

be obtained of Mr. James Saunders, the Clerk to the Local Board, at his office, at East Dereham aforesaid, on payment of one shilling for each copy; and when the Provisional Order shall have been granted by the Local Government Board, printed copies thereof may be obtained at the said office, of the said James Saunders, on payment of one shilling for each copy, or such other sum as the Local Government Board may direct.

Any company, corporation, or person desirous of bringing before the Local Government Board any objection respecting the application of the Local Board for a Provisional Order, may do so by letter, addressed to the Secretary of the Local Government Board, to be lodged with the said Board on or before the 15th day of January next ensuing the making of such application; and a copy of such objection, must at the same time be sent to the Local Board, at the office of the undersigned, James Saunders.

Dated this 19th day of November, 1884.

*Jas. Saunders*, Solicitor, Clerk to the Local Board, East Dereham.

*Dyson and Co.*, Parliamentary Agents, 23 and 24, Parliament-street, Westminster, S.W

In Parliament—Session 1885.

Peckham and East Dulwich Tramways Extensions. (Power to Peckham and East Dulwich Tramways Company to Construct New Tramways in the county of Surrey; Gauge; Provisions as to User, Repair, &c., of Streets; Compulsory Purchase of Lands; Tolls; Agreement with Local and Road Authorities; Amendment of Acts.)

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 effecting the purposes, or some of the purposes following (that is say):—

To empower the Company to make, form, lay down and maintain the several tramways herein-after described, or some or one of such tramways with all necessary and proper rails, plates, and sleepers, works and conveniences connected therewith (that is to say):

Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid, the distance is to be taken as 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 being opposite the centre of the street.

The hereinafter described tramways will be situate wholly in the parish of Camberwell, otherwise St. Giles', Camberwell, in the county of Surrey.

Tramway (No. 1), commencing in High-street, at a point about 1 chain south-east of the milestone at the junction of High-street, Peckham, with Rye-lane, passing along Rye-lane, and terminating by a junction with the Peckham and East Dulwich Company's already existing tramway at the southern end of Rye-lane.

Tramway (No. 1) will be a single line, except at the following place, where it will be a double line:

Rye-lane.—For a distance of 3 chains south of the commencement of tramway.

Tramway (No. 2), commencing in Lyndhurst-road at a point in the centre of that road at its junction with Peckham-road, thence passing in a southerly direction along that road and Chadwick-road, and Victoria-road, and terminating at

a point in the centre of Victoria-road, at its junction with Choumert-road.

Tramway (No. 2) will be a single line, except in the following place, where it will be a double line:

In Lyndhurst-road.—From a point opposite the north-east corner of Lyndhurst-square, for a distance of 3 chains measuring in a southerly direction.

Tramway (No. 3), commencing by a junction with the existing tramway of the Company at its termination in Lordship-lane, opposite the south-west corner of the Plough Inn, thence passing in a southerly direction along that lane, and terminating in the centre of that lane at a point 35 yards or thereabouts north-west of the north-west side of the London, Chatham, and Dover Railway Bridge, carrying that Company's lines over Lordship-lane.

Tramway (No. 3) will be a single line, except at the following places, where it will be a double line:

In Lordship-lane.—From a point 1·8 chains from the south-west corner of the Plough Inn for a distance of 3 chains measuring in a southerly direction.

From a point at the junction of Lordship-lane with Dulwich Court-road, for a distance of 3 chains measuring in a south-easterly direction.

From a point 3·50 chains measured in a north-westerly direction from the termination of Tramway (No. 6), for a distance of 3 chains measuring in a south-easterly direction.

Tramway (No. 4), commencing at a point in the centre of the road opposite the south-east corner of the King's Arms public-house, and there forming a junction with the existing tramways of the Company, thence passing in a south-easterly direction along Peckham-rye and Forest Hill-road, Westhall-road, Woodvale, and Lordship-lane, and terminating in the centre of that lane at a point 35 yards or thereabouts north-west of the north-west side of the London, Chatham, and Dover Railway Bridge, carrying that Company's lines over Lordship-lane.

Tramway (No. 4) will be a single line, except at the following places, where it will be a double line, viz:

Peckham-rye.—From a point in the centre of the road known as Peckham-rye at the junction of the Barry-road with that road, for a distance of 3 chains in a south-easterly direction.

From a point 3½ chains north-west of the northern boundary fence of the house called the Elms, for a distance of 3 chains in a south-easterly direction.

Forest Hill-road.—From a point 4 chains north-west of the south-east corner of the Forest Hill Tavern, for a distance of 3 chains in a south-easterly direction.

Westhall-road.—From a point opposite the entrance to the Camberwell Cemetery in that road for a distance of 3 chains in a south-westerly direction.

From a point opposite the south-west corner of the house known as Claremont, for a distance of three chains in a southerly direction.

Wood Vale.—From a point of 4 chains north-east of the junction of Wood-vale with Lordship-lane, for a distance of 3 chains in a south-westerly direction.

Tramway (No. 5) commencing by a junction with the proposed Tramway (No. 3), at a point in the centre of Lordship-lane, opposite the north-