

a distance of 2.05 chains north and eastward.

From a point 1.70 chains west of the intersection of Bevington-road and Albert-road for a distance of 1.85 chains eastward and northward.

A Tramway No. 23.—1 furlong 6.40 chains in length, of which 1 furlong 2.80 chains will be single line, and 3.60 chains will be double line, commencing in Whitehead-road by a junction with Tramway No. 18 at a point 0.40 chain south-west of the intersection of Frederick-road and Whitehead-road, passing in a northerly and easterly direction along Whitehead-road and Frederick-road, and terminating in Bevington-road by a junction with Tramway No. 17 at a point 0.50 chain north of the intersection of Frederick-road and Bevington-road.

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

From the commencement of the tramway for a distance of 2 chains northward and eastward.

From a point 1.50 chains west of the intersection of Bevington-road and Frederick-road for a distance of 1.60 chains eastward and northward.

A Tramway No. 24.—2 furlongs 0.65 chains in length, of which 1 furlong 4.10 chains will be single line, and 6.55 chains will be double line, commencing in Whitehead-road by a junction with Tramway No. 18 at its termination, thence in a north-easterly direction along the side of a proposed new road, and terminating in Bevington-road by a junction with Tramway No. 17 at a point 7.30 chains south of the intersection of Trinity-road and Bevington-road.

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

From the commencement of the tramway for a distance of 1.80 chains.

From a point 8.70 chains north-east of the commencement of the tramway for a distance of 3.00 chains north-eastward.

From the termination of the tramway for a distance of 1.75 chains south-westward.

A Tramway No. 25.—A single line throughout, 2.69 chains in length, commencing in Lozells-road by a junction with the existing Birmingham Central Tramway at its point of termination, passing thence in a westerly direction along Lozells-road, and terminating in that road by a junction with the existing line of the Birmingham Tramways and Omnibus Company, Limited, hereinafter called the Omnibus Company, at a point 1 chain west of the entrance to their depôt.

A Tramway No. 26.—8.50 chains in length, of which 5.50 chains will be single line, and 3.00 chains will be double line, commencing in Birchfield-road, Handsworth, by a junction with the existing Birmingham Central Tramway at its termination, passing thence in a north-easterly direction along Birchfield-road, and terminating in that road at a point 3.35 chains north-east of the intersection of Aldridge-road with Birchfield-road.

The double portion of the tramway will be between points respectively 4 chains and 7 chains from its commencement.

A Tramway No. 27.—Seven furlongs 4.41 chains in length, of which 5 furlongs 6.41 chains will be single line, and 1 furlong 8.00 chains will be double line, commencing in the Bristol-road near Selly Oak, at a point 2.30 chains south-west of the intersection of Weoley-park-road, passing thence in a north-easterly direction along Bristol-road, and terminating in that road at a point 1.15

chains south-west of the intersection of Dawlish-road.

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

From a point 5.15 chains north-east of the intersection of Weoley Park-road with Bristol-road, for a distance of 3.00 chains north-eastward.

From a point 1.10 chains north-east of the intersection of Frederick-road with Bristol-road, for a distance of 3.00 chains north-eastward.

From a point 0.80 chain south-west of Backlane, for a distance of 3.00 chains south-westward thereof.

From a point 5 chains north-east of Backlane, for a distance of 3.00 chains north-eastward.

From a point 0.30 chain north-east of Heeley-street, for a distance of 3.00 chains north-eastward.

From a point 0.75 chain south-west of intersection of Tiverton-road, for a distance of 3.00 chains north-eastward.

A Tramway No. 28.—A single line throughout, 4.15 chains in length, commencing in Bristol-road by a junction with Tramway No. 27, at a point 0.80 chain south-west of the intersection of Weoley Park-road and Bristol-road, passing thence in a north-westerly direction and terminating in Weoley Park-road at a point 3.60 chains north-west of the Bristol-road.

A Tramway No. 29.—A single line throughout, 2.60 chains in length, commencing in Weoley Park-road by a junction with Tramway No. 28 at a point 2.10 chains north-west of the intersection of Bristol-road with Weoley Park-road passing thence in an easterly direction and terminating in Bristol-road by a junction with Tramway No. 27 at a point 2 chains north-east of the intersection of Weoley Park-road and Bristol-road.

Each of the tramways will consist of a single pair of rails upon a gauge of 3 feet 6 inches, or such other gauge as may be authorised by the Board of Trade, with such grooves, plates or tubes as may be necessary to work the same upon the cable system or otherwise; and it is not intended to run on the tramways carriages or trucks adapted for use on railways, and to authorise the Company on every or any such tramways as aforesaid to use engines and carriages or cars of any width not exceeding 6 feet 3 inches.

The portion of Tramway No. 9 in Paradise-street, and No. 15 in Suffolk-street, so far as described as being a double line, will consist of two single rails, one of which will be laid parallel with and at a distance of 3 feet 6 inches from and on the outer side of the inner rail of each of the existing lines of the Birmingham Tramway; and so far as described as being single line, will consist of one single rail laid parallel with and at a distance of 3 feet 6 inches from and on the south-west side of the north-east rail of the existing line of the tramway of the Omnibus Company.

In the following instances the said 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 footpath on the sides of the streets or roads hereinafter mentioned and the nearest rail of the tramway.

Tramway No. 1.—In Newton-street, from the north-west side of Dale-end to the south-east