

In Parliament.—Session 1873.

London Street Tramways.

(Various Powers.)

(Construction of Tramways in parishes of Saint Pancras, Saint Mary, Islington, and Saint James and Saint John, Clerkenwell; Vesting in Company of Tramways Nos. 7 and 7a, authorised by the North Metropolitan Tramways Act, 1870; Provisions as to user, repair, &c., of Streets and Roads; Purchase of Lands; Tolls; User of Tramways; Agreements with other Bodies and Companies; Amendment of Acts.)

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 effecting the objects, or some of the objects, hereinafter mentioned (that is to say):

1. To authorise and empower the London Street Tramways Company (hereinafter referred to as "the Company") to construct and maintain the Street Tramways described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

2. The particular description given in this notice of any proposed tramway or tramways is to be read in connection with, and subject to, the following general description and interpretation:

Note 1. The expression "centre line," used with reference to any street, is intended to mean an imaginary line drawn along the centre of the street.

Note 2. All distances given from the tramway to the centre line of any street or to any other point, are to be taken as measured from the centre of the particular tramway.

Note 3. Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other; and a point described as being opposite a street, is to be taken (unless otherwise stated) as opposite the centre of the street.

3. The tramways proposed to be authorised by the Bill are the following:

A Tramway No. 15b, wholly situate in the parish of Saint Pancras, and county of Middlesex, commencing in the Kentish Town-road, at or near the northern end of Tramway No. 15, authorised by the London Street Tramways Act, 1870, and terminating in the Junction-road, opposite, or nearly opposite, the end of Blandford-place.

Tramway (No. 15b) will throughout be on the western side of, and at the distance of four feet from, the centre line of each of the roads in which it will be laid, except that for a length of three chains from its termination, it will gradually approach, until at its termination it reaches, the centre of the road.

A Tramway (No. 15c) wholly situate in the parish of Saint Pancras aforesaid, commencing in the Kentish Town-road, at or near the northern end of Tramway No. 14, authorized by the London Street Tramways Act, 1870, and terminating in the Junction-road, at the point of termination as above described, of the proposed tramway No. 15b.

Tramway No. 15c will throughout be on the eastern side of, and at the distance of four feet from, the centre line of each of the roads in which it will be laid, except that for a length of 3 chains from its termination, it will gradually approach,

until at its termination it reaches the centre of the road.

A Tramway (No. 15d) wholly situate in the Junction-road, in the parishes of Saint Pancras and Saint Mary, Islington, in the county of Middlesex, commencing by a junction with the proposed tramways Nos. 15b and 15c at their common point of termination as above described, and terminating at or near the northern end of the said Junction-road.

Tramway No. 15d will be laid throughout along the centre of the road, except that:—

- (a.) From a point $2\frac{1}{4}$ chains from the commencement of the tramway it will gradually diverge to the westward, until, in the length of $1\frac{1}{2}$ chains, it attains the distance of 1 foot 10 inches from the centre line of the road, and will thence gradually approach, until in the further length of $1\frac{1}{4}$ chains it again reaches the centre of the road. Between the commencement and termination of the divergence from the centre of the road described in this sub-paragraph, a less space than nine feet six inches will intervene between the outside of the footpath on the western side of the road and the nearest rail of the tramway.
- (b.) From a point $2\frac{1}{2}$ chains south of Lady Somerset-road, the tramway will gradually diverge to the westward, until, in the length of $1\frac{1}{2}$ chains, it attains the distance of 4 feet from the centre line of the road, and will thence gradually approach until opposite Lady Somerset-road it again reaches the centre of the Junction-road.
- (c.) From a point opposite the southern side of Ward-road the tramway will gradually diverge to the westward, until in the length of one chain it attains the distance of 4 feet 10 inches from the centre line of the road, continuing at that distance from and westward of the said centre line, for the further length of half a chain, and thence gradually approaching until, in the further length of one chain, it again reaches the centre of the Junction-road. From opposite Ward-road to a point 30 yards north of that road, a less space than 9 feet 6 inches will intervene between the outside of the footpath on the western side of Junction-road and the nearest rail of the tramway.
- (d.) From a point $1\frac{1}{2}$ chains north of Frances-terrace, the tramway will gradually diverge to the westward until, in the length of 1 chain, it attains the distance of 4 feet 11 inches from the centre line of the road, and will thence gradually approach, until in the further length of 1 chain, it again reaches the centre of the road. Between a point opposite the north-east corner of the Congregational Church, and a point 21 yards north of the last-mentioned point, a less space than nine feet six inches will intervene between the outside of the footpath on the western side of the road, and the nearest rail of the tramway.
- (e.) From a point half a chain north of Grosvenor-road, the tramway will gradually diverge to the westward, until in the length of $\frac{3}{4}$ of a chain it attains the distance of 4 feet from the centre line of the road, continuing at that distance from and west of the said centre line for a further length of $1\frac{1}{2}$ chains, and thence gradually approaching, until in the further length of $\frac{3}{4}$ of a chain it again reaches the centre of Junction-road.

(15e to 15h.) Four tramways or passing places, Nos. 15e, 15f, 15g, and 15h, commencing and