

1883, and printed copies of the Draft Provisional Order, when deposited, and of the Provisional Order, when made, may be obtained (at the price of one shilling for each copy) at the said offices of Messrs. Darlington and Sons, 3, King-street, Wigan, and of Messrs. Sharpe, Parkers, Pritchard, and Sharpe, Parliamentary Agents, 9, Bridge-street, Westminster.

Every Company, Corporation, or person desirous of making any representations to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th January next, and copies of their objections must at the same time be sent to the Promoters, at the offices either of the Solicitors or Parliamentary Agents hereinbefore named, and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Promoters or their Agents.

Dated this 20th day of November, 1883.

Darlington and Sons, 3, King-street, Wigan,
Solicitors to the above-named Promoters.
Sharpe, Parkers, Pritchard and Sharpe,
9, Bridge-street, Westminster, S.W.,
Parliamentary Agents.

In Parliament.—Session 1884.

North Metropolitan Tramways.

(New Lines in Middlesex and Essex; Tolls; Agreements with Vestries and District Boards; Provisions as to Mechanical Power and as to Capital; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, by the North Metropolitan Tramways Company (hereinafter called "the Company"), for an Act for all or some of the following purposes, that is to say:—

To empower the Company to make, form, lay down, and maintain, work, and use the tramways hereinafter described, with all proper rails, plates, sleepers, works, and conveniences connected therewith, that is to say:—

Tramways No. 1 and No. 1a, to be wholly situate in the parish of St. Leonard, Shoreditch, commencing in Old-street by junctions with the existing tramways of the Company at or near the end of Great Eastern-street, passing into and along Great Eastern-street into and terminating in High-street, Shoreditch, by junctions with the existing tramways of the Company, at or near the end of Great Eastern-street.

Tramway No. 2, commencing in Great Eastern-street by a junction with Tramway No. 1, at or near the south-eastern end of that street, and passing thence into and along Commercial-street, and terminating by a junction with the existing tramway of the Company, at or near the junction of High-street, Whitechapel, with Commercial-road.

Tramway No. 2a, commencing in Great Eastern-street by a junction with Tramway No. 1a, at or near the south-eastern end of that street, and passing thence into and terminating in Commercial-street by a junction with Tramway No. 2, at a point 1 chain from the north-west end of that street.

Tramway No. 2b, a passing place $2\frac{1}{2}$ chains in length in Commercial-street, commencing and terminating by a junction with Tramway No. 2 at points respectively opposite to and $2\frac{1}{2}$ chains south-east of Fleur de Lis-street.

Tramway No. 2c, in Commercial-street, com-

mencing and terminating by junctions with Tramway No. 2, at points respectively opposite the end of White Lion-street, and half a chain south-east of the end of Lamb-street.

Tramway No. 2d, commencing in Commercial-street by a junction with Tramway No. 2 at a point about half a chain north-west of Church-street, and passing thence along Commercial-street, and terminating by a junction with the existing tramway of the Company, at or near the junction of High-street, Whitechapel, with Commercial-road. Tramways Nos. 2, 2a, 2b, 2c, and 2d will pass from, through, or into, or be situate in the several parishes or places of St. Leonard Shoreditch, Christchurch Spitalfields, St. Mary Whitechapel, and the Liberty of Norton Folgate, all in the county of Middlesex.

Tramway No. 3, commencing in High-street, Whitechapel, by a junction with Tramway No. 2 at or near the end of Commercial-street and passing across High-street, Whitechapel, into and along Leman-street and Dock-street, and terminating at or near the south end of Dock-street.

Tramway No. 3a, commencing in High-street, Whitechapel, by a junction with Tramway No. 2d, passing thence into and along and terminating in Leman-street by a junction with Tramway No. 3 at or near the end of Colchester-street.

Tramway No. 3b, a passing place 3 chains in length in Leman-street, commencing and terminating by junctions with Tramway No. 3, at points respectively opposite to and 3 chains south of Great Alie-street.

Tramway No. 3c, commencing in Leman-street by a junction with Tramway No. 3, at or near Great Prescott-street, and passing thence along Leman-street, into and along Dock-street, and terminating at or near the south end of that street.

Tramways Nos. 3, 3a, 3b, and 3c will be situate in the parish of St. Mary, Whitechapel, in the county of Middlesex.

Tramways No. 4 and No. 4a, commencing in High-street, Shoreditch, by junctions with the existing tramways of the Company, at or near the end of Bethnal-green-road, and passing thence into and along Bethnal-green-road, into and terminating in Cambridge-road, by junctions with the existing tramways of the Company, at or near the end of Bethnal-green-road.

Tramways Nos. 4 and 4a will pass from, through, or into, or be situate in the several parishes or places of St. Leonard, Shoreditch, and St. Matthew, Bethnal Green, in the county of Middlesex.

Tramway No. 5, a passing place 4 chains in length, in Goswell-road, commencing and terminating by junctions with the existing tramway of the Company, at points respectively 3 chains north and 1 chain south of Compton-street.

Tramway No. 5 will be situate in the parishes of St. James and St. John, Clerkenwell, and St. Luke, Middlesex, in the county of Middlesex.

Tramways No. 6 and No. 6a, commencing by junctions with the existing tramways of the Company, at or near the south end of Burdett-road, and passing thence into and along and terminating in the West India Dock-road, at or near the crossing thereof by the London and Blackwall Railway.