the Town Hall, then southerly along Hill-street, and terminating therein at the junction of Navigation-street with Hill-street.

Tramway No. 10, will be a single line of tramway except at the following place, where it will be a double line: in Congreve-street from a point 1 chain south from the commencement of the tramway for a distance of 4 chains to the south.

Tramway No. 11, commencing in Navigation-street at a point 1·10 chain east of Hill-street, passing in a south-westerly direction along Navigation-street, southerly along John Bright-street, and terminating at the intersection of John Bright-street with Smallbrook-street by a junction with Tramway No. 6, authorised by the Order of 1883.

Tramway No. 11 will be a single line of tramway except at the following places, where it will be a double line: in Navigation-street and John Bright-street from the commencement of the tramway for a distance of 7 chains to the south; in John Bright-street from a point 1·10 chain