

the end of Commercial-street, and as regards Tramway No. 13A, by a junction with the Tramway No. 9A, authorised by the said Act), at or near the end of Leman-street, and thence respectively passing into and along Commercial-road and East India Dock-road, and terminating in the East India Dock-road at or near the end of Robin Hood-lane, in the parishes of All Saints, Poplar, and St. Leonard's, Bromley, or one of them.

The centre lines of Tramway No. 13 and Tramway No. 13A will be respectively on the north and south sides of the imaginary centre lines, and will be in Commercial-road at a distance of $4\frac{1}{2}$ feet, and in East India Dock-road at a distance of 9 feet from the imaginary centre line, except in passing the lamp standard and safety crossing opposite the end of Church-lane, and the cab-stand between Grove-street and Umberstone-street, both in Commercial-road, where the distance will be 9 feet, and except in passing the toll-houses at the ends of Cannon-street-road and White Horse-street, where the centre lines of the tramways will be respectively at distances of 18 feet and 9 feet from and on the north side of the imaginary centre line, and except also in passing the toll-house near Limehouse-cut, where the centre lines of the tramways will be respectively at a distance of 5 feet from and on the south side of the imaginary centre line, and except that, from a point distant 4 chains from its termination, the centre line of Tramway No. 13A will gradually pass from the said distance of 9 feet from and on the south side of to a distance of 9 feet from and on the north side of the imaginary centre line.

Tramway No. 14, commencing in the parishes of St. James and St. John, Clerkenwell, and St. Mary, Islington, or one of them, in the City-road and Goswell-road, or one of them, at or near the junction therewith respectively of High-street, Islington, by a junction with the Tramway No. 4 authorised by "The North Metropolitan Tramways' Act, 1870," and thence passing into and along the Goswell-road, Aldersgate-street, and St. Martin's-le-Grand, and terminating in the parish of St. Leonard, Foster-lane, in the city of London, in St. Martin's-le-Grand, at or near its junction with Newgate-street.

The centre line of Tramway No. 14 will be throughout at a distance of $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line, except that between Angel-street and a point 50 feet north thereof, and between a point 100 feet south and a point 100 feet north of Little Britain, where the centre line of the tramway will be at a distance of 4 feet from the imaginary centre line, and except that between Upper Charles-street and Old-street and between Fann-street, and a point 3 chains south of Long-lane the tramway will be in the centre of the street, and except that in passing the cab-stand south of the end of Old-street, the centre line of the tramway will be at a distance of 9 feet from the imaginary centre line.

Tramway No. 14A, commencing in the parishes of St. James and St. John, Clerkenwell, and St. Mary, Islington, or one of them, in the City-road and Goswell-road, or one of them, at or near the junction therewith respectively of High-street, Islington, by a junction with Tramway No. 4A, authorised by "The North Metropolitan Tramways Act, 1870," and thence passing into and along and terminating in Goswell-road, at or near the end of Upper Charles-street in the parishes of St. Luke, Middlesex, and St. James and St. John, Clerkenwell, or one of them.

The centre line of Tramway No. 14A will be

throughout at a distance of $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line, except that at its termination it will be in the centre of the street.

Tramway No. 14B, wholly in Goswell-road, commencing in the parish of St. Luke, Middlesex, and the extra-parochial place of Charterhouse, or one of them, at or near the end of Old-street, by a junction with Tramway No. 14, and terminating by a junction with the same tramway, in the parish of St. Botolph Without, Aldersgate, and the liberty of Glasshouse-yard, or one of them, at or near the end of Fann-street.

The centre line of Tramway No. 14B, will be throughout at a distance of $4\frac{1}{2}$ feet from, and on the west side of the imaginary centre line, except in passing the cab-stand, south of the end of Old-street, where the distance will be 9 feet, and except at its commencement and termination respectively where the tramway will be in the centre of the street.

Tramway No. 14C, commencing in the parish of St. Botolph Without, Aldersgate, in the city of London, in Aldersgate-street, by a junction with tramway No. 14, at a point 3 chains or thereabouts south of the end of Long-lane, and passing thence along Aldersgate-street into and along and terminating in St. Martin's-le-Grand, at or near its junction with Newgate-street, in the parish of St. Leonard, Foster-lane, in the city of London.

The centre line of Tramway No. 14C will be throughout at a distance of $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line, except that between Angel-street and a point 50 feet north thereof, and between a point 100 feet south and a point 100 feet north of Little Britain, where the centre line of the tramway will be at a distance of 4 feet from the imaginary centre line, and except at its commencement, where it will be in the centre of the street, and except that from a point, distant 2 chains from its termination, the centre line of Tramway No. 14C, 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. 14C will gradually diverge from the imaginary centre line to its termination, where it will be a distance of $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line.

Tramway No. 15 and Tramway No. 15A commencing respectively in Goswell-road, in the parish of St. Luke, Middlesex, and the extra parochial place of Charterhouse or one of them at or near the west end of Old-street (as regards Tramway No. 15 by a junction with Tramway No. 14A, and as regards Tramway No. 15A by a junction with Tramway No. 14) thence passing into and along Old-street, into and terminating in Old-street-road at a point 1 chain or thereabouts east of its junction with City-road, in the parish of St. Luke, Middlesex, as regards Tramway No. 15 by a junction with Tramway No. 8 and as regards Tramway No. 15A by a junction with Tramway No. 8A.

The centre lines of Tramway No. 15 and Tramway No. 15A will be at a distance of $4\frac{1}{2}$ feet from and respectively on the north-west and south-east sides of the imaginary centre line except at their commencements, where the distance from the imaginary centre line will be 9 feet and except between Sycamore-street and St. Domingo-street where the Tramways will be in the centre of the street.

Tramway No. 16, being a short curve about 1 chain in length, wholly in the parish of St. Margaret, Lothbury, in the city of London, commencing in Moorgate-street, at or near the south end thereof by a junction with Tramways