

Hampstead, Midland, North-Western, and Charing-Cross Junction Railway.  
 (Construction of Railways; Construction of New Streets between Tottenham-court-road and the River Thames, near the Charing-cross Railway, with a Subway for Foot-passengers under the Strand; Incorporation of a Company; Construction of the intended Railways by the New Company, or wholly or in part by the New Company and the Midland, London, and North-Western, Hampstead Junction, North London, Great Western, Metropolitan, South-Eastern, Charing-cross, and London and South-Western Railway Companies, or any of them; Facilities over the Lines of, Working Arrangements with, Subscriptions by, and other Provisions affecting those Companies; Construction of the New Streets by the New Company, or wholly or in part by the New Company and the Metropolitan Board of Works; Subscription by that Board and the parishes of Saint Giles-in-the-Fields and Saint Martin-in-the-Fields to the expense of the New Streets; Power to the several subscribing Companies and bodies to raise moneys for such subscription; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for effecting the objects following, or some of them, that is to say:—

To make and maintain the following railways, or some of them, with all proper works, approaches, stations, sidings, shafts, adits, and conveniences connected therewith respectively, that is to say:—

First.—A railway (No. 1) to commence in the parish of St. Pancras, in the county of Middlesex, at a point in the turnpike road called Hampstead-road, otherwise Haverstock-hill, 300 feet, or thereabouts, north-west of the turnpike-gate in that road, known as Chalk-farm-gate, and to terminate in the parish of Saint Martin-in-the-Fields, in the said county of Middlesex, on the foreshore of the River Thames, at a point distant 220 feet or thereabouts, from and to the southward of the south-east corner of the house, at the corner of Adelphi-terrace and Adam-street, Strand, and 700 feet or thereabouts, north-east from the north-eastern end of the first brick pier (counting from the Middlesex shore of the River Thames) of the bridge carrying the Charing-cross Railway over the River Thames at Hungerford, and which intended railway No. 1 will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say:—St. John, Hampstead, St. Pancras, St. Giles-in-the-Fields, St. Marylebone, St. Anne, Soho, and St. Martin-in-the-Fields, and the bed and shores of the River Thames, all in the county of Middlesex.

Secondly.—A railway (No. 2) to commence in the parish of St. Pancras aforesaid by a junction with the intended railway No. 1, at the point of its intended commencement as above described, and to terminate in the said parish of St. John, Hampstead, by a junction with the Hampstead Junction Railway, at a point 100 yards or thereabouts, measuring along that railway in an easterly direction from the eastern end of the passenger platform of the Hampstead Heath Station of that railway, and which intended railway No. 2 will be wholly within the said parishes of St. Pancras and St. John, Hampstead.

Thirdly.—A railway (No. 3) to commence in the said parish of Saint Pancras by a junction with the intended railway No. 2, at a point 100 feet or thereabouts, southward from the south

corner of the public-house, known as "The Lord Southampton," at the corner of the roads known as Southampton-road and Fitzroy-road, and to terminate in the said parish of St. John Hampstead, by a junction with the railway firstly authorised by "The Midland Railway (Extension to London) Act, 1863," at the point where it intersects Upper Park-road, which intended railway No. 3 will be wholly within the said parishes of St. Pancras and St. John Hampstead.

Fourthly.—A railway (No. 4) to commence in the said parish of St. Pancras by a junction with the intended railway No. 1, at a point 15 chains, or thereabouts, south-east from the point of its intended commencement as hereinbefore described, and to terminate in the said parish of St. John, Hampstead, by a junction with the main line of the London and North-Western Railway, at a point 100 yards or thereabouts, measured along that railway in an easterly direction, from the eastern end of the Primrose-hill Tunnel, and which intended railway No. 4 will be wholly within the said parishes of St. Pancras and St. John, Hampstead.

Fifthly.—A railway (No. 5) wholly within the said parish of St. Pancras, to commence by a junction with the intended railway No. 1, at or about the point of junction of Cardington-street and the Hampstead-road, and to terminate by a junction with the main line of the London and North-Western Railway, at or near the bridge by which Stanhope-street and Stanhope-place are carried over that railway.

Sixthly.—A railway (No. 6) to commence in the said parish of St. Giles-in-the-Fields by a junction with the intended railway No. 1, a point 40 feet or thereabouts, distant in a north-easterly direction from the point of junction of Lumbercourt and Tower-street, and to terminate in the parish of St. Martin-in-the-Fields by a junction with the Charing-cross Railway at a point distant 350 feet, or thereabouts, measuring along that railway in a southerly direction from the north-east corner of the abutment, on the Middlesex shore of the River Thames, of the bridge carrying the Charing-cross Railway over that river at Hungerford, which intended railway No. 6 will be made or pass from, in, through, or into the parishes, townships, and places of St. Giles-in-the-Fields, St. Martin-in-the-Fields, and St. Anne, Soho, all in the county of Middlesex.

Seventhly.—A railway (No. 7) to commence in the said parish of St. Pancras by a junction with the intended railway No. 1, at or about the point of intersection of Grafton-street and Tottenham-court-road, and to terminate in the said parish of St. Marylebone by a junction with the Metropolitan Railway, at or about the point where that railway passes under the point of junction of the Marylebone-road and the west end of Park-crescent, and which intended railway No. 7 will be wholly within the said parishes of St. Pancras and St. Marylebone.

Eighthly.—A railway (No. 8) wholly within the said parish of St. Pancras, to commence by a junction with the intended railway No. 1, at or about the point of intended junction therewith as above described of the intended railway No. 7, and to terminate by a junction with the Metropolitan Railway, at a point 200 feet, or thereabouts, measured along that railway eastward of the east side of Euston-square.

To construct and maintain the following new streets, roads, or ways:—

Street No. 1.—A new street, with road and footways, wholly in the parish of St. Giles-in-the-Fields aforesaid, to commence in or out of Oxford-street and High-street, St. Giles's, at or near their junction with Tottenham-court-road, and