

same, and to alter existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, rates, or charges.

To empower the Company on the one hand, and the several Vestries, District Boards of Works, and other bodies having respectively the control or management of any streets or roads along which tramways are intended to be laid, or any of them, on the other hand, to enter into and carry into effect contracts or agreements with respect to the alteration of the width or levels of any such streets, the laying down, maintaining, renewing, 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 and along the same.

To empower the Company to manufacture, provide, sell, and let tramway rolling stock and tramway and other carriages and vehicles, and the harness, fittings, and appliances of every description connected with the equipment, working, and use of tramways, and to use for that purpose any works, manufactories, buildings, and appliances, staff, officers, and servants belonging to or employed by them, and to empower the Company to subscribe towards, and to take and hold shares in the capital of and to exercise the rights of shareholders in any other Company which may have been, or may be at any time incorporated, formed, or constituted for the purposes of such manufacture, supply, sale, or letting, or other similar objects, and to authorise agreements between the Company and any other Tramway Company, or any person, with reference to the sale, hire, or supply of any such rolling stock, carriages, harness, fittings, and appliances for the use of such other Company or person, or with reference to any of the matters aforesaid.

To authorise the Company to increase their capital for all or any of the purposes of the intended Act, and for the general purposes of their undertaking, and to raise further capital by new, ordinary, or preference shares, and by borrowing; and to authorise the Company to apply to the like purposes and to the general purposes of their undertaking, all or any part of the capital which they are by their existing Acts, or may be by the intended Act, authorised to raise.

To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with any of the objects of the intended Act, and to confer other rights and privileges.

The intended Act will incorporate the whole or some of the provisions of "The Tramways Act, 1870," with such alterations or amendments as may be deemed expedient, and will enable the Company to exercise the powers granted by that Act, as well as the powers hereinbefore mentioned, and will alter and amend so far as may be necessary, "The North Metropolitan Tramways Act 1869," and any other Act or Acts relating to the Company or their undertaking.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for Middlesex, at his office in Clerkenwell, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and other places from, in, through, or into which the proposed tramways and works will be made or pass, and also a copy of this Notice as published in the London Gazette will, on or before the same day, be deposited as follows, that is to say: as regards

the parish of St. Mary, Islington, with the Vestry Clerk of that parish at his office, at the Vestry Hall, Upper-street, Islington; as regards the parish of St. James and St. John, Clerkenwell, with the Vestry Clerk of that parish at his office, 58, Rosoman-street, Clerkenwell; as regards the parish of St. Sepulchre, with the clerk of the Board of Works for the Holborn District at his office at the Holborn Town Hall, Gray's-inn-road; as regards the parish of St. Luke, Middlesex, with the Vestry Clerk of that parish at the Vestry Hall in the City-road; as regards the parish of St. John, at Hackney, with the clerk of the Board of Works for the Hackney District, at his office, at the Town Hall, Hackney, and as regards the extra-parochial place of the Charterhouse, with the Vestry Clerk of the adjoining parish of St. James and St. John, Clerkenwell, at his office, at 58, Rosoman-street, Clerkenwell.

And notice is hereby further given, that before the 21st day of December, in the present year, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1884.

Hugh C. Godfray, 101, Finsbury-pavement,
E.C., Solicitor for the Bill.

Sherwood and Co., 7, Great George-street,
Westminster, S. W., Parliamentary
Agents.

In Parliament—Session 1885.

North Metropolitan Tramways (No. 3).

(New Tramways in Bethnal Green Road; Agreements with Vestries, District Boards, and Others; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1885, 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):—

Tramway No. 1 and Tramway No. 1A, commencing in High-street, Shoreditch, by junctions with the existing tramways of the Company, at or near the western 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 eastern end of Bethnal Green-road.

The said intended tramways 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.

It is proposed to lay the said tramways in Bethnal Green-road, between Fuller-street and Church-row, so that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the foot-path on both sides of the street and the nearest rail of the tramway.

Each of the said tramways will consist of a single pair of rails, on the gauge of four feet eight and a half inches, and it is not proposed to run over any of the said tramways carriages or trucks adapted for use upon railways.

The power intended to be employed for moving carriages or trucks on the said tramways is animal power.

To authorise the Company, from time to time,