

other Acts relating to or affecting the East London Railway Company; also the 4 and 5 Will. IV., cap. 88, and all other Acts relating to or affecting the London and South-Western Railway Company.

21. A Plan and Section, in duplicate, describing the line and levels of the intended railway and works, together with an Ordnance Map with the intended railway delineated thereon, so as to show its general course and direction, and also a plan of the lands, houses, and other property which may be taken under the compulsory powers of the intended Act, with Books of Reference to such Plans, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and a copy of so much of the said Plan, Section, and Book of Reference as relates to each of the parishes above mentioned, and a copy of the said Gazette Notice, will be deposited for public inspection as follows, that is to say: for the parish of Saint Mary, Whitechapel, with the clerk of the District Board of Works for the Whitechapel district, at his office, No. 15, Great Alie-street, Whitechapel; for the parish of Saint Mary Abbot, Kensington, with the vestry clerk of that parish, at the Vestry-hall, High-street, Kensington; and for the parish of Saint Peter and Saint Paul, Hammersmith, with the clerk to the Fulham District Board of Works, at his office in Broadway, Hammersmith; and all such deposits will be made on or before the 30th day of November instant.

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

Dated the 14th day of November, 1883.

Baxters and Co., 5 and 6, Victoria-street,
Solicitors for the Bill.

In Parliament.—Session 1884.

Chatham and Brompton Tramways.

(Incorporation of Company, with Powers to construct Street Tramways in the Parishes of Gillingham and Chatham; Powers to alter, improve Gradients, and otherwise interfere with Public Roads and Footpaths; Tolls; Steam, Mechanical or Animal Power; Agreements with Local and Road Authorities and others; to vary or Extinguish Rights and Privileges; Provisions for Regulating Traffic of the Streets, and User of the Tramways; and other provisions.)

NOTICE is hereby given, that application is intended to be made to Parliament next session for leave to bring in a Bill for effecting all or some of the following objects, that is to say:—

To incorporate a Company (hereinafter referred to as "the Company"), and to confer upon them all necessary powers for constructing and maintaining the following tramways, or some of them, or some part or parts thereof respectively, together with all rails, plates, chairs, sleepers, works, and conveniences connected therewith, that is to say:—

Tramway No. 1.—A tramway wholly situate in the parish of Chatham, commencing in Railway-street at a point about 66 yards or thereabouts south from the centre of the bridge carrying New-road over Railway-street, passing thence northward along Railway-street, across High-street, and along Military-road, and terminating therein at a point 6 yards or thereabouts north from the south-west corner of the said road.

Tramway No. 1 will be a double line, except at the part hereinafter described, where

it will be a single line, that is to say, from the commencement of the tramway to a point 22 yards northward therefrom.

Tramway No. 2.—A tramway commencing in the parish of Chatham by a junction with, and at the termination of, Tramway No. 1 in Military-road, passing thence northward along Military-road, along the roadway adjoining the Dockyard, into and along River-street, Wood-street, along the roadway, across the Great Lines, joining Wood-street and High-street (New Brompton), known as Brompton-road, into and along High-street (New Brompton), Railway-street, and Station-road, and terminating therein in the township of Gillingham, in the parish of Gillingham, at a point 27 yards or thereabouts east from the centre of Kingswood-road.

Tramway No. 2 will be a single line, except at the part hereinafter described, where it will be a double line, that is to say:—

(a.) In Military-road, from its commencement to a point 66 yards or thereabouts south from a point opposite the centre of Brompton-hill.

(b.) In Military-road, from a point 71 yards or thereabouts from a point opposite the centre of Brompton-hill to a point 38 yards or thereabouts south from a point opposite the centre of Westcourt-street.

(c.) In Wood-street, for a length of 44 yards or thereabouts from the south end of that street.

(d.) In Wood-street, and the roadway leading across the Great Lines known as Brompton-road from a point opposite the centre of Mansion-row to a point 66 yards or thereabouts eastward therefrom.

(e.) In the Brompton-road, High-street (New Brompton), and Railway-street, from a point in Brompton-road 206 yards or thereabouts east from a point opposite the centre of Mansion-row, and terminating in Railway-street at its western end.

(f.) In Station-road, between points respectively 121 yards or thereabouts, and 55 yards or thereabouts, west from the termination of the tramway.

The proposed tramways will be made or pass in, from, through, or into the parish and township of Gillingham, and the parish of Chatham, or one of them, all in the county of Kent.

In the following instances the tramways will be laid along the several streets or roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpaths on the sides or side of the hereinafter mentioned streets or roads hereinafter specified in each case and the nearest rail of the tramway:—

In Railway Street.

On both sides thereof, from a point 7 yards or thereabouts south from the centre of the bridge carrying New Road over Railway-street to the northern end of Railway-street.

In Military Road.

On both sides thereof, between points respectively 27 yards or thereabouts south, and 20 yards or thereabouts north, from the centre of the bridge carrying the roadway over Moat, on the west side thereof, between points respectively 121 yards or thereabouts, and 150 yards or thereabouts, north from the centre of the bridge carrying the roadway over Moat.

In the roadway adjoining the entrance to the dockyard on the east side thereof, between points respectively 113 yards or thereabouts, and 85 yards or thereabouts, south from a point opposite the centre of Westcourt-street.