

following, or some of the following, among other powers (that is to say):

To improve Park-lane and the approach thereto, in the parish of St. George, Hanover-square, in the county of Middlesex, by widening Hamilton-place, on the eastern side thereof, and extending the same into Park-lane, by the construction of a carriage road with all necessary works, commencing at the northern end of Hamilton-place and terminating in Park-lane, opposite or nearly opposite to Pitt's Head mews.

To purchase by compulsion and agreement all such lands, houses, and other property, as may be required for the purposes of, or in connection with, the proposed improvements. And as will be included within the limits of deviation to be defined upon the plans hereinafter referred to.

To stop up, appropriate, and otherwise interfere with any streets, roads, footpaths, or ways which traverse the said lands, and to divert or alter any public roads, footpaths, or rights of way, sewers, drains, watercourses, and pipes, and to make new roads, or ways, and to sell, lease, or appropriate for building or any other purposes any land to be acquired under the proposed Act and not required for the purposes thereof, and to appoint committees and officers, and to do all such works and exercise all such powers as may be incidental or accessory to any of the objects of the Bill.

To charge upon the Thames Embankment and Metropolis Improvement Fund (by which expression is meant the fund created by The London Coal and Wine Duties Continuance Acts, 1861 and 1863, as extended by "The London Coal and Wine Duties Continuance Act, 1868") the expenses to be incurred by the Board under the proposed Act, as well as the expenses already incurred by them in connection with Park-lane, and to apply those funds or the money raised or to be raised on the credit thereof to the before-mentioned purposes, or any of them, and to charge the future maintenance of the widened and new roads on the said parish of Saint George, Hanover-square.

To raise the money required for the purposes of the proposed Act on mortgage, bond, annuity, or otherwise, and to apply thereto, and to defray the cost of the proposed Act out of monies arising from the rates levied or leviable by the Board upon the Metropolis.

To amend and enlarge some of the powers and provisions of (amongst other Acts) "The Metropolis Management Act, 1855," "The Metropolis Management Amendment Act, 1856," "The Metropolis Management Amendment Act, 1862," "The Thames Embankment and Metropolis Improvement (Loans) Act, 1868," and of the several London Coal and Wine Duties Continuance Acts.

It is intended to incorporate with the Bill the necessary provisions of "The Lands Clauses Consolidation Act, 1845," and of "The Lands Clauses Consolidation Acts Amendment Act, 1860," but not the 92nd section of the said first-mentioned Act, to vary and extinguish all rights and privileges which would interfere with any of the objects of the Bill, and to confer upon the Board other rights, powers, and privileges.

Plans and sections, describing the situation, line, and levels of the proposed works, and the lands and houses to be taken compulsorily, under the powers of the Bill, with a book of reference to those plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and a copy of this notice as published in the London Gazette,

will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and on or before the same day a copy of the said plans, sections, book of reference, and notice, will be deposited with the Vestry Clerk of the said parish of St. George, Hanover-square, at the Board-room, Mount-street, Grosvenor-square.

Printed copies of the proposed Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1868.

John Pollard, Clerk to the Metropolitan Board of Works, Spring-gardens.

#### Metropolitan (Southern District) Railway.

(Railways from Elephant and Castle to Waterloo and Whitehall Railway, and from that Railway to Thames Embankment (north), and to Scotland Yard; Incorporation of Company; Powers as to Waterloo and Whitehall Railway; Extending time for purchase of lands and completion of that Railway, and repeal of restrictions as to same; Abandonment of parts of that Railway; Dissolution of Waterloo and Whitehall Company; Amendment or Repeal of Acts, &c.)

**A** PPLICATION is intended to be made in the next session of Parliament for leave to bring in a Bill, and the following or some of them are the objects and powers intended to be applied for:—

To make and maintain the following Railways with stations and conveniences connected with them respectively (that is to say):—

A Railway, No. 1, commencing in the parish of St. Mary, Newington, in the county of Surrey, on the south side of the Waggon and Horses public-house, in Newington Butts, passing through or into the parishes of St. Mary, Newington, and St. George-the-Martyr, Southwark, both in the county of Surrey, and terminating in the said parish of St. George-the-Martyr, Southwark, at or near the western side of the Surrey Ophthalmic Hospital.

A Railway, No. 2, commencing in the parish of St. George-the-Martyr, Southwark, at the termination of Railway No. 1, passing through or into the parishes of St. George-the-Martyr, Southwark, and St. Mary, Lambeth, both in the county of Surrey, and terminating in the said parish of St. Mary, Lambeth, at a point on the south-east side of Agnes-street, 43 yards or thereabouts in a south-westerly direction from the southern corner of Agnes-street and Cross-street, at their intersection.

A Railway, No. 3, commencing at the termination of Railway No. 2, and terminating by a junction with the authorised Waterloo and Whitehall Railway in the centre of Vine-street, 45 yards or thereabouts in a westerly direction from the centre of York-road, at its intersection with Vine-street, and which railway will be wholly situate in the said parish of St. Mary, Lambeth.

A Railway, No. 4, commencing by a junction with the Waterloo and Whitehall Railway where it passes under the river wall of the Thames Embankment (north), and terminating at the Thames Embankment 6 yards or thereabouts at a right angle from the face of the Middlesex abutment of the Charing-cross Railway Bridge, and 20 yards or thereabouts from the south