

posed tramways any distance is given with reference to any street which intersects or joins another street, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as being opposite the centre of the street.

At the following places it is proposed to lay the 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 the side of the streets or roads hereinafter mentioned, and the nearest rail of the tramway, that is to say:—

In Wandsworth-road.

On the south-east side of the road between points respectively $3\frac{1}{4}$ chains and $5\frac{3}{4}$ chains north-east of Pensbury-street or road on the south-east side between points respectively $5\frac{1}{2}$ chains and 8 chains north-east of Milton-street, on the south-east side between points respectively 2 chains south-west and $\frac{1}{2}$ a chain north-east of Devonshire-road, on the south-east side between points respectively $\frac{1}{4}$ of a chain and $2\frac{3}{4}$ chains north-east of Pascal-street.

In Wandsworth and Wyvil Roads.

On the south-east side of Wandsworth-road and south side of Wyvil-road between a point in Wandsworth-road about $\frac{1}{4}$ of a chain measured in a south-westerly direction from a point in the centre of Wandsworth-road opposite Wyvil-road and a point in Wyvil-road about $\frac{3}{4}$ of a chain measured in an easterly direction along Wyvil-road from the said point in the centre of the Wandsworth-road.

In Wyvil and South Lambeth Roads.

On the south side of Wyvil-road and east side of South Lambeth-road between a point in the Wyvil-road about $\frac{3}{4}$ of a chain measured in a westerly direction along that road from a point in the centre of South Lambeth-road opposite Wyvil-road and a point in South Lambeth-road about 3 chains measured in a northerly direction along that road from the said point in the centre of South Lambeth-road.

In Nine Elms-lane.

On the south side between the points respectively $\frac{3}{4}$ of a chain and 3 chains from the centre of Wandsworth-road opposite Nine Elms-lane.

Near Battersea Park.

On the north side of the road leading from Victoria-road, Battersea, to the south-east entrance to Battersea Park between points respectively about $\frac{3}{4}$ of a chain and $1\frac{3}{4}$ chains from the Lamp Standard at the intersection of Victoria and Prince of Wales roads.

Each of the tramways hereinbefore mentioned is intended to be constructed on a gauge of 4 feet $8\frac{1}{2}$ inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

To empower the Company to deviate laterally and vertically to such an extent as may be shown on the plans and sections to be deposited as hereinafter mentioned, or as may be defined by the Bill.

To authorise the Company to abandon the construction of so much of Tramway No. 5 authorised by "The South London Tramways (Extensions) Act, 1880," as lies between a point $1\frac{1}{4}$ chains measured in a north-easterly direction along Wandsworth-road from Westbury-street and the termination of that tramway.

To extend the time for the construction of so much of Tramways Nos. 15 and 15a, authorised by "The South London Tramways Act, 1879," as are

situate in York-road, in the parish of St. Mary, Battersea, between Falcon-lane and Plough-lane, and of Tramways Nos. 16, 16a, 16b, 17, 17a, 18, 19, and 19a, authorised by "The South London Tramways (Extensions) Act, 1880," and to make such provision with reference to the completion of those tramways or otherwise as Parliament may authorise, and the Bill provide.

To repeal, vary, or alter Section 11 of the "The South London Tramways Act, 1879," or some part thereof as may be defined by the Bill.

To authorise the Company to enter into agreements and arrangements with the Board of Works for the Wandsworth district with reference to the widening and improvement of York-road, Battersea, and to confirm and give effect to any such agreements as may have been made or may be made before the passing of the Bill into an Act, and to enable the Company to subscribe and use their capital and funds for or towards the cost of such widening and improvement.

To empower the Company to purchase or take on lease from the City of London and Metropolitan Tramways Company Limited (hereinafter called the City Company), and to empower that Company to sell or lease to the Company all the undertaking, tramways, works, buildings, lands, plant, property, and effects of the City Company, or any part or parts thereof, and all the powers, rights, and privileges of or belonging to or enjoyed by that Company in connection therewith, of what nature or kind soever, upon such terms and conditions as may be agreed upon, or as may be provided for or prescribed by the Bill, and to provide for the dissolution of the City Company, and for the exercise and fulfilment by the Company, in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants, of all the rights, powers, privileges, liabilities, and obligations of the City Company, whether with reference to the construction and maintenance of works, the fixing, demanding, and recovering of tolls, rates, and charges, the raising of capital, the granting or issuing of mortgages or otherwise, and for the substitution of shares or stock of the Company for the shares or stock in the capital of the City Company, whether before or after the same shall have been paid up in full; and to authorise agreements between the said Companies with respect to the matters aforesaid, or any of them, and with reference to the working, use, management, and maintenance by the Company of the undertaking of the City Company, or any part thereof, and to confirm or give effect to any such agreement that may have been or may be made prior to the passing of the Bill.

To authorise and empower the Company to build, purchase, hire, provide, work, use and run omnibuses, coaches, hackney carriages, and other vehicles from, to, and in connection with their tramways, and generally to carry on the business of omnibus, coach, and hackney carriage proprietors; and to levy and recover tolls, rates, and charges for the use of such omnibuses, coaches, hackney carriages, and other vehicles, and to make such other provisions with respect to the matters aforesaid as the Bill will define.

To empower the Company on the one hand, and the North Metropolitan Tramways Company, the London Street Tramways Company, the London Tramways Company, and the Southwark and Deptford Tramways Company, or any or either of them on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use,