

**Tottenham and Hampstead Junction Railway.
Extension to Charing Cross.**

(Construction of new Railways; Power to raise and apply Capital; Power to Midland, Great Northern, Great Eastern, London and North Western, and South Eastern Railway Companies to subscribe, &c.; and to raise further Moneys; Working arrangements with those Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to empower the Tottenham and Hampstead Junction Railway Company (hereinafter called "the Company"), to make and maintain the railways hereinafter described, with all necessary stations, approaches, works, and conveniences connected therewith (that is to say):—

A railway commencing on the south-west side of the Holloway-road, in the field next St. John's Church, in the parish of St. Mary Islington, in the county of Middlesex, and terminating near to the house and premises leased to and sublet by Richard Underwood, and being No. 142 in Euston-road, in the parish of St. Pancras, in the same county.

A railway commencing near to the said house and premises No. 142, Euston-road, and terminating near the south-east end of Villiers-street, in the parish of St. Martin-in-the-Fields, in the city of Westminster.

A railway commencing in a pasture field near to and at the eastern end of Falkland-road, in the said parish of St. Pancras, and terminating by a junction with the railway first described in and authorized by "The Midland Railway (Extension to London) Act, 1863," on the south side of Islip-street, near to its junction with Hammond-street, in the said parish.

A railway commencing in the said pasture-field near to and at the eastern end of Falkland-road aforesaid, and terminating by a junction with the said railway firstly described in and authorized by "The Midland Railway (Extension to London) Act, 1863," in a field in the said parish of St. Pancras, to the south of Corker's-lane, and to the east of an open sewer or ditch which passes under Corker's-lane.

A railway commencing near to the house and premises in the occupation of Richard Albert Moll, and being No. 5 in Gaisford-street, in the said parish of St. Pancras, and terminating by a junction with the said railway firstly described in and authorized by "The Midland Railway (Extension to London) Act, 1863," in the said field to the south of Corker's-lane, in the said parish of St. Pancras.

A railway commencing by a junction with the authorized Tottenham and Hampstead Junction Railway, in the parish of Allhallows, Tottenham, in the county of Middlesex, in a field at the southern end of the boundary wall dividing the land in the occupation of John Leschallas, Esq., from the ground purchased by the Independent Freehold Land Society, and terminating in the parish of Walthamstow, in the county of Essex, by a junction with the Cambridge line of the Great Eastern Railway, at a point about 260 yards to the southward of the bridge carrying that railway over the River Lea.

A railway commencing at or near to the house and premises in the occupation of Joseph Henry Slee, and being No. 9 in Clarendon Grove, in the said parish of St. Pancras, and terminating by a junction with the London and North-Western Railway, at or near to the point where that railway passes under the Hampstead Road, in the county of Middlesex.

A railway commencing at or near the house and premises in the occupation of Horatio Thomson,

and being No. 7 in Churchway, in the parish of St. Pancras, in the county of Middlesex, and terminating at or near the house and premises in the occupation of William Paine, and being No. 226 in Euston-road in the said parish of St. Pancras.

A railway commencing in the said parish of St. Pancras, at or near to the house and premises at the southern end of Burton-street, known as Burton House, and terminating at or near the house and premises in the occupation of Charles Hingston, and being No. 223 in Euston-road, in the said parish of St. Pancras.

A railway commencing in the said parish of St. Martin-in-the-Fields by a junction with the said intended railway, secondly hereinbefore described, at or about the premises known as Middle Wharf, Adelphi, and terminating by a junction with the Charing Cross Railway, near to the northern end of and on the bridge by which that railway will be carried over the River Thames.

And the said intended Act will authorize a deviation in the line or course of the new street, authorized by "The Thames Embankment Act, 1862," to be made from the embankment and roadway in that Act mentioned, at or near the east side of the Middlesex end of Hungerford Bridge, in the parish of St. Martin-in-the-Fields, to Wellington-street, Waterloo Bridge, from the commencement to the terminus of the said street, and also a deviation in the line or course of so much of the new street authorized by the same Act, to commence by a junction with the last-mentioned new street, at or near George-street, in the Adelphi, to Whitehall-place, as lies between its junction with the said new street and Hungerford Bridge, all in the said parish of St. Martin-in-the-Fields, the parish of St. Clement's Danes, and the parish of St. John the Baptist, in the precincts of the Savoy, in the said county of Middlesex, and will empower the Company and the Metropolitan Board of Works to enter into arrangements with respect to the direction and construction of the said new street, and otherwise in relation thereto, and will alter and amend the said Act.

Which said intended railways and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial and other places following, or, or some of them, that is to say:—Allhallows (Tottenham), St. Mary Islington, St. Pancras, St. George Bloomsbury, St. George the Martyr (Bloomsbury), St. Giles-in-the-Fields, St. Clement Danes, St. Paul Covent Garden, St. John the Baptist, in the precincts of the Savoy; St. Mary-le-Strand, and St. Martin-in-the-Fields, in the county of Middlesex, and Walthamstow, in the county of Essex.

And it is also proposed by the said intended Act to confer upon the Company powers to effect all or some of the objects and purposes following (that is to say):—

To purchase, by compulsion or agreement, lands and houses for the purposes of the said intended railways and works, or any of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, streets, railways, aqueducts, canals, streams, drains, pipes, and other works within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as it may be necessary to cross, stop up, alter, or