

double line, and 2 furlongs 8·30 chains will be single line, commencing at the termination of Tramway No. 5, passing thence in an easterly direction along Harborne-road, Five Ways, and Broad-street, and terminating in the last-named street at a point 0·60 chain or thereabouts north-east of north-east side of Ladywood-road.

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

From a point 3·10 chains east of the east side of Chad-road, for a distance of 1 furlong 2·30 chains easterly.

From a point 2·10 chains east of the east side of Highfield-road, for a distance of 1 furlong 6 chains easterly.

A Tramway No. 7.—5 furlongs 8·80 chains in length (double line throughout), commencing at the termination of Tramways Nos. 2 and 6 at a point in Broad-street 0·60 chain north-east of the north-east side of Ladywood-road, passing thence in a north-easterly direction along Broad-street, south-easterly along Easy-row, and north-easterly along Paradise-street, and terminating in the last-named street by a junction with the existing Birmingham Corporation lines (authorised by the Birmingham Corporation Tramways Order, 1885, hereinafter called the Corporation Order, 1885, to be relaid), at a point 0·58 chain north-east of the north-east side of Suffolk-street.

A Tramway No. 8.—2·12 chains in length (double line throughout), commencing by a junction with Tramway No. 7 in Easy-row, at a point 1·50 chains south-east of the south-east side of 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 relaid), 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 relaid) at a point 0·60 chain north of the north side of Saint Luke's-road.

The double portions of the tramways 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 of 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 relaid) at a point 0·65 chain south of the south side of Saint 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