

In Parliament.—Session 1884.

Western District Tramways.

(Dissolution and Re-incorporation of Western District Tramways Company (Limited); Power to Construct Tramways; Use of Steam or other Mechanical Power over Tramways of the Company; Tolls; Agreements with Road Authorities; Widening of Streets and Roads; Agreements with other Companies as to Traffic Arrangements and Running Powers; Compulsory Taking of Land; and other purposes).

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

To dissolve the Western District Tramways Company (Limited), and to cancel their Memorandum and Articles of Association, &c. To incorporate a Company under the name of the Western District Tramways Company (hereinafter referred to as "the Company"), and to confer upon them powers to construct, equip, maintain, and work the several tramways hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith respectively. Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken or measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

The tramways proposed to be authorised by the Bill are the following, that is to say:—

Tramway No. 1 commences in the parish of St. Peter and St. Paul, Hammersmith, at a point in Queen-street opposite the centre of Bridge-road, passing thence southwards along Queen-street, and eastward and southward along the Fulham-road, otherwise Fulham Palace-road, and Crown-road, terminating in the parish of Fulham at a point opposite the centre of Munster-road.

This tramway will be a single line, except between the following points, where it will be a double line:—

For a length of 3·50 chains from its commencement.

Also between two points in Fulham Palace-road, 30 yards or thereabouts west from the centre of Britannia-court and 45 yards or thereabouts south from the centre of Great Church-lane respectively.

Also between two points opposite the centre of Chancellor's-road and 5 yards or thereabouts northwards from the centre of Distillery-road respectively.

Also between two points from opposite the centre of Lurgan-avenue and 10 yards or thereabouts northward from the centre of Greyhound-road respectively.

Also between two points 10 yards or thereabouts southward from the centre of Delorme-street and 50 yards eastward from the centre of Fulham Palace-road, in Crown-road, otherwise Lillie-road respectively.

Also from a point 50 yards from its termination to the point of termination respectively.

Tramway No. 1a is wholly in the parish of St. Peter and St. Paul, Hammersmith, commences at the same point with a junction with Tramway No. 1, and terminates at a point and effects a junction with the existing West Metro-

politan Tramway, at a point in King-street West 15 yards or thereabouts west of the west corner of Beadon-road, by the Swan Tavern.

This tramway will be a single line throughout.

Tramway No. 1b, wholly in the parish of St. Peter and St. Paul, Hammersmith, commencing with a junction at the point of commencement of Tramway No. 1, and passing along Broadway terminates at a point opposite or thereabouts the centre of the booking office of the Metropolitan District Railway station.

This tramway will be wholly a double line.

Tramway No. 2, situate wholly in the parish of Fulham, commencing with a junction with the termination of Tramway No. 1 in Crown-road, otherwise Lillie-road, passing thence along part of Munster-road, and wholly through Dawes-road, and terminating at a point in Market-place, Walham-Green, opposite the south-eastern fence of the Church of St. John, Walham Green.

This tramway will be a single line, except between the following points, where it will be a double line:—

For a length of 5·50 chains or thereabouts from its commencement.

Also between two points in Dawes-road, from 10 yards or thereabouts west from opposite centre of Sherbrook-road, and 40 yards or thereabouts west from the centre of Homestead-road respectively.

Also between two points in Dawes-road, 35 yards or thereabouts west from opposite the centre from Bishops-road, and 40 yards or thereabouts north-eastward of the same point opposite Bishop's-road.

Also between two points commencing at 30 yards or thereabouts from its termination to its termination.

Tramway No. 3, situate wholly in the parish of Fulham, commencing with a junction with Tramway No. 2, at its termination in Market-place, Walham Green, passing thence eastward along Market-place, Fulham-road, otherwise London-road, Harwood-road, Bloxholme-road, Waterford-road, and terminating in King's-road at a point opposite the centre of Barrs-alley.

This tramway will be a double line, except between the following points:—

In London-road, otherwise Fulham-road, 30 yards or thereabouts west of the centre of Harwood-road, and in Harwood-road 45 yards or thereabouts from its junction with London-road.

Also between two points respectively 45 yards or thereabouts north of the centre of Bloxholme-road, in Harwood-road, and 15 yards or thereabouts in Waterford-road, southward from centre of Bloxholme-road.

Also from a point about 40 yards or thereabouts eastward from opposite the centre of Britannia-road to the termination of the tramway.

Tramway No. 3a, situate wholly in the parish of Fulham, commencing with a junction with Tramway No. 3, at a point 15 yards or thereabouts from the centre line of Upper Moore Park-road, passing thence along part of Moore Park-road and Waterford-road, and terminating at a point 7 yards or thereabouts south from the centre of Bloxholme-road.

This tramway will be a single line, except between the following points, where it will be a double line:—

From its commencement to a point 15 yards or thereabouts westward from Cedar-road.

Tramway No. 4, situate wholly in the parish of Fulham, commencing with a junction with the termination of Tramway No. 3, passing