

No. 5 and No. 5A, authorised by "The North Metropolitan Tramways Act, 1870," at their terminations, and thence passing in an easterly direction into and terminating in the centre of Lothbury, at or near the urinal situate near the west end thereof.

Tramway No. 17 and Tramway No. 18, commencing respectively in and at the south end of Moorgate-street, in the parish of St. Margaret, Lothbury, by junctions with Tramways No. 5 and No. 5A, authorised by "The North Metropolitan Tramways Act, 1870," at their termination, and passing thence into and along Princes-street, and terminating at the south end of that street, in the parish of St. Christopher-le-Stock, in the city of London.

Tramway No. 17 will be in the centre of Princes-street, and the centre line of Tramway No. 18 will be at a distance of 8 feet from and on the east side of the imaginary centre line.

Tramway No. 19, about 2 chains in length, wholly in the parish of St. Margaret, Lothbury, commencing in Moorgate-street by a junction with Tramways No. 5 and No. 5A, authorised by "The North Metropolitan Tramways Act, 1870," at their terminations, and passing thence into and terminating in the centre of Princes-street, at or near the north end thereof.

Tramway No. 20, a short junction about 2 chains in length, wholly situate in Princes-street, in the parishes of St. Christopher-le-Stock, and St. Mildred, Poultry, commencing by a junction with Tramway No. 17, at a point about 2 chains from its termination, and terminating by a junction with Tramway No. 18 at its termination.

Tramway No. 21, commencing in the parish of St. Botolph Without, Aldgate, in the City of London, in Aldgate High-street, by a junction with the Tramways No. 9 and No. 9A, authorised by the North Metropolitan Tramways Act, 1870, at their terminations, and passing thence into and along Aldgate into and terminating in the parish of St. Katherine Cree Church, in the city of London, in Leadenhall-street, at a point 50 feet or thereabouts west of Aldgate pump.

The centre line of Tramway No. 21 will, from its commencement to Duke-street, be at a distance of $4\frac{1}{2}$ feet from and on the north-west side of the imaginary centre line, and thence in Aldgate to Mitre-street the tramway will be in the centre of the street, and thence the centre line of the tramway will gradually diverge to the southwards to its termination, where it will be on the south side of and at a distance of 11 feet from the imaginary centre line.

Tramway No. 21A, commencing in the parish of St. Botolph Without, Aldgate, in Aldgate High-street, by a junction with Tramway No. 9A, authorised by the last mentioned Act at a point 2 chains or thereabouts north-east of the termination of that tramway, and passing thence along Aldgate High-street and along Aldgate, and terminating in Aldgate in the parishes of St. James Within, Aldgate, St. Katherine Cree Church, and St. Botolph Without, Aldgate, or one of them at a point near the north-west corner of Jewry-street.

The centre of Tramway No. 21A will be throughout at a distance of $4\frac{1}{2}$ feet from and on the south-eastern side of the imaginary centre line, except at the termination of the tramway, it will be in the centre of the street.

Tramway No. 21B, being a short siding about 2 chains in length, commencing in the parish of St. Katherine Cree Church, in Aldgate, by a junction with Tramway No. 21, at or near the end of Mitre-street, and passing in a south-westerly direction into and terminating in Fen-church-street, in the parishes of St. Katherine

Cree Church and St. Katherine Coleman, or one of them, at a point 50 feet or thereabouts south-west of Aldgate pump.

The Tramway No. 21B will at its commencement be in the centre of the street, and thence the centre line thereof will gradually diverge to the northwards to the termination of the tramway, where it will be on the north side of and at a distance of 11 feet from the imaginary centre line.

All or some of the tramways hereinbefore described will pass, or be made from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say—St. Mary, Islington, St. James and St. John, Clerkenwell, St. Leonard, Shoreditch, St. Luke, Middlesex, St. Sepulchre, Middlesex, Hackney, Hornsey, St. Mary, Stoke Newington, St. Matthew, Bethnal-green, St. George's in the East, All Saints, Poplar, St. Leonard, Bromley, St. Mary, Whitechapel, Christchurch, Spitalfields, precinct of Old Artillery-ground, St. Botolph Without, Aldgate, St. Ann, Limehouse. The hamlets of Ratcliff and Mile-end Old Town, the liberties of Norton Folgate and Glasshouse-yard, and the extra-parochial place of Charterhouse, all in the county of Middlesex; the parishes of St. Mildred, Poultry, St. Christopher le Stock, St. Margaret, Lothbury, St. Mary, Woolchurch Haw, St. Leonard, Foster-lane, St. Michael le Quern, Christchurch, St. Ann and St. Agnes, St. Botolph, Aldersgate, St. Botolph Without, Aldersgate, St. Martin, Outwich, St. Helen, Bishopsgate, St. Eibelburga, All Hallows, London Wall, St. Botolph Without, Bishopsgate, St. Botolph Without, Aldgate, St. Katherine Cree Church, St. James Within, Aldgate, and St. Katherine Coleman, in the city of London.

Each of the said tramways hereinbefore described will occupy throughout a space of 5 feet 1 inch in width, and the distance thereof from the imaginary centre line hereinbefore stated means the distance of the centre line of the tramway from the imaginary centre line, and the imaginary centre line means in all cases, except where otherwise stated, an imaginary line drawn along the centre of the carriage way of the street (by whatever name known or called) along which the tramway is intended to be laid.

Wher ever it is stated in, or appears from, this notice that the centre line of any tramway will be laid partly on and partly at any distance from the imaginary centre line, or partly at one and partly at another distance from such line, the deviation of the centre line of the tramway from the imaginary centre line to the stated distance, and *vice versa*, and from any one to any other distance will (except where otherwise expressed) be effected within a length of 1 chain by a gradually expanding or contracting distance for that length, as the circumstances require.

To authorize or to authorize and require the Company from time to time to make such crossings, passing places, sidings, junctions, and other works as may be necessary or convenient to the efficient working of their tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage sheds or works of the Company.

To empower the Company and the Metropolitan Street Tramways Company to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, user, working, maintenance and management of their respective undertakings, or some part or parts thereof, respectively, the providing of rolling and working stock, the appointment, removal,