

and 25 and '26 Vic. cap. 165; 26 and 27 Vic. cap. 129; 27 and 28 Vic. cap. 114; 28 and 29 Vic. cap. 149; 30 and 31 Vic. cap. 125; 31 and 32 Vic. cap. 174; 32 and 33 Vic. cap. 127; and 34 and 35 Vic. cap. 164, relating to the Devon and Cornwall Railway Company.

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

Dated this 12th day of November, 1872.

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In Parliament.—Session 1873.

South Hackney Tramways.

(Incorporation of Company; Construction of Street Tramways in Middlesex; Tolls; Provisions for Use of Tramways and Streets; Agreements with, and Powers to Metropolitan Board of Works and Street Authorities; Running Powers over Tramways of North Metropolitan Tramway Company, and Working Agreements with that Company; Powers to the North Metropolitan Tramway Company to run over intended Tramways; 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 incorporating a Company, and to enable the Company so to be incorporated (hereinafter called "the Company"), to make and maintain the works, and to carry into effect the objects, or some of the objects, hereinafter mentioned (that is to say):

To make and maintain the following Street Tramways, or some or one of them, with all necessary and proper works and conveniences connected therewith respectively:

(1.) A Tramway No. 1, in the parish of Hackney, commencing by a junction or junctions with the authorized Tramways of the North Metropolitan Tramway Company, at a point in Cambridge-heath, distant 13 yards in a northerly direction from the junction of North-street with Cambridge-heath, passing along the Victoria Park-road, the Broadway, and that portion of Grove-street lying to the eastward of the church, otherwise called "the Crescent," and terminating in Grove-street at a point 36 yards distant measured along Grove-street, in a south-westerly direction from the junction of that street with Terrace-road.

The centre line of Tramway No. 1 will, at its commencement, be in the imaginary centre line of Cambridge-heath, and will thence curve in a north-easterly direction for a length of 28 yards, when it will be in the imaginary centre line of the Victoria Park-road, and will so continue until it reaches the eastern end of the same road at a point distant 112 yards in an easterly direction from the junction of Derby-road with Victoria Park-road; from this point it will curve in a north-easterly direction until at a distance of 46 yards it coincides with the imaginary centre line of Grove-street, and will continue on the imaginary centre line of Grove-street until it reaches a point distant 45 yards in a northerly direction from the junction of Grove-street with Victoria Park-road; from this point it will diverge to the east of the imaginary centre line of Grove-street

until it passes the Refuge at the junction of South-borough-road and Grove-street, where it will be 15 feet distant from and to the eastward of the said imaginary centre line; thence it will gradually approach the imaginary centre line of Grove-street until it coincides with it at a point 36 yards distant in a northerly direction from the centre of the Refuge last mentioned; from thence to the termination of the Tramway, the centre line thereof will coincide with the imaginary centre line of Grove-street, passing along that street on the eastern side of the said church-yard.

(2.) A Tramway No. 2 in the parish of Hackney, commencing by a junction with Tramway No. 1, at a point in Grove-street, distant 132 yards in a northerly direction from the Refuge aforesaid in Grove-street passing along that portion of Grove-street lying to the westward of the church, and terminating by a junction with Tramway No. 1 at its termination.

The centre line of Tramway No. 2 will, at its commencement, coincide with the imaginary centre line of Grove-street, and will thence curve in a westerly direction for a distance of 42 yards, when it will be distant four feet from and on the north-east side of the imaginary centre line of Grove-street, thence it will gradually approach the imaginary centre line of Grove-street, until at a further distance of 55 yards it coincides with it, and will so continue until it attains a point 20 yards distant in a westerly direction from the junction of the eastern and western branches of Grove-street, near the southern end of Terrace-road, whence it will curve in a north-easterly direction to its termination, where it will coincide with the imaginary centre line of Grove-street.

As regards Tramway No. 1, between Groombridge-road and the termination of that Tramway with Tramway No. 2, and as regards Tramway No. 2 between King Edward's-road and the termination of that Tramway with Tramway No. 1, a less space than nine feet six inches will intervene on each side of the said respective Tramways between the outside of the footway and the nearest rail.

The imaginary centre line in this Notice means in all cases, except where otherwise stated, or some other description is given, an imaginary line drawn along the centre of the carriage-way of the street—by whatever name known or called—along which a Tramway is intended to be laid.

And it is also intended by the Bill to provide for the objects and purposes following (that is to say):

To empower the Company from time to time to make such crossings, passing-places, sidings, junctions, and other works, in addition to those particularly specified in this Notice, as may be necessary or convenient to the efficient working of the proposed Tramways, or any of them, or for providing access to any stables or carriage-houses, or works of the Company.

To authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with the streets, turnpike-roads, highways, public-roads, ways, foot-paths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric-telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed Tramways or of substituting others in their places, or for other the purposes of the Bill.