

street, Camden Town; Camden-road; Kentish Town-road; Albert-road; Gower-street (between Euston-road and University-street); King's Cross; King's Cross-road (west side); Albany-street; Chalk Farm-road; Drummond-street; Park-street; Seymour-street; Prince of Wales-road; Eversholt-street; Gray's Inn-road; Guildford-street; York-road (west side); Brecknock-road; Junction-road.

The railways, tramways, and canal which the Company propose to take power to break up, pass or cross over or under, are as follows:—

The Midland Railway; the London and North Western Railway; the Metropolitan Railway; the Great Northern Railway; the Hampstead Junction Railway; the North London Railway; the London Street Tramways; the Regent's Canal.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order, when applied for, and of the Provisional Order, when made, will be furnished at the price of one shilling for each copy to all persons applying for the same at the office of the undersigned, Walter Webb and Co., 23, Queen Victoria-street, in the city of London, and of Mr. S. Porter, No. 99, High-street, Camden Town, in the county of Middlesex.

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 date hereof.

Dated this 25th day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, E.C., Solicitors and Parliamentary Agents.

In Parliament.—Session 1883.

London Tramways (Extensions).

(Construction of Tramways in the Counties of Middlesex and Surrey; Additional Capital; Powers to Purchase and Run Omnibuses, &c.; Agreements with and Subscriptions by other Tramway Companies relating thereto; Amendment of Acts; and other Purposes).

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, by the London Tramways Company Limited (hereinafter called "the Company"), for an Act (hereinafter called the "intended Act") to authorise and effect the objects and purposes hereinafter mentioned, or some of them, that is to say:—

To make, form, lay down, and maintain the several tramways hereinafter described, or some of such tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith, and where necessary for the purposes of the intended Act, to alter or remove the existing tramways of the Company, or some portions thereof.

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

Tramway No. 1 (double line), commencing by a junction with the Company's existing tramways in Upper Kennington-lane, at a point about 2½

chains west of Goding-street, passing through Harleyford-road, Kennington Oval, Harleyford-street, crossing Kennington-park-road, and thence passing through Camberwell New-road, and terminating by a junction with the Company's existing tramways in Camberwell New-road, at a point about 3 chains east of Warner-road.

Tramway No. 2 (double line), commencing by a junction with the Company's existing tramways in the Brixton-road, at a point about ½ a chain east of the shelter or refuge at the intersection of Brixton-road with Camberwell New-road, and terminating by a junction with Tramway No. 1, at a point about 2 chains east of the said shelter or refuge.

Tramway No. 3 (single line, cross over).—Commencing in Camberwell New-road by a junction with the southernmost line of Tramway No. 1, at a point about ½ a chain west of Warner-road, and terminating in Camberwell New-road by a junction with the northernmost line of Tramway No. 1, at a point about ¾ of a chain east of Warner-road.

Tramway No. 4 (double line).—Commencing in the Brixton-road by a junction with the Company's existing tramway at a point about ½ a chain north of Horsford-road, and terminating in the Brixton-road at a point about 1½ chains north of Endymion-road.

Tramway No. 5 (single line).—Commencing at the termination of Tramway No. 4, and terminating in Brixton-road, at a point ¼ of a chain north of Endymion-road.

Tramway No. 6 (single line, cross over).—Commencing in Newington-causeway by a junction with the westernmost line of the Company's existing tramways, at a point about 3 chains south of Rockingham-street, and terminating in Newington-causeway by a junction with the easternmost line of the Company's existing tramways at a point about 4½ chains south of Rockingham-street.

Tramway No. 7 (single line, loop-line).—Commencing in High-street, Peckham, by a junction with the northernmost line of the Company's existing tramways, at a point about 1½ chains west of Rye-lane, and terminating in High-street, Peckham, by a junction with the southernmost line of the Company's existing tramway at a point about 2½ chains west of Rye-lane.

Tramway No. 8 (double line).—Commencing in Westminster-bridge-road by a junction with the Company's existing tramways, at a point about 1 chain west of York-road, passing over Westminster-bridge and along the Victoria-embankment and terminating in the Victoria-embankment at a point about 3 chains south of the south side of that portion of the Charing Cross Railway Bridge, which carries the Charing Cross Railway over the main road of the Victoria-embankment.

Tramway No. 9 (single line, loop line).—Commencing in the Victoria-embankment at the termination of the westernmost line of Tramway No. 8, and terminating at the termination of the easternmost line of Tramway No. 8.

The tramways and works hereinbefore described will be situate in or pass through or into the parishes, townships, or places following, or some or one of them, viz.: St. Mary, Lambeth; St. Giles, Camberwell; and St. Mary, Newington, in the county of Surrey; St. Margaret, Westminster, and St. Martin-in-the-Fields, in the county of Middlesex.

At the following places it is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will inter-