

In Parliament—Session 1883.

North West Metropolitan Tramways.  
(Incorporation of Company; Construction of Tramways; Gauge; Power to use Steam or other Mechanical or Motive Power; Provisions as to User, Repair, &c., of Streets; Tolls; Agreements with Local and Road Authorities; Working and other Agreements with the London Street Tramways Company; Amendment of Acts.)

**N**OTICE 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 purposes, or some of the purposes, following (that is to say):—

To incorporate a Company, and to enable the Company so to be incorporated (in this Notice called "the Company") to construct and maintain wholly in the county of Middlesex the following street tramways, or some or one of them, or some part or parts thereof respectively (that is to say):—

Where, in the description of any of the proposed tramways, any distance is given with reference to any street which intersects or joins the streets 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.

Tramway No. 1 wholly in the parish of St. Marylebone, commencing at a point in Great Portland-street, in a line with the face of the buildings on the south side of Market-place, and passing thence in a northerly direction along Great Portland-street, and terminating at a point in that street opposite the north-west corner of the Portland-road station of the Metropolitan Railway Company.

Tramway No. 1 will be a single line, except at the following places, where it will be a double line.

In Great Portland-street for a length of  $1\frac{1}{2}$  chain between the northern side of Market-place and the southern side of Great Castle-street. For a length of 2 chains between the northern side of Langham-street and a point 2 chains in a northerly direction. For a length of 4 chains between the northern side of Weymouth-street, and a point 4 chains in a northerly direction. For a length of 2 chains between points respectively  $\frac{1}{2}$  chain south of the north face of Portland-road Station, and 2 chains to the south of the same.

Tramway No. 2, wholly in the parishes of St. Marylebone and St. Pancras, commencing at the point of termination of Tramway No. 1, passing in a northerly direction across Marylebone-road, into and along Albany-street, thence over the York and Albany bridge of the Regent's Canal, and terminating at the junction of Park-street with Albert-road.

Tramway No. 2 will be a single line, except at the following places, where it will be a double line:—

In Albany-street, for a length of 2 chains from a point opposite the south-east corner of William-street to a point 2 chains in a southerly direction. For a length of 2 chains from a point  $\frac{1}{2}$  chain south of the face of buildings on the south side of Cumberland-street west to a point 2 chains south of the same. For a length of 2 chains from a point opposite Redhill-street to a point 2 chains in a northerly direction. For a length of 2 chains from a point 0.25 chain south of the face of buildings on the south side of Park-

village-mews in a southerly direction. For a length of  $2\frac{1}{2}$  chains from a point  $\frac{1}{2}$  chain from the face of buildings on the south side of Gloucester-gate, measuring in a northerly direction.

Tramway No. 3, wholly in the parish of St. Pancras, commencing at the point of termination of Tramway No. 2, passing in a north-easterly direction along Park-street and into and along High-street in a north-westerly direction, and terminating at a point 50 feet from the face of the south abutment of the bridge crossing the Regent's Canal.

Tramway No. 3 will be a single line, except at the following places, where it will be a double line:

For a length of 2 chains from a point 2.75 chains to the north-east of Arlington-road. For a length of 2 chains between points respectively opposite the north-west corner of James-street and 2 chains to the north-west of that point.

Tramway No. 3a, wholly in the parish of St. Pancras, commencing by a junction with Tramway No. 3 at a point 60 links from the western corner of the building at the junction of Park-street with High-street, measured in a south-easterly direction, and terminating by a junction with the existing tramway at a point opposite the "Britannia" public-house and the west corner of Park-street.

Tramway No. 4, wholly in the parishes of St. Pancras and St. John, Hampstead, commencing at a point in Chalk Farm-road  $1\frac{1}{2}$  chain south-east of the north-west corner of Grange-road, thence in a westerly direction along the said Chalk Farm-road, and terminating at a point in Adelaide-road in a line with the east face of the "Adelaide" Tavern.

Tramway No. 4 will be a single line, except at the following places, where it will be a double line:

In Chalk Farm-road for a length of 2 chains between points respectively opposite the north-west corner of Grange-road and 2 chains to the west of that point. For a length of 2 chains between points respectively opposite the south-west corner of Ferdinand-street and a point 2 chains west of that point. For a length of 2 chains between points respectively 1 chain to the east of a point opposite Crogsland-road and 2 chains to the west of that point.

Tramway No. 5, wholly in the parish of St. John, Hampstead, commencing at the termination of Tramway No. 4, and continuing along Adelaide-road in a westerly direction, passing thence along the Upper Avenue-road to a point at or near the junction of Upper Avenue-road with Finchley-road.

Tramway No. 5 will be a single line, except at the following places, where it will be a double line:

In Adelaide-road for a length of 2 chains between points respectively  $7\frac{1}{2}$  chains to the west of a point opposite Bridge-road and 2 chains to the west of that point. For a length of 2 chains between points respectively 6 chains to the west of a point opposite Eton-road and 2 chains to the west of that point. For a length of 2 chains between points respectively 3.75 chains to the west of a point opposite Eton-place and 2 chains to the west of that point. For a length of 2 chains between points respectively 2.40 chains to the west of a point opposite King's College-road and 2 chains to the south west of that point. In Upper Avenue-road for a length of 2 chains between points respectively, 1.40 chain to the north-west of a point opposite Adelaide-road north and 2 chains to the north-west of that point. For a length of 2 chains between points respectively 1 chain to the south-east and 1 chain to the north-west of a point opposite Finchley-road.