

London School Board as to Land at Plumstead Common; Powers as to Hoardings; Enforcement of Disused Burial Grounds Act; Removal of Bars, Gates, &c., in Streets; Reference of Claims to Arbitration; General Powers; Acquisition of Easements; Variation of General Acts.)

NOTICE is hereby given, that the Metropolitan Board of Works (who are in this Notice referred to as the "the Board") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following among other, purposes:—

New Street from Gray's Inn-road to St. John-street-road.

To enable the Board to make and maintain with all necessary approaches and works the new street and works hereinafter mentioned, viz.:—

A new street, partly in the parish of St. Andrew, Holborn, and partly in the parish of St. James and St. John, Clerkenwell, in the county of Middlesex, commencing in the parish of St. Andrew, Holborn, opposite to the north-western angle of the Holborn Town Hall, at the junction of Clerkenwell-road and Gray's Inn-road, and terminating in the parish of St. James and St. John, Clerkenwell, in St. John-street-road, about 30 yards to the north-west of the junction of Muddleton-place therewith.

Steam Ferries.

To authorise the Board to establish and maintain ferries across the River Thames for foot passengers, horses, carriages, and vehicles of all kinds, by means of vessels or boats propelled by steam or otherwise at Woolwich and Greenwich, or one of those places, and for that purpose to construct, provide, and maintain all necessary approaches, landing-stages, dolphins, bridges, works, and other conveniences, including those hereinafter specified.

Woolwich Ferry.

On the northern side of the river, in the parish of Woolwich and county of Kent—

(1.) A landing-place on the river bank parallel to Stanley-road, commencing at a point about 110 yards to the west of the junction of Stanley-road and High-street, opposite the North Woolwich station of the Great Eastern Railway, and terminating about 170 yards to the west of the said junction of Stanley-road and High-street.

(2.) A pontoon in the river opposite the point where the said landing-stage is hereinbefore described as terminating. The said pontoon is intended to be situate about 80 yards from the bank of the river opposite the said point of termination, and to be connected with the said landing-place by a stage or bridges.

On the south side of the river in the same parish and county—

(3.) A pontoon with an approach road leading thereto commencing in High-street, Woolwich, immediately to the eastward of Nile-street, and terminating on the bank of the river immediately to the eastward of the stairs leading down to the river from the said street. The said pontoon is intended to be situate in the river at a distance of about 80 yards from the bank at the termination of the said approach road, and to be connected therewith by a landing-stage or bridges.

Greenwich Ferry.

On the north side of the river in the parish of All Saints, Poplar, in the county of Middlesex—

(1.) A pontoon with an approach road leading thereto commencing at the southern end of Barque-street where it joins Wharf-road, continued in a line with Barque-street and terminating near the river bank at a point about 110 yards

eastward of Johnson's draw-dock. The said pontoon is intended to be situate in the river at a distance of about 50 yards from the bank, at the termination of the said approach road, and to be connected therewith by a landing-stage or bridges.

On the south side of the river in the parish of Greenwich, in the county of Kent—

(2.) A pontoon with landing-stages connected therewith, and leading to King William-street at the northern end thereof, such pontoon and landing-stages being upon the site of the existing pier of the Greenwich Pier Company in front of the ground of the Greenwich Hospital.

And in connection with the said last-mentioned work to empower the Board to alter the level of King William-street for a distance of about 30 yards from the end thereof at the gate to the said pier, and of the roadway on the pier within the said gate.

Or the Bill may enable the Board at the points at Woolwich and Greenwich above-mentioned to construct and maintain other landing-places, stages, works, and appliances, either in addition to or substitution for those above-mentioned, so far as may be necessary to enable the traffic at the said ferries to be raised and lowered between the boats and the landing-places by slipways or hoists or other machinery worked by steam, hydraulic, or other mechanical power.

To enable the Board to work and regulate the said ferries, or one of them, between the pontoons or landing-stages at Woolwich and Greenwich respectively above mentioned, and to place and maintain chains across the river for controlling and guiding such vessels or boats.

To provide for and regulate the use by steam and other vessels of any piers or landing-places or other works acquired or constructed by the Board in connection with the intended ferries; for such purposes on payment of such toll or charge, gross, annual or other sum, and generally on such terms and conditions as may be defined by the intended Act.

And to empower the Board to make and levy charges and tolls in respect of such use.

To enable the Board to dredge or deepen the river at or near the site of the said ferries, or either of them, and to place and maintain such staging, piling, coffer-dams, and other works in the river, at or near the site of the said ferries, as they may deem necessary or expedient, and to interfere with the banks and bed of the said river, and to enable the Board to make and enforce bye-laws and regulations for controlling the traffic, resorting to the said ferries, both on the vessels used at the ferries and the landing-stages and other works connected therewith, and the approaches thereto, and for the regulation and conduct of vessels of all kinds using any of the said landing-stages, pontoons, or other works.

To make provision for the protection of the vessels used at the said ferries, and other vessels passing up and down the river from collision, and to authorise the framing of regulations for the control of vessels passing up and down the river at the site of the said ferries, either by the Board or the Conservators of the River Thames, or in such manner as may be defined in the Bill, and to provide for the enforcement of such regulations by penalties and distraint of vessels.

Highbury Fields.

To enable the Board to purchase and acquire by compulsion or agreement certain lands at Highbury, in the parish of St. Mary, Islington, in the county of Middlesex, commonly called Highbury Fields, and to confirm or give effect to any agreement or agreements between the Board