

or thereabouts south, and two chains and three-quarters or thereabouts north of Langdon-road.

A tramway (No. 5E) wholly in Junction-road, and the parish of Saint Mary, Islington, commencing and terminating by junctions with the existing tramways of the Company in that road at points respectively a quarter of a chain or thereabouts, and three chains and a quarter or thereabouts north of Vorley-road.

South End Green Line.

A tramway (No. 6) wholly in the parish of St. John, Hampstead, commencing in Fleet-road by a junction with the Tramways Nos. 1 and 1F, authorised by the London Street Tramways Extensions Act, 1885, at the termination thereof at the northern end of that road, and passing thence in a straight line in a north-westerly direction along an intended road across South End-green, and terminating two chains and three-quarters or thereabouts north-west of its commencement as above described.

Tottenham Court-road Line.

A tramway (No. 7) in the parishes of Saint Pancras and Saint Giles-in-the-Fields, commencing by a junction with the existing tramways of the Company, at their termination in Hampstead-road, thence passing across Euston-road, and into and along the Tottenham-court-road, and terminating in that road, two chains and a half or thereabouts, south of Goodge-street.

Gray's-inn-road Line.

A tramway (No. 8) wholly in the parish of Saint Pancras, commencing at King's-cross by a junction with the Company's existing tramways there, opposite Liverpool-street, thence passing into and along Gray's-inn-road, and terminating in that road at the boundary of the parishes of Saint Pancras and Saint Andrew, Holborn, opposite Henry-street.

A tramway (No. 8A) wholly in the parish of Saint Andrew, Holborn, commencing by a junction with Tramway No. 8, at its termination above described, in Gray's-inn-road, passing along and terminating in that road, half a chain, or thereabouts, south of Theobald's-road.

At the following places it is proposed to lay the proposed tramways, so that for a distance of thirty feet, or upwards, a less space than nine feet six inches will intervene between the outside of the footpath on the side of the streets herein-after mentioned, and the nearest rail of the tramway, that is to say:

Tramway No. 1, in Archway-road, on both sides thereof, from a point one chain south of the termination of such tramway to the termination thereof.

Tramway No. 1A, in Archway-road, on both sides thereof, from the commencement of the said tramway, for a length of two chains.

Tramway No. 1A, in Archway-road, on both sides thereof, between two points respectively two chains and six chains south of Shepherd's-hill-road.

Tramway No. 1A, in Archway-road, on both sides thereof, between two points respectively two chains and four chains south of Muswell-hill-road.

Tramway No. 1A, in Archway-road, on both sides thereof, between two points respectively two chains and a half and five chains north of Church-road.

Tramway No. 1A, in Archway-road, on the east side thereof, between two points respectively a quarter of a chain and two chains and a quarter south of Baker's-lane.

Tramway No. 1A, in High North-road, on the west side thereof, between two points respectively

four chains and one chain south of the termination of the said Tramway No. 1A.

Tramway No. 3 on both sides of the Chalk Farm-road-bridge for the whole length of that bridge.

Tramway No. 3, in the Chalk Farm-road, on the western side thereof, for a distance of one and a half chains north of the northern end of the Chalk Farm-road-bridge.

Tramway No. 5, in Kentish Town-road, on both sides thereof, between two points respectively two and a half chains and half chain south of Patshull-road.

Tramway No. 5A, in Kentish Town-road, on both sides thereof, between two points respectively half a chain and one and a half chains north of the commencement of the said tramway as above described.

Tramway No. 5B, in Junction-road on both sides thereof, between the respective points of commencement and termination above described of the said tramway.

Tramway No. 5D, in Junction-road on the western side thereof, between the respective points of commencement and termination above described of the said tramway.

Tramway No. 8A, in Grays-inn-road on the eastern side thereof between the respective points of commencement and termination of that tramway above described.

To authorise the Company, for the purpose of the intended Tramways Nos. 5, 5A, 5B, 5C, 5D, and 5E, to take up and remove and to appropriate to and use in the construction of such intended tramways so much of their existing tramways in Kentish Town-road and Junction-road as lies between the respective points of commencement and termination, as above described, of the intended tramways Nos. 5, 5A, 5B, 5C, 5D, and 5E.

It is intended that animal power only shall be used on the said tramways.

To empower the Company to widen the carriage way and to set back the footway of the following portions of streets or roads; that is to say:—

1. Junction-road, in the parish of Saint Mary, Islington:

(a) On both sides thereof from the commencement of Tramway No. 5B, above described, to the termination of that tramway, as above described;

(b) On the west side between Hargrave Park-road and Vorley-road;

(c) On the west side from the commencement above described of Tramway No. 5E to the above described termination of that tramway.

2. Chalk Farm-road, in the parish of Saint Pancras, on the west side thereof, for a distance of one and a half chains north of the northern end of Chalk Farm-road-bridge.

To authorise the Company to open and break up the surface of, and to alter, stop up, and otherwise interfere with streets, roads, footpaths, sewers, drains, pipes, and other apparatus within the parishes and places aforesaid, and to make provision for the maintenance and repair of the streets and roads intended to be widened as aforesaid, or in which tramways are proposed to be constructed as aforesaid.

To enable the Company for the purposes of the proposed tramways and works and of the Bill to purchase or acquire by agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands.

To enable the Company to demand, take, and