

heath-hill, and terminating 4·50 chains south of that point.

In Lewisham-road, for a distance of 2 chains, commencing in a line with the south side of Albion-street, and terminating 2 chains south of that point; for 2·50 chains commencing 4·50 chains north of the northern side of the railway bridge carrying the South-Eastern Railway over High-street, Lewisham, and terminating 2 chains north of that point.

In High-street, Lewisham, for a distance of 13·60 chains commencing 3·40 chains south of the south side of the before-mentioned railway bridge, and terminating at the termination of Tramway No. 2.

Tramway No. 3, a double line, wholly in the parish of Lewisham, commencing by a junction with Tramway No. 2 at a point 4 chains north of the northern side of Rennell-street, being situate partly in High-street and partly in Loampit-vale, and terminating by a junction with Tramway No. 6, hereinafter described at a point 1·40 chains east of the eastern side of Molesworth-street.

Tramway No. 4, wholly in the parish of Lewisham, commencing at the termination of Tramway No. 2, passing in a southward direction through High-street, Lewisham, and Broadway, and terminating at a point 2·1 chains south of the southern end of the drinking trough in front of the Black Horse Inn.

Tramway No. 4 will be a single line except at the following places, where it will be a double line:—In High-street, Lewisham, for a distance of 5 chains, commencing in a line with the north side of Avenue-road, and terminating 5 chains south of that point for a distance of 3 chains, commencing 3 chains north of the south side of Courthall-road, and terminating in a line with the south side of Courthall-road for a distance of 3 chains, commencing $7\frac{1}{2}$ chains south of the south side of Ladywell Park, and terminating $10\frac{1}{2}$ chains south of that point for a distance of $2\frac{1}{2}$ chains, commencing in a line with the north side of George-lane, and terminating $2\frac{1}{2}$ chains south of that point.

In Broadway, Lewisham, for a distance of 10·10 chains, commencing 20 links north of the south side of the Retreat, and terminating at the termination of Tramway No. 4.

Tramway No. 5, wholly in the parish of Lewisham, commencing at the termination of Tramway No. 4, and thence passing in a southward direction through Southend-road, and terminating at a point 3·10 chains south of the milestone marked seven miles from London-bridge, in Southend-road.

Tramway No. 5 will be a single line, except at the following places, where it will be a double line:—

In Southend-road for a distance of 3 chains, commencing 11 chains north of the centre of Berlin-street, and terminating 8 chains north of the same point for a distance of $2\frac{1}{2}$ chains, commencing 60 links south of the said milestone marked seven miles from London-bridge, and terminating at the termination of Tramway No. 5.

Tramway No. 6, wholly in the parishes of Lewisham and St. Paul Deptford, commencing in the parish of Lewisham in High-street, Lewisham, by a junction with Tramway No. 2, at a point 30 links north of the northern side of Rennell-street, and passing in a north-westerly direction through Loam-

pit-vale, Loampit-hill, and Lewisham High-road, and terminating in Lewisham High-road, in the parish of St. Paul's Deptford, at a point 7 chains north of the north side of Park-road.

Tramway No. 6 will be a single line, except at the following places, where it will be a double line:—

In High-street, Lewisham, and Loampit-vale, for a distance of 4·50 chains, commencing at the commencement of the Tramway No. 6, and terminating in a line with the east side of Molesworth-street.

In Loampit-vale, for a distance of 3 chains, commencing 4 chains south of the south side of Algernon-street, and terminating 1 chain south of the same point for a distance of 8 chains, commencing 8 chains south of the south side of St. John's-road, and terminating at the south side of that road.

In Lewisham High-road, for a distance of 5 chains, commencing 2 chains south of the south side of George-street, and terminating 3 chains north of the same point, for a distance of 3 chains, commencing 80 links south of the south side of Florence-road, and terminating 2·20 chains north of the same point for a distance of 3 chains, commencing at a point 6·30 chains south of the south side of Park-road, and terminating 3·30 chains south of that point for a distance of 3 chains, commencing 4 chains north of the north side of Park-road, and terminating at the termination of the tramway.

Tramway No. 7 (double line), wholly in New-Cross-road, in the parish of St. Paul's, Deptford, commencing at the termination of Tramway No. 6, and terminating by a junction with the existing tramways in that road at a point in a line with the south-east corner of Clifton-road.

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 hereinafter mentioned, and the nearest rail of the tramway, that is to say:—

Tramway No. 2, in South-street, on both sides for a distance of 70 feet, commencing 70 feet north of the northern side of Circus-street, and terminating at the said side of Circus-street, and for a distance of 112 feet, commencing 112 feet north of the northern side of Blackheath-hill, and terminating at the said side of Blackheath-hill. In Lewisham-road, on both sides thereof for a distance of 132 feet, commencing on the south side of Albion-street, and terminating 132 feet south of the said side of Albion-street.

Tramway No. 5.—In Southend-road, on both sides for a distance of 165 feet north of the termination of the said Tramway No. 5, and terminating at the end of the tramway.

Tramway No. 6.—In Loampit-vale, on both sides thereof for a distance of 198 feet, commencing at a point 80 feet south-east of the south-east side of Algernon-street, and terminating 278 feet south-east of that street.

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 authorise the Company to enter upon, and open the surface of, and to alter and stop up, remove and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths,