

and making the said Channel Tunnel being demonstrated) for vesting in the Lords of the Treasury, or as the intended Bill may prescribe, the sole right of determining the expediency of continuing or prosecuting the permanent works of the Channel Tunnel, and to empower the Lords of the Treasury to sanction and authorise the prosecution, continuance, and execution of the said permanent Channel Tunnel works, subject to such conditions, restrictions, and requirements as the said Lords of the Treasury, or as the Bill may prescribe, and to enable the two Companies, or either of them, either alone or jointly with any other Company, association, government, body, or person, to prosecute, continue, and execute such permanent works.

To provide that in the event of the said experimental works proving successful as aforesaid, the two Companies, or either of them, either alone or jointly, with any other company, association, government, body, or person, executing or having executed, the same, or any permanent channel tunnel works, may, within ten years from the passing of the said intended Act, or within such other period as may be provided by the Bill or Parliament may prescribe, be required to sell and transfer the same to the Lords of the Treasury, or as the Bill may prescribe, upon such terms as may be agreed upon, or failing agreement as may be settled by arbitration.

To make provision for admitting the Channel Tunnel Company Limited, and the London, Chatham, and Dover Railway Company, or either of them, to join and participate in the execution of the said experimental and permanent tunnel works, or either of them, upon such terms as may be mutually agreed upon between the two Companies, or either of them, and any other company, association, government, body, or person associated with them in the said undertaking, upon the one hand, and the Channel Tunnel Company Limited, and the London, Chatham, and Dover Railway Company, or either of them, on the other hand, or as failing agreement, may be settled by arbitration.

To enable the Railway Company to apply to and raise for the purposes of the Bill any money or funds now under their control, or which they are authorised to raise by any other Act, and which may not be required for the purposes to which by that Act such money or funds are authorised to be applied.

To alter and amend section 14 of the South-Eastern Railway Act, 1874, by increasing the amount thereby authorised to be expended for the purposes therein mentioned.

To alter and amend, and if need be to repeal or render inapplicable to the proposed works, section 17 of the Railways Clauses Consolidation Act, 1845, and to make other provisions in lieu thereof.

To vary or extinguish all rights and privileges connected with the land and soil beneath the Straits of Dover and the bed of the English Channel, and all other rights and privileges which would in any manner interfere with or impede the objects of the Bill, and to confer all such other rights and privileges as would be conducive to the attainment of all or any of the purposes of the intended Act.

It is proposed by the intended Act to alter, amend, enlarge, extend, or repeal, so far as may be necessary, all or some of the provisions of the Tunnel Company's Memorandum and Articles of Association, and of the several local and personal Acts following (that is to say):—6 William IV. cap. 75; the South-Eastern Railway (Capi-

tal) Act, 1867; the South-Eastern Railway Act, 1874; the South-Eastern Railway Act, 1881; and all other Acts relating to the South-Eastern Railway Company and the Memorandum and Articles of Association of the Channel Tunnel Company (Limited); the Channel Tunnel Limited Act, 1875; the Local and Personal Act, 16 and 17 Vict., cap. 132, and all other Acts relating to the London, Chatham, and Dover Railway Company.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1885.

Dated this 20th day of November, 1885.

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Agents.

In Parliament.—Session 1886.

North London Tramways.

(Power to the North London Tramways Company to construct new Tramways in the county of Middlesex; Compulsory Use of Streets; Tolls; Agreements with Public Bodies; Compulsory Purchase of Lands; Extension of Time for Completion of certain Tramways authorised by the North London Tramways Act, 1882; New Capital; Consolidation of Capital, &c.; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the North London 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 the several tramways and other works hereinafter described, or some or one of such tramways or works, with all necessary and proper rails, plates, sleepers, works and conveniences connected therewith (that is to say):—

Tramway No. 1.—A tramway commencing in Seven Sisters-road by a junction with the existing North London Tramways at a point 6 yards or thereabouts north-eastward from Finsbury-park-road, passing thence into and along Finsbury-park-road and south-westwardly into and along Somerfield-road, and terminating at or near the intersection of Somerfield-road with Blackstock-road at the boundary of the parish of Hornsey.

Tramway No. 1 will be laid as a single line except in the following places, where it will be laid as a double line, viz.:—

In Finsbury-park-road between points respectively 8 yards or thereabouts and 74 yards or thereabouts from the north-western end thereof.

In Somerfield-road for a distance of 55 yards from the termination of the tramway.

Tramway No. 2.—A tramway commencing at the termination of Tramway No. 1, passing thence across Blackstock-road into and along Ambler-road, Avenell-road, Gillespie-road, Drayton-park, Palmer-place (crossing Holloway-road and Liverpool-road), St. James'-road, and southwardly along Roman-road; and terminating in the last-mentioned road in line with the northern side of Cumberland-street.

Tramway No. 2 will be laid as a single line except in the following places, where it will be laid as a double line, viz.:—

In Gillespie-road and Drayton-park between