

In Parliament—Session 1869.

Metropolitan District Railway.

(Additional Lands; Creation of Preference Stock—Charging of Surplus Land—Amendment of Acts.)

THE Metropolitan District Railway Company (hereinafter referred to as "The Company,") intend to apply to Parliament in the next session thereof, for leave to bring in a Bill, for the following, or some of the following, among other purposes:

1. To enable the Company to purchase compulsorily or by agreement lands, houses, and other property, hereinafter comprised under the words lands, and which are as follows:—

- (a.) Lands in the parish of Fulham, Middlesex, bounded on the west by a road called North End, on the south by the garden walls, to the houses on the north side of Edith-villas, on the east by lands numbered 54 and 56 respectively on the plans deposited with the Clerk of the Peace for Middlesex, with respect to "The Metropolitan District Railways Act Amendment Act, 1865," and on the north by the gardens and ornamental grounds of Mornington House.
- (b.) Lands in the same parish abutting on the Richmond-road and the West London Extension Railway, and consisting of the houses, gardens, and roadway, known as Richmond-place.
- (c.) Lands in the parish of St. Mary Abbott, Kensington, in Middlesex, bounded on the west, the north, and the east by lands belonging to the Metropolitan District Railway Company; and on the south by the Old Brompton-road; which said lands consist of the houses, gardens, and premises and roadway in Bute-street, together with certain of the adjoining houses in the Old Brompton-road.
- (d.) Lands in the parish of Saint Margaret's, Westminster, bounded on the west by Rowcliffe's-buildings, on the south by Ermin's-hill, on the east by Snow's-rents, and on the north by lands belonging to the Metropolitan District Railway Company.
- (e.) Lands in the same parish, bounded on the west by Dartmouth-street, on the south by the line showing the northern limits of deviation on the plans deposited with the Clerk of the Peace for Middlesex, in the month of November, 1865, with respect to "The Metropolitan District Railway Act, 1866," on the east by Princes-street, and on the north by and including the houses on the north side of Parker-street.
- (f.) Lands in the parish of St. Leonard, East-cheap, in the city of London, being the House forming the corner of Fish-street-hill and King William-street, and No. 60 in the last named street.

And the Bill will authorise the Company to stop up all rights of way and other easements, and to interfere with and remove all gas, water, telegraph, and other pipes, works, and apparatus in, under, or over the lands so intended to be taken.

2. To enable the Company to grant a preferential dividend, or other advantages, to portions to be defined in the Bill, of the shares or stock which they are already authorised to issue.

3. To enlarge the powers of the Company with respect to the sale, demise, or mortgage of their surplus lands.

4. To amend the second section of "The Metropolitan District Railways Act, 1864," and the third section of "The Metropolitan District

Railways Act Amendment Act, 1865," and to define or extend the powers of the high bailiff of Westminster, in cases where he discharges the duties usually discharged by the sheriff, and to confirm past acts bonâ fide done by the said high bailiff or by his deputy, with respect to the Company or its transactions.

Plans of the additional lands intended to be taken under the powers of the Bill, together with a book of reference to such plans; containing the names of the owners and lessees; or reputed owners and lessees, and of the occupiers of such lands, and a copy of this notice, will, on or before the 30th day of November next, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, at Clerkenwell-green, and with the Clerk of the Peace for the city of London, at his office in the Old Bailey, and on or before the same day a copy of so much of the said plans and book of reference as relates to the parishes following, with a copy of this notice, will be deposited as follows: as regards the parish of St. Mary Abbott's, Kensington, with the vestry clerk of that parish, at his office, at the Vestry Hall, Kensington; as regards the parish of Fulham, with the clerk of the Fulham District Board of Works, at his office in the Broadway, Hammersmith; as regards the parish of St. Margaret, Westminster, with the Clerk of the Westminster District Board of Works, at his office, Smith-street, Westminster, and as regards the parishes within the city of London, with the parish clerks of such parishes respectively.

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

Dated this 20th day of November, 1868.

Baxter, Rose, Norton, and Co., 6, Victoria-street, Westminster;

Burchells, 5, Broad Sanctuary, Westminster;

Solicitors for the Bill.

Crystal Palace and South London Junction Railway Company.

(Power to make new Railway; Power to raise further sums, and provisions in reference thereto; Providing for working of Railway, and settlement of disputes between Company and London, Chatham, and Dover Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for all or some of the purposes following (that is to say)—

To authorize the Crystal Palace and South London Junction Railway Company (hereinafter called "the Company") to make and maintain the following railway, with all necessary and proper stations, approaches, works, and conveniences connected therewith (that is to say)—

A railway, wholly situate in the parish of Lambeth, otherwise Saint Mary, Lambeth, in the county of Surrey, commencing by a junction with the Railway No. 2 (City section) of the Metropolitan Extensions of the London, Chatham, and Dover Railway Company, at a point fifty yards, or thereabouts, southward of the southern side of the signal tower of that Company, at the junction of their railways known as the Long borough Junction, and terminating by a junction with the lines of rails allocated to the London,