

along High-street, Clapham, into and along the roadway on the east side of Clapham-common, and terminating in that roadway at a point about 7 chains south-west from Cavendish-road.

A Tramway No. 1a, commencing by a junction with the intended Tramway No. 1 at its termination as above described, and passing thence into and along Balham-hill and Balham-road, and terminating in Balham-road at a point about 1 chain north of the London, Brighton, and South Coast Railway, where it crosses that road.

A Tramway No. 1b commencing by a junction with the intended Tramway No. 1a at its termination as above described, and passing thence south-westwardly along Balham-road, and terminating in that road at a point about 1 chain north-east from Tooting Bec-road.

The intended Tramways Nos. 1, 1a, and 1b will be made or pass from, in, through, or into the parishes and places of Clapham, Balham, Streatham, Upper Tooting or Tooting-Bec, and Lower Tooting or Tooting Graveney, all or some of them in the county of Surrey.

At the following places it is proposed to lay the proposed tramways 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 each side of the streets or roads hereinafter mentioned and the nearest rail of the tramway (that is to say)—

Tramway No. 1a.

- (a) In Balham-hill between 2 points distant respectively 3 chains and 10 chains northward from Malwood-road.
- (b) In Balham-hill between 2 points distant respectively 1 chain and $8\frac{1}{2}$ chains northward from Alderbrook-road.
- (c) In Balham-hill and Balham-road, or one of them, between Holly-grove and a point 3 chains south-west from Holly-grove.
- (d) In Balham-road and Balham-hill, or one of them, between a point 4 chains north-east from and a point $5\frac{1}{2}$ chains south-west from Devonshire-road.
- (e) In Balham-road between Ramsden-road and the termination as above described of the proposed Tramway No. 1a.

Tramway No. 1b.

- (a) In Balham-road for a distance of 9 chains from the intended commencement as above described of the Tramway No. 1b.
- (b) In Balham-road between 2 points distant respectively $2\frac{1}{2}$ chains and 6 chains north-east from St. Nicholas-road.
- (c) In Balham Road between St. Nicholas-road and a point 6 chains south-westward from that road.

Brixton Hill and Streatham Lines.

A Tramway No. 2, wholly in Brixton-hill, commencing by a junction with the Company's existing tramways there at a point about $2\frac{1}{2}$ chains from the termination (opposite Water-lane) of the said existing tramways, and terminating opposite, or nearly opposite, Endymion-road.

A Tramway No. 2a commencing by a junction with the intended Tramway No. 2 at its termination, as above described, and passing thence southwardly along Brixton-hill and into and terminating in Streatham-hill at a point about 1 chain southward from Christchurch-road.

A Tramway No. 2b, wholly in Streatham-hill, commencing by a junction with the intended Tramway No. 2a at its termination as above described, and terminating at or near the junction of Telford-avenue with Streatham-hill.

The intended Tramways Nos. 2, 2a, and 2b will be made, or pass from, in, through, or into the parishes of Saint Mary, Lambeth, and Streatham, both in the county of Surrey.

It is intended to use animal or mechanical (other than steam) power for moving carriages, or trucks, on the proposed tramways.

To authorise the Company, for any of the purposes of the Bill, 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 in which tramways are proposed to be constructed as aforesaid.

To enable the Company, for the purposes of the proposed tramways and works, and for the general purposes of their undertaking and of the Bill, to purchase or acquire by agreement, and to take on lease and to hold and to sell, let, or dispose of lands, houses, buildings, and hereditaments and easements in or over lands, and to erect and hold offices, buildings, and other conveniences on any such lands.

To enable the Company to demand, take, and recover tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to alter or vary the tolls thereon, and to confer exemptions from the payment of such tolls, rates, and duties.

To empower the Company from time to time to make such crossings, passings, places, sidings, junctions, and other works in addition to those particularly specified in this notice as may be necessary or convenient for the efficient working of the proposed tramways or any of them, or for the providing access to any stables or carriage sheds or works of the Company.

To enable the Company when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish mentioned in this notice, and maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

To make provision for the user and disposal by the Company of any paving or road materials extracted by the Company in the construction of the proposed works or any of them.

To authorise and empower the Company to build, purchase, hire, provide, work, use, and run omnibuses, carriages, and other vehicles from, to, and in connection with their tramways, and to levy and recover tolls, rates, and charges for the use of such omnibuses, carriages, and other vehicles.

To empower the Company to manufacture, provide, sell, and let tramway rolling stock and tramway and other carriages and vehicles, and the harness, fittings, and appliances of every description connected with the equipment, working, and use of tramways, and to use for that purpose any works, manufactories, buildings, and appliances, staff officers and servants belonging to or employed by them, and to empower the Company to subscribe towards and to take and hold shares in the capital of and to exercise the rights of shareholders in any other Company which may have been or may be at any time