

of the intersection of Moor-street with Masshouse-lane to a point therein 4·00 chains south-eastward.

A Tramway No. 2.—A single line throughout, 1·47 chains in length, commencing by a junction with the westerly line of rails of the Birmingham and Aston Tramway in Corporation street at a point 1·50 chains south-west of the intersection of Newton-street with Corporation-street, passing thence in an easterly direction along Corporation-street into Newton-street, and terminating in that street by a junction with Tramway No. 1 at a point 1·75 chains north-west of the intersection of London Apprentice-street with Newton-street.

A Tramway No. 3.—A single line throughout, 1·66 chains in length, commencing by a junction with Tramway No. 1 in Masshouse-lane at a point 1·10 chains west of the intersection of Park-street with Duddleston-row, passing thence in a south-easterly direction along Masshouse-lane, southerly along Park-street, and terminating in that street by a junction with the existing Birmingham Central Tramway at a point 0·80 chain north of the intersection of Albert-street and Park-street.

A Tramway No. 4.—6 chains in length, of which 4·82 chains will be single line, and 1·18 chains will be double line, commencing by a junction with Tramway No. 1 in Masshouse-lane, at a point 0·50 chain north-west of the intersection of Jennens-row with Masshouse-lane, passing thence in a southerly direction along Seymour-street, and terminating in Albert-street at a point 0·70 chain east of the intersection of Seymour-street with Albert-street by a junction with the existing Birmingham Central Tramway in Albert-street.

The double portion of the tramway will be situate from the point of commencement for a distance of 1·18 chains southward.

A Tramway No. 5.—A single line throughout, 1 chain in length, commencing in Seymour-street by a junction with Tramway No. 4, at a point 0·60 chain north of the intersection of Albert-street with Seymour-street; passing thence a south-westerly direction along Seymour-street, and terminating at a point in Albert-street by a junction with the existing Birmingham Central Tramway at a point 0·45 chain west of the intersection of Seymour-street and Albert-street.

A Tramway No. 6.—2 furlongs 1·10 chains in length, of which 1 furlong 5·10 chains will be single line, and 6·00 chains will be double line, commencing by a junction with Tramway No. 1 at a point in Newton-street 1·54 chains north-west of the intersection of London Apprentice-street with Newton-street, passing thence in an easterly direction along James Watt-street, Dale-end, Moor-street, and terminating in Albert-street by a junction with the existing Birmingham Central Tramway at a point 0·80 chain east of the intersection of Moor-street and Albert-street.

The double portions of the tramway will be situate as follows:—

From a point in James Watt-street 2·34 chains west of the intersection of Stafford-street and James Watt-street for a distance of 3·00 chains easterly into Dale-end.

From a point in Dale-end 1·10 chains north-east of the intersection of Newton-street and Dale-end for a distance of 3 chains southward into Moor-street.

A Tramway No. 7.—A single line throughout, 1·10 chains in length, commencing in Moor-street

by a junction with Tramway No. 6 at a point 0·70 chain north of the intersection of Albert-street and Moor-street, passing thence in a southerly direction along Moor-street, and terminating in Albert-street by a junction with the Birmingham Central Tramways at a point 0·50 chain west of the intersection of Moor-street and Albert-street.

A Tramway No. 8.—A single line throughout, 6 furlongs 7·90 chains in length, commencing at the Five-ways (Birmingham) by a junction with the termination of the authorised line of the Western Districts Company in Islington-row, at a point opposite the south-east side of Broad-street, passing thence in a north-easterly direction along Broad-street, Easy-row, Paradise-street, and terminating in Hill-street opposite the north-east corner of the Post Office.

A Tramway No. 9.—A single line throughout, 9·25 chains in length, commencing at the termination of Tramway No. 8, passing thence in a south-easterly direction along Hill-street, and terminating in that street by a junction with the authorised line of the Western Districts Company, at a point 1 chain south-east of the intersection of Navigation-street with Hill-street.

A Tramway No. 10.—Two furlongs 8·30 chains in length, of which 1 furlong 9·30 chains will be single line, and 9·00 chains will be double line, commencing in Islington-row by a junction with the authorised line of the Western Districts Company at a point 0·50 chain west of the intersection of William-street and Islington-row, passing thence in a north-easterly direction along William-street, Holliday-street, and terminating in that street at a point 0·95 chain south-west of the intersection of Berkeley-street and Holliday-street.

The double portions of the tramway will be situate as follows:—

From the commencement of the tramway for a distance of 3 chains north-eastward.

From a point 3·18 chains south-west of the intersection of Stoke-street and William-street for a distance of 3 chains in a south-easterly direction along and terminating in Holliday-street.

From a point 0·40 chain north-east of the intersection of Granville-street, for a distance of 3 chains north-eastward.

A Tramway No. 11.—A single line throughout, 0·75 chain in length, commencing by a junction with Tramway No. 10 at a point opposite the south-west corner of William-street, passing thence in a southerly direction, and terminating in Islington-row by a junction with the south-easterly line of rails of the authorised Birmingham and Western Districts Tramway at a point 0·60 chain east of the intersection of William-street and Islington-row.

A Tramway No. 12.—1 furlong 3·55 chains in length, of which 9·15 chains will be single line and 4·40 chains will be double line, commencing at the termination of Tramway No. 10, and passing thence in a north-easterly direction along a street now in course of formation, and terminating at a point in Wharf-street 2·65 chains south-west of the intersection of For-drough-street and Wharf-street.

The double portion of the tramway will be situate from a point 2·40 chains south of the intersection of Bridge-street and Wharf-street for a distance of 4·40 chains north-eastward.

A Tramway No. 13.—1 furlong 5·75 chains in length, of which 1 furlong 2·75 chains will be single line, and 3·00 chains will be double line, commencing at the termination of Tramway