

Edmund-street, passing thence in a south-easterly direction along Easy-row and Suffolk-street, and terminating in the last-named street by a junction with the existing Birmingham Corporation lines (authorised by the Corporation Order of 1885 to be re-laid), at a point 0.45 chain south-east of the south-east side of Paradise-street.

A Tramway No. 9—7 furlongs 5.70 chains in length, of which 5 furlongs 9.55 chains will be single line, and 1 furlong 6.15 chains will be double line, commencing in Carpenter-road at a point 0.60 chain north-west of the intersection of Ampton-road and Carpenter-road, passing thence in an easterly direction along Carpenter-road, north-easterly along Gough-road, and easterly along Sun-street, thence into and terminating in Bristol-street by a junction with the Birmingham Corporation lines (authorised by the Corporation Order of 1885 to be re-laid), at a point 0.60 chain north of the north side of Saint Luke's-road.

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

From a point 1.50 chains east of the commencement of the tramway for a distance of 3 chains eastward.

From a point 7.30 chains east of a point opposite the north-west corner of Ampton-road, for a distance of 3 chains eastward.

From a point 5.90 chains east of the south-east side of Arthur-road, for a distance 4.15 chains south-eastward along Carpenter-road, and north-eastward along Gough-road.

From the north-east side of Charlotte-road for a distance of 3 chains north-eastward.

From a point 1.40 chains south-west of the south-west side of Sun-street West for a distance of 3 chains north-eastward into Sun-street.

A Tramway No. 10—1.75 chains in length (single throughout), commencing by a junction with Tramway No. 9 in Sun-street, at a point 0.33 chain west of the west side of Bristol-street, passing thence in an easterly direction along Sun-street and southerly along Bristol-street, and terminating in the last-named street by a junction with the existing Birmingham Corporation lines (authorised by the Corporation Order of 1885 to be re-laid), at a point 0.65 chain south of the south side of St. Luke's-road.

A Tramway No. 11—2 furlongs 5.50 chains in length (single throughout), commencing by a junction with the existing tramway (authorised by the Birmingham and Western Districts Order, 1882, hereinafter referred to as "The Western Districts Order, 1882") in Mary-street, at a point 0.10 chain south-west of the south-west side of King-street, passing thence in a north-easterly direction along Mary-street, north-westerly along Balsall Heath-road, and terminating in Longmore-street by a junction with the existing tramway (authorised by the Birmingham and Western Districts Order, 1882), at a point 0.20 chain north-east of the north-east side of Balsall Heath-road.

A Tramway No. 12—1 furlong 3.80 chains in length (single throughout), commencing by a junction with the existing tramway (authorised by the Birmingham and Western Districts Order, 1883, hereinafter referred to as "The Western Districts Order, 1883") in Sherlock-street, at a point 0.30 chain north-east of the south side of Nelson-street, passing thence in a south-westerly direction along Sherlock-street, easterly along Benacre-street, and terminating in Gooch-street by a junction with the existing tramway (authorised by the Western Districts Order, 1883), at a point in line with the south side of Benacre-street.

A Tramway No. 13—1 furlong 1.98 chains in length (single throughout), commencing by a junction with the existing Birmingham Central Tramways (authorised by the Birmingham and Suburban Tramways Order, 1882, hereinafter referred to as "The Suburban Order, 1882"), in Moseley-road, at a point opposite the south side of Chandos-road, passing thence in a southerly and easterly direction into and along Stratford-place, and terminating in Stratford-road by a junction with the Birmingham Central Tramways (authorised by the Suburban Order, 1882), at a point in line with the north-east side of Ravenhurst-street.

A Tramway No. 14—2 chains in length (single throughout), commencing by a junction with the existing Birmingham Central Tramway (authorised by the Suburban Order, 1882), in Moseley-road, at a point 2.25 chains south of the south side of Chandos-road, passing thence in a northerly and easterly direction into Stratford-place, and terminating therein by a junction with Tramway No. 13, at a point 1 chain east of the east side of Moseley-road.

A Tramway No. 15—1.70 chains in length (single throughout), commencing by a junction with Tramway No. 13, in Stratford-place, at a point 0.80 chain west of the west side of Stratford-road, passing thence in an easterly and south-easterly direction into Stratford-road, and terminating in that road by a junction with the Birmingham Central Tramways (authorised by the Suburban Order, 1882), at a point 0.20 chain south of the south side of Stratford-place.

A Tramway No. 16—1 furlong 7.50 chains in length (single throughout) commencing in Albert-street at the termination of and forming a junction with the existing Birmingham Central Tramway (authorised by the Suburban Order, 1882), passing thence in a westerly direction, southerly along High-street, easterly along Carr's-lane, northerly along Moor-street, and terminating in Albert-street by a junction with the existing Birmingham Central Tramway (authorised by the Suburban Order, 1882), at a point 0.10 chain east of the east side of Moor-street.

A Tramway No. 17—1.28 chains in length (single throughout), commencing by a junction with Tramway No. 16 in Moor-street at a point 0.60 chain south of the south side of Albert-street, passing thence in a northerly and westerly direction into Albert-street, and terminating in that street by a junction with the existing Birmingham Central Tramway (authorised by the Suburban Order, 1882), at a point 0.65 chain west of the west side of Moor-street.

A Tramway No. 18—9.64 chains in length (single throughout), commencing in Meriden-street by a junction with the existing Birmingham Central Tramway (authorised by the Suburban Order, 1882) at a point 0.27 chain north-east of the north-east side of Digbeth, passing thence in a southerly direction into and easterly along Digbeth, and terminating in Digbeth by a junction with the existing Birmingham Central Tramway (authorised by the Suburban Order, 1882), at a point 0.10 chain east of the east side of Rea-street.

A Tramway No. 19—1.28 chains in length (single throughout), commencing in Smithfield-street by a junction with the existing Birmingham Central Tramway (authorised by the Suburban Order, 1882), at a point 0.20 chain south-west of the south-west side of Digbeth, passing thence in an easterly direction into Digbeth, and terminating in Digbeth by a junction with Tramway No. 18 at a point 0.28 chain east of the east side of Meriden-street.

A Tramway No. 20—2 furlongs 2.75 chains in