

the Parish Clerk of each such parish, at his residence, and as to any extra-parochial place with the Clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 11th day of November, 1872.

*Saml. Harley Kough*, Shrewsbury and Church Stretton; *J. B. Batten*, 32, Great George Street, Westminster: Solicitors.

*William Bell*, 27, Great George Street, Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

East and West Metropolitan Junction and Cannon-Street Railway.

(Incorporation of Company; Construction of Railways from the Metropolitan District Railway at Cannon-Street to the Metropolitan Railway at Aldgate, the East London Railway, and to the North London Railway at Bow. Traffic Arrangements; Agreements with Corporation of London, Commissioners of Sewers, Metropolitan Board of Works, &c.; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to incorporate a Company (hereinafter called "the Company"), and to authorise them to carry into effect the following, or some of the following, purposes (that is to say):

To make and maintain the Railways following, with all proper works, stations, approaches, and conveniences connected therewith respectively, videlicet:

1. A Railway (hereinafter referred to as Railway No. 1) commencing in the parish of St. Botolph, Aldgate, Without, in the City of London, and county of Middlesex, by a junction with the authorised line of the Metropolitan Railway (Tower-hill Extension) at a point about 14 yards north-west of the north-western side of Meeting House-yard, and about five yards north-east of the north-eastern side of that part of Gravel-lane which runs between Harrow-alley and Meeting House-yard, and terminating in the parish of St. Mary, Whitechapel, in the county of Middlesex, near the centre of the Whitechapel-road, at or near the point where the authorised line of the East London (Thames Tunnel) Railway crosses or is intended to cross through or under that road, at or about the place where East Mount-street joins the said road; which intended Railway No. 1 will pass through or into the following parishes and places, or some of them, videlicet, St. Botolph, Aldgate, Without, in the City of London, and St. Botolph, Aldgate Without; and St. Mary, Whitechapel, in the county of Middlesex.

2. A Railway (hereinafter referred to as Railway No. 2), commencing in the parish of Saint Mary, Whitechapel, in the county of Middlesex, by a junction with Railway No. 1, at the termination thereof above described, near the centre of Whitechapel-road, at or near the place where East Mount-street joins that road, thence passing under and near the centre of the Whitechapel, Mile-end, and Bow-roads respectively, and terminating in the parish of Bow, otherwise St. Mary, Stratford, Bow, in the county of Middlesex, at a point in Bow-road, about seven yards southward from the northern side of that

road; and about 12 yards westward of the centre of the North London Railway, where it crosses under the same road; which intended Railway No. 2 will pass through, or into the following parishes and places, or some of them, videlicet: St. Mary, Whitechapel; the hamlet of Mile-end, Old Town, in the parish of St. Dunstan, Stepney, otherwise Stebonheath; St. Mary, Stratford, Bow; and St. Leonard, Bromley; all in the county of Middlesex.

3. A Railway commencing in the parish of St. Nicholas Cole Abbey, in the City of London, by a junction with the Metropolitan District Railway at a point about 33 yards south-west of the corner formed by the meeting of the north side of Old Fish-street and the east side of Friday-street, and terminating in the parish of St. Mary, Whitechapel, by a junction with the above-described Railway No. 1, at a point in or near the centre of Whitechapel High-street, about 60 yards westward of the junction of Lemn-street with Whitechapel High-street; which intended Railway will pass through or into the following parishes and places, or some of them, viz.:—St. Nicholas Cole Abbey, St. Mary Mounthaw, St. Nicholas Olave, St. Margaret Moses, St. Mildred, Bread-street, St. Mary Aldermary, Holy Trinity the Less, St. James Garlick Hythe, St. Thomas the Apostle, otherwise Great St. Thomas Apostle, St. Antholin, St. Michael, College-hill; St. John the Baptist upon Walbrook, St. Mary Bothaw, St. Swithin, London Stone, St. Laurence Pountney, St. Mary Abchurch, St. Martin Orgars, St. Michael, St. Clements Eastcheap, St. Leonard Eastcheap, St. Margaret, St. Andrew Hubbard, St. Benet Gracechurch, St. Margaret Patten, St. Dionis Backchurch, St. Gabriel, All Hallows Staining, St. Dunstan in the East, St. Katherine Coleman, St. Katherine Cree, St. James, Duke-place, and St. Botolph, Aldgate Without, in the City of London, and St. Mary, Whitechapel, and St. Botolph Aldgate Without, in the county of Middlesex.

4. A Railway (to complete the north-eastern and north-western portion of the inner circle of the Metropolitan Railway system of London) commencing in the parish of St. Mary, Whitechapel, by a junction with Railway No. 1, before described, at a point in the Whitechapel-road opposite to the end of the new street in continuation of Commercial-road East, now in course of construction, thence proceeding in the line of a proposed new street from the Holborn Viaduct to Whitechapel, and terminating in the parish of St. Giles Without, Cripplegate, by a junction with the Metropolitan Railway at or near Moor-gate-street Station; which intended Railway will pass through or into the following parishes and places, or some of them, viz.:—St. Mary, Whitechapel; in the county of Middlesex; St. Botolph; Aldgate Without, St. Botolph, Bishopsgate, St. Ethelburga, Bishopsgate, St. Stephen, Coleman-street, St. Allhallows, London-wall, and St. Giles Without, Cripplegate, all in the City of London.

To deviate laterally from the lines, and vertically from the levels shown on the plans and sections hereinafter mentioned, to such an extent as may be found necessary or expedient in the construction of the said intended Railways and works, and for continuing the communication between the sewers, drains, and water and other pipes on either side thereof.

To purchase and take lands, houses, and other property and easements in and over lands, by compulsion or agreement, for the purposes of the said intended railways and works, and to vary,