

soil of any street, road, or thoroughfare, or otherwise it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this notice, and maintain, so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

To enable the Company and the Metropolitan Board of Works, or any vestry, district board, trustees, or any bodies corporate, or persons having respectively the duty of directing the repairs, or the control, or management of the said streets, roads, bridges, and places respectively to enter into contracts or agreements with respect to the laying down, maintaining, renewing, removing, repairing, working and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To enable the Company and the London Tramways Company, Limited, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance by the contracting Companies, or either of them, of all or any of their respective tramways and works, or any part or parts thereof respectively, the supply of rolling stock, plant, and machinery, the appointment and removal of officers and servants, the payments to be made and the conditions to be performed in respect of such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and apportionment of the revenue arising from such traffic, and the payment of any fixed or contingent rent, and to confirm and give effect to any agreement which may have been made touching any of the matters aforesaid.

To confirm any agreements which have been or may be made touching any of the matters mentioned in this notice.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

To amend or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions or some of the provisions of the Tramways Act, 1870.

And notice is hereby also given, that duplicate plans and sections of the proposed street tramways and works, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November, instant, for public inspection, with the clerk of the peace for the county of Kent, at his office at Maidstone, in that county, and that a copy of so much of the said plans, sections and book of reference as relates to each of the parishes and extra-parochial places from, in, through, or into which the intended street tramways and works will be made or pass, and also a copy of this notice as published in the London Gazette, will be deposited on or before the said 30th day of November, as follows: As relates to the parishes of St. Paul, Deptford, and Greenwich, with the clerk of the Greenwich District Board of Works, at his office, 141, Greenwich-road, S.E., and as relates to the parish of Lewisham, with the clerk of the Lewisham District Board of Works, at his office

at Rushey-green, Catford, S.E., and as relates to the other parishes in or through which the tramways are proposed to be laid with the parish clerk of each such parish at his residence; and, in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 15th day of November, 1883.

*Goldring and Mitchell*, 13, Southampton-street, Bloomsbury, W.C., Solicitors for the Bill;

*C. J. Hanly and Co*, 27, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1884.

Metropolitan Railway.

(Park Railway and Parliament-street Improvement.)

Construction of Railways from the Metropolitan Railway near Edgware-road Station to Gardiner's Lane near Parliament-street, Westminster; New Streets; Stopping up and Widening Streets in Westminster; Agreements between Metropolitan Railway Company and Her Majesty the Queen, the First Commissioner of Works, the Metropolitan Board of Works, the Westminster District Board, &c.; Powers of Construction, Stopping up Streets, purchasing Lands, levying Tolls, &c.; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the Metropolitan Railway Company (hereinafter called "the Company") to make and maintain with all necessary and proper stations, approaches, buildings, machinery, works, and conveniences, the following railways, streets, and works, or some of them, in the county of Middlesex, if assented to by Her Majesty the Queen and the First Commissioner of Works (that is to say):—

1. A railway (hereinafter referred to as Railway No. 1) commencing in the parish of Paddington by a junction with the Metropolitan Railway at a point beneath the centre of Praed-street 10 yards or thereabouts eastward of the junction of Sale-street with Praed-street, passing thence through or into the parishes of Paddington, Saint Marylebone, Saint George, Hanover-square, Saint Martin-in-the-Fields, and Saint Margaret, Westminster, and terminating in Gardiner's-lane, in the city of Westminster, at a point in the said lane in the south wall of the King-street police station, 47 yards or thereabouts from the entrance to the said lane in King-street.
2. A railway (hereinafter referred to as Railway No. 2) to be wholly situate in the parishes of Paddington and Saint Marylebone, or one of them, commencing in the parish of Paddington by a junction with the Metropolitan Railway at the western face of the bridge carrying Stafford-street and the Marylebone-road over the said railway, and terminating by a junction with Railway No. 1 in the parishes of Paddington and Saint Marylebone, or one of them, at a point beneath the centre of the Edgware-road, 30 yards or thereabouts south of the junction of Edgware-road with Marylebone-road.
3. A widening (hereinafter called Widening