

for all or any of the public and private purposes specified in section 3 of the Electric Lighting Act, 1882, within the area hereinafter mentioned. The proposed works will comprise the formation and erection of such lighting stations as may be found necessary, in the proposed area, and for the purpose of carrying out the proposed supply. The area which it is proposed to supply consists of the whole of the streets and other places within the parish of Chelsea, with the exception of the outlying district of Kensal New Town. It is proposed by the applicants to place electric lines or other works necessary to enable them to make the proposed supply in, over, or along any of the streets or other places comprised within the said proposed area, schedule "A" hereto contains a list of the streets and other places which are not repairable by a local authority, and of the railways which the applicants propose by the Provisional Order to take powers to break up. Such schedule also contains a list of the streets and other places which are partly repairable by the local authority and partly by private individuals, and are identified by the words "partly private," in, over, or along which the applicants also propose to place electric lines or other works. Every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," within two months from the 18th day of November, 1882. Copies of the proposed Provisional Order can, upon payment of one shilling per copy, now be obtained at the offices of the applicants, No. 3, Fenchurch avenue, London, E.C., at the offices of the undersigned, Messrs. Ingledeu and Ince; and also at the office of the *West Middlesex Advertiser*, 30, Sloane square, Chelsea. Copies of the Provisional Order, when granted, will also be obtainable at the same addresses.

Schedule A.

Albert cottages, Flood street; Allen cottages, Beaufort street; Augusta court, Lawrence street; Bifron street; Bramerton street (partly private); Burnaby street; Badcock's cottages, Flood street; Blackland's place, Symons street; Bolton gardens, Pimlico road; Bosbury's yard, White Lion street; Brown's court, Cheyne walk; Carlyle road; Clabon mews; Clover mews; Cremorne road; Camera cottages, Little Camera street; Cottage place, Fulham road; Cross Keys yard, Lawrence street; Damer terrace; Danver's buildings, Cheyne walk; Davis place, World's End passage; Dove court, Pimlico road; Edith grove (south of King's road); Elm Park gardens; Elm Park gardens mews; Elm Park road (east of Beaufort street); Elm Park mews; Eatley's buildings, Manor street; Eden place, Pond place; Exeter buildings, Exeter street; Foundry place, World's End passage; Garden grove, Church street; Garden row, North street; George place, Lower George street; Grove cottages, Manor street; Grove place, Symons street; Hooper's court, North street; Jackson's buildings, World's End passage; Jones' cottages, Wellington street; Kimbolton cottages, Fulham road; Kimbolton row, Fulham road; Lennox gardens; Lennox gardens mews; Lackland cottages, Lackland place; Little Keppel place, Leader street; Manresa road; Meek street; Merton gardens; Manor buildings, King's road; Manor gardens, Manor street; Markham place, College place; Marlborough place,

Leader street; Mason's grove, Fulham road; Mermaid yard, Turk's row; Morby's yard, Turk's row; Moss place, Symons street; Pont street mews; Park terrace cottages, King's road; Pentagon-place, Pavilion road; Raasay street; Ralston street; Read's place, Manor street; Roll's cottages, King's road; Rose and Crown court, Turk's row; Shafto Mews; Stadium street; Steer's buildings, Flood street; Sun court, Cheyne walk; Tadema road (partly private); Tedworth square (east and south sides); Tetcott road; The Vale; Tite street (north of Queen's road; Trafalgar square (south side); Uperne road; Uverdale road; Vicat street; Victoria cottages, Little Cadogan place; Victoria yard, Turk's row; Wickham place; Waterloo place, Turk's row; Wellesley grove, Britten street; Wellington buildings, Manor street; White Hart court, Cheyne walk; Winterton place, Park walk.

Railways—West London Railway; Metropolitan District Railway.

Dated the 18th day of November, 1882.

*Ingledeu and Ince*, St. Benet Chambers, Fenchurch-street, London, E.C., Solicitors for the Applicants.

In Parliament—Session 1883.

Didcot, Newbury, and Southampton Junction Railway.

(Bournemouth and Poole Extension.)

(Extension of Railway to Bournemouth and Poole; Compulsory Purchase of Lands; Taking of Common or Commonable Lands; Power to Take Parts of Houses, Buildings, and other Premises; Tolls; Additional Capital; Authorising Payment of Interest or Dividends during Construction of Works; Constituting New Railways and Works a separate Undertaking; Working and other Agreements with the Great Western, London and South Western, Poole and Bournemouth, and Swindon, Marlborough, and Andover Railway Companies; Running Powers over Portions of London and South Western Railway, Tramway, &c., and Poole and Bournemouth Railway; Reciprocal Running Powers over intended Railways; Agreements with Venderers and others interested in Common Lands; Amendment or Repeal of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by the Didcot, Newbury, and Southampton Junction Railway Company (hereinafter called "the Company") for an Act (hereinafter called "the intended Act") for the following purposes, or some of them (that is to say):—

1. To authorise the Company to make and maintain the railways and works hereinafter described, or some of them, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):—

A Railway, No. 1, commencing in the parish of Millbrook, in the county of Southampton, by a junction with the Railway No. 1 authorised by the Didcot, Newbury, and Southampton Junction Railway Act, 1882 (hereinafter called "the Act of 1882"), at or near a point marked 30 miles 2 furlongs on the plans of that railway deposited with the respective clerks of the peace for the counties of Berks and Southampton with reference to the Act of 1882, such distance denoting 30 miles 2 furlongs from the commencement of that railway, and termi-