

In Parliament—Session 1869.

Metropolitan Tramways.

(Incorporation of Company—Power to lay down Street Tramways North of the Thames for the conveyance of passengers and other traffic—Tolls—Power to take lands by compulsion—Agreements with street authorities, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for all or some of the purposes following, that is to say—

To incorporate a company and to enable the company so to be incorporated (hereinafter called "the company") to make, form, lay down, and maintain the several street tramways hereinafter described (to be worked by animal power only), or some or one of such street tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences (that is to say)—

(1 and 1a).—A tramway (No. 1) and a tramway (No. 1a) wholly situate respectively in the parish of St. Mary, Islington, in the county of Middlesex, commencing respectively in the Archway-road, at a point distant eight chains or thereabouts, measuring along the said Archway-road from the junction or intersection of Holloway-road, Junction-road, and St. John's-road, thence passing respectively along the said Archway-road and Holloway-road, and terminating respectively in the Holloway-road, at a point about three quarters of a chain from and north-west of the junction of Highbury-place with that road.

The centre line of the tramway (No. 1) will be throughout its entire length on the left-hand side (proceeding from the commencement to the termination of the tramway) of and at a distance of four-and-a-half feet from the imaginary centre line of each of the streets along which it is intended to be laid, except that in passing the paved cabstand and public urinal in Holloway-road, between Camden-road and Park-road, the centre line of the tramway will be ten feet on the left-hand side as aforesaid from the imaginary centre line of Holloway-road aforesaid, and except also that for a distance of one chain at the commencement of the tramway, and for the like distance at the termination of the tramway, the centre line of the tramway will be at a gradually diminishing distance from the imaginary centre line of the street, until at its commencement and termination respectively the centre line of the tramway reaches the centre of the street.

The centre line of the tramway (No. 1a) will be throughout its entire length on the right-hand side (proceeding from the commencement to the termination of the tramway) of and at a distance of four and a-half feet from the imaginary centre line of each of the streets along which it is intended to be laid, except that in passing the paved cabstand and public urinal in Holloway-road, between Camden-road and Park-road, the centre line of the tramway will be ten feet (on the right-hand side as aforesaid) from the imaginary centre line of Holloway-road aforesaid, and except also that for a distance of one chain at the commencement of the tramway, and for the like distance at the termination of the tramway, the centre line of the tramway will be at a gradually diminishing distance from the imaginary centre line of the street, until at its commencement and termination respectively the centre line of the tramway reaches the centre of the street.

(2).—A tramway (No. 2) commencing in the Holloway-road, in the parish of St. Mary, Islington, aforesaid, by a junction with the proposed tramways (Nos. 1 and 1a) above described, or

one of them, at the point of termination as above described of those tramways respectively, thence passing along the Holloway-road, Upper-street, Islington (passing along the western side of Islington-green), and High-street, and terminating in High-street, in the parishes of St. Mary, Islington, and St. James and St. John, Clerkenwell, in the county of Middlesex, or one of those parishes, opposite, or nearly opposite, the Angel Hotel.

For the length of three chains from its commencement the proposed tramway (No. 2) will be laid along the centre of Holloway-road and Upper-street, Islington, and thence for the further length of one chain the centre line of the tramway will be at a gradually increasing distance from the imaginary centre line of Upper-street aforesaid until the centre line of the tramway attains in that length the distance of four and a-half feet from and on the east side of the said imaginary centre line, and thence to a point one chain from and north of the junction of Barnsbury-street with Upper-street aforesaid the centre line of the tramway will be on the east side of and at the distance of four and a-half feet from the imaginary centre line of Upper-street aforesaid, and thence for a further length of one chain the centre line of the tramway will be at a gradually diminishing distance from until it reaches the imaginary centre line of Upper-street aforesaid, and thence to a point in Upper-street aforesaid, four and a-half chains from and south of the junction with that street of Cross-street, the tramway will be laid along the centre of Upper-street aforesaid, and from the last-mentioned point for a further length of half a chain the centre line of the tramway will be at a gradually increasing distance from the imaginary centre line of Upper-street aforesaid until it attains in that length the distance of four and a-half feet from and on the east side of the said imaginary centre line, and thence for a further length of one and a-half chains, the centre line of the tramway will be on the east side of and at the distance of four and a-half feet from the imaginary centre line of Upper-street aforesaid, and thence for a further length of half a chain the centre line of the tramway will be at a gradually diminishing distance from the said imaginary centre line until the tramway reaches the centre of Upper-street aforesaid, and thence to a point opposite the north end of Islington-green the tramway will be laid along the centre of Upper-street aforesaid, and thence for a further length of one chain the centre line of the tramway will be at a gradually increasing distance from the imaginary centre line of Upper-street aforesaid until the centre line of the tramway attains in that length the distance of four and a-half feet from and on the east side of the said imaginary centre line, and thence to the termination of the tramway the centre line of the tramway will be on the east side of and at the distance of four and a-half feet from the imaginary centre line of Upper-street and High-street aforesaid, except that the centre line of the tramway will be at a distance of fifteen feet from the imaginary centre line of Upper-street aforesaid, for the whole length of the paved cabstand in that street, nearly opposite the end of Liverpool-road, and that for a distance of two chains north-east of the north-east end of that cabstand, and for a distance of four chains south, or nearly south, of the south-west end of the said cabstand, the centre line of the tramway will be at a distance from the imaginary centre line of the street gradually diminishing in each case from fifteen feet to four and a-half feet.