

of the south-east side of Water-street, passing thence in a north-easterly direction into and terminating in Summer-lane at a point 1.05 chains north-east of a point in line with the north-east side of Hampton-street.

A Tramway No. 9 (single line throughout) commencing in Snow-hill, by a junction with the existing tramway (authorized to be re-laid), at a point 1.30 chains south-east of the south-east side of Water-street, passing thence in a north-easterly direction into, and terminating at a point opposite to, and 7 feet south-east of, the point of termination of Tramway No. 8.

A Tramway No. 10, commencing in Summer-lane at the terminations of and by junctions with Tramways Nos. 8 and 9, passing thence in a north-easterly direction along Summer-lane and terminating in Alma-street, at the centre of the bridge over Hockley-brook, this point being the borough and parish boundary.

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

From a point 0.20 chain south of the south side of Theodore-street, for a distance of 8.85 chains north-easterly.

From a point 1.10 chains south-west of the south-west side of Cowper-street, for a distance of 8.30 chains north-easterly.

The remaining portions of this tramway will be double line.

A Tramway No. 11, commencing at the termination of Tramway No. 10, passing thence in a northerly direction along Alma-street north-westerly across Six-ways, and terminating near the end of Lozells-road, by a junction with the existing Birmingham Central Tramway, authorized by the Birmingham and Suburban Order, 1882.

The double portion of the tramway will be situate from a point opposite the north side of Gerrard-street for a distance of 3 chains southward. The remaining portions of this tramway will be single line.

A Tramway No. 12 (double throughout), commencing in Birchfield-road by a junction with the authorized Birmingham Central Tramway (authorized by the Birmingham Central Tramways (Extension) Order, 1886), where the parish boundary dividing Aston from Handsworth crosses that road at a point 2 chains or thereabouts south of the intersection of Johnstone-street with the said Birchfield-road, passing thence in a northerly and north-easterly direction along Birchfield-road and terminating therein by a junction with the authorized Birmingham Central Tramway (authorized by the Birmingham Central Tramways (Extension) Order of 1885), at a point 2.90 chains or thereabouts north-east of the intersection of Wellington-road and Birchfield-road.

A Tramway No. 13 (single line throughout), commencing in Witton-road by a junction with the existing Birmingham Central Tramway (authorized by the North Birmingham Tramways Order, 1884) at a point 0.40 chain or thereabouts south-west of the intersection of Trinity-road and Witton-road, passing thence in a north-easterly and easterly direction into and along Trinity-road, and south-easterly into Bevington-road, terminating by a junction with the authorized Birmingham Central Tramway (authorized by the Birmingham

Central Tramways (Extension) Order, 1886), in Bevington-road, at a point 0.50 chain or thereabouts south of the intersection of Trinity-road and Bevington-road.

A Tramway No. 14, commencing in Victoria-road, by a junction with the authorized Birmingham Central Tramway (authorized by the Birmingham Central Tramways (Extension) Order, 1886) at a point 0.50 chain, or thereabouts, west of the intersection of Upper Sutton-street with Victoria-road, passing thence in an easterly direction along Victoria-road, terminating in Lichfield-road by a junction with the existing Birmingham and Aston Tramways at a point 0.30 chain, or thereabouts, north-east of the intersection of Sandy-lane and Lichfield-road.

The double portions of the tramway will be situated as follows, namely :—

From the commencement of the tramway for a distance of 2.00 chains eastward.

From a point 0.80 chain west of the intersection of Park-road and Victoria-road for a distance of 3.00 chains westward.

The remaining portions of this tramway will be single line.

A Tramway No. 15, commencing in Clevedon-road, by a junction with the authorized Birmingham Central Tramway (authorized by the Birmingham Central Tramways (Extension) Order, 1886) at a point 1.00 chain, or thereabouts, north-west of the intersection of Clevedon-road and Jakeman's-walk, passing thence in a south-easterly direction along Clevedon-road, and southerly into Cox-street West, terminating in the last-named street by a junction with the existing Birmingham Central Tramway (authorized by the Birmingham and Western Districts Tramways Order, 1882) at a point 0.50 chain, or thereabouts, north of the intersection of Cox-street West and Upper Cox-street.

The double portions of the tramway will be situated as follows, namely :—

For a distance of 0.85 chain from the commencement of the tramway in a south-easterly direction ;

For a distance of 0.75 chain from the termination of the tramway in a north-westerly direction.

The remaining portions of this tramway will be single line.

A Tramway No. 16, commencing in Cox-street West by a junction with the existing Birmingham Central Tramway (authorized by the Birmingham and Western Districts Tramways Order, 1882) at a point 0.45 chain or thereabouts north-east of the intersection of King-street and Norton-street, passing thence in a south-westerly direction along Norton-street and westerly into Edwardes-street, terminating in the last-named street by a junction with the authorized Birmingham Central Tramway (authorized by the Birmingham Central Tramways (Extension) Order, 1886), at a point 0.55 chain westward of the intersection of Norton-street and Edwardes-street.

The double portion of the tramway will be situated as follows, namely :—

For a distance of 0.65 chain from the commencement of the tramway in a south-westerly direction.

The remaining portion of this tramway will be single line.