

between a point 1 chain south-west and 1 chain north-east of Austin-street, and between Crabtree-road and Crabtree-row, and between John-street and Nichol's-square, and between Tuilerie-street and St. Peter's-street, and throughout Bishop's-road where the centre lines of the tramways will be 4 feet from the imaginary centre line, and except that from a point distant 2 chains from its termination the centre line of Tramway No. 9A will gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its termination and thence the centre line of Tramway No. 9A will gradually diverge from the imaginary centre line to its termination, when it will be at a distance of $4\frac{1}{2}$ feet from and on the left hand side of the imaginary centre line.

Tramway No. 10 and Tramway No. 10A, commencing respectively in Mile End-road, in the hamlet of Mile End Old Town, and the parish of St. Matthew, Bethnal Green, or one of them at or near the end of Cambridge-road, as regards Tramway No. 10 by a junction with Tramway No. 5, authorised by the "North Metropolitan Tramways Act, 1869;" and as regards Tramway No. 10A by a junction with Tramway No. 5A, authorised by the said Act, and passing thence into and along Cambridge-road, into and terminating in Cambridge Heath, in the parish of St. Matthew, Bethnal Green, at or near the south end thereof.

The centre lines of Tramway No. 10 and Tramway No. 10A will be throughout at a distance of $4\frac{1}{2}$ feet from and respectively on the west and east sides of the imaginary centre line.

Tramway No. 10B being a short junction curve of 1 chain in length to connect Tramway No. 10 with Tramway No. 9 at the junction of Cambridge-road with Prospect-place.

Tramway No. 10C being a short junction curve of 1 chain in length to connect Tramway No. 10A with Tramway No. 9A at the junction of Cambridge-road with Prospect-place.

Tramway No. 11 and Tramway No. 11A commencing respectively in Hackney-road in the parish of St. Matthew, Bethnal Green at a point 3 chains or thereabouts west of the junction of Hackney-road and Cambridge Heath (as regards Tramway No. 11 by a junction with Tramway No. 9, and as regards Tramway No. 11A by a junction with Tramway No. 9A) thence passing into and along Cambridge Heath, Mare-street, Church-street, Hackney, Lower Clapton-road, and Upper Clapton-road into and terminating in Stamford-hill, in the parish of Hackney, by junctions with Tramway No. 3 and Tramway No. 3A at the hereinbefore described terminations of those Tramways.

The centre lines of Tramway No. 11 and Tramway No. 11A will be at a distance of $4\frac{1}{2}$ feet from and respectively on the left and right hand sides of the imaginary centre line proceeding from the commencement to the termination of the tramways, except that at their terminations in Stamford-hill, they will be respectively on the right hand side of the imaginary centre line.

Tramway No. 11B, commencing at the east end of Ball's Pond-road, in the parishes of St. Mary, Islington, and Hackney, or one of them, and passing thence into and along Dalston-lane, Park-road, and in an easterly direction along Richmond-road into and terminating in Mare-street, Hackney, near the east end of Richmond-road, in the parish of Hackney, by a junction with Tramway No. 11.

The centre line of Tramway No. 11B will in Dalston-lane, between Roseberry-place and Queen's-road, be at a distance of $4\frac{1}{2}$ feet from

and on the north side of the imaginary centre line, and in Park-road it will be at the same distance from and on the east side of the imaginary centre line, and in Dalston-lane, between Roseberry-place and Kingsland-road, and in Richmond-road the tramway will be in the centre of the street.

Tramway No. 11C, wholly in the parish of Hackney, commencing in Dalston-lane, by a junction with Tramway No. 11B, at or near the end of Roseberry-place, and passing thence in an easterly direction along Dalston-lane, and in a southerly direction along Park-road, into and terminating in Richmond-road, at or near the south end of Park-road.

The centre line of Tramway No. 11C will be throughout a distance of $4\frac{1}{2}$ feet from and in Dalston-lane on the south side of and in Park-road on the west side of the imaginary centre line, except at its commencement and termination respectively, where it will be in the centre of the street.

Tramway No. 12 and Tramway No. 12A, commencing respectively in Old Ford-road, in the parish of St. Matthew, Bethnal-green, by junctions with Tramway No. 9 and Tramway No. 9A, at the termination thereof hereinbefore described, and passing thence in a southerly direction into and along Grove-road into and terminating in Mile End-road, in the hamlet of Mile End Old Town, at a point about midway between Grove-road and Burdett-road, (as regards Tramway No. 12 by a junction with Tramway No. 5A, authorised by "The North Metropolitan Tramways Act, 1869," and as regards Tramway No. 12A, by a junction with Tramway No. 5, authorised by the said Act.)

The centre lines of Tramway No. 12 and Tramway No. 12A, will be at a distance of $4\frac{1}{2}$ feet from and respectively on the left and right hand sides respectively of the imaginary centre line proceeding from the commencement to the termination of the tramways, except that Tramway No. 12 will be at its commencement on the right hand side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, and will thence for a length of 1 chain gradually approach until it intersects the imaginary centre line, and will thence for a length of 1 chain gradually diverge until it reaches the distance of $4\frac{1}{2}$ feet from and on the left hand side of the imaginary centre line.

Tramway No. 12B and Tramway No. 12C commencing respectively in the Mile End-road, at a point about midway between Grove-road and Burdett-road (as regards Tramway No. 12B, by a junction with the tramway No. 5A, authorised by "The North Metropolitan Tramways Act, 1869," and as regards Tramway No. 12C, by a junction with Tramway No. 5, authorised by the said Act), thence passing into and along Burdett-road, into and terminating in East India Dock-road, in the parish of St. Anne, Limehouse, at or near the west end thereof, at the junctions therewith of West India Dock-road and Commercial-road.

The centre lines of Tramway No. 12B and Tramway No. 12C will be at a distance of $4\frac{1}{2}$ feet from and respectively on the left and right-hand sides of the imaginary centre line, proceeding from the commencement to the termination of the tramways, except that at their terminations the centre lines of the said tramways will be respectively 9 feet from the imaginary centre line.

Tramway No. 13 and Tramway No. 13A, commencing respectively in Whitechapel High-street, in the parish of St. Mary, Whitechapel (as regards Tramway No. 13, by a junction with Tramway No. 9, authorised by "The North Metropolitan Tramways Act, 1870," at or near