

parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 14th day of November, 1885.

*R. J. Witty*, 10, Old Jewry-chambers, London, E.C., Solicitor for the Bill.

*C. J. Hanly and Co.*, 2, Princes-street, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1886.

South Kensington and Knightsbridge and Marble Arch Subways and Knightsbridge Improvements.

(Incorporation of Company; Construction of Subways from South Kensington to Knightsbridge, and thence to the Marble Arch; New Streets and Street Widening; Compulsory Purchase of Lands; Tolls; Special Provisions as to Houses, Streets, and Property affected; Agreements with and other Provisions affecting Commissioners of Woods and Forests, and First Commissioner of Works, Metropolitan Board of Works, Vestries, and District Board of Works; Payment of Interest out of Capital; Amendment of Acts, &c., &c.)

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 to say):

To incorporate a Company and to enable the Company so to be incorporated (in this notice called "the Company") to make and maintain the subways, new streets, and street widenings, and other works hereinafter described, or some or one of them, or some part or parts thereof respectively, wholly in the county of Middlesex, with all necessary and convenient stations, rails, approaches, tunnels, shafts, lifts, buildings, works, machinery, and conveniences connected therewith respectively (that is to say):

#### Subways.

A subway (No. 1) commencing in the parish of St. Mary Abbott, Kensington, in the roadway of the Cromwell-road, at its junction with the Exhibition-road, on the eastern side of that road, and terminating in the parish of St. Margaret, Westminster, in the roadway of the Brompton-road, at a point  $3\frac{1}{2}$  chains or thereabouts eastward of the south-eastern angle of the building of All Saints' School, in Knightsbridge-green.

A subway (No. 2) commencing in the parish of St. Margaret, Westminster, at the termination above described of the intended Subway No. 1, passing thence through the parishes of St. Margaret, Westminster, St. George, Hanover-square, and St. Marylebone, and terminating in the last-mentioned parish at a point on the north side of Oxford-street  $2\frac{1}{4}$  chains or thereabouts westward of the western side of Old Quebec-street, at the junction of that street with Oxford-street.

#### New Streets.

A new street (No. 1) wholly in the said parish of St. Margaret, Westminster, commencing on the north side of the Brompton-road at a point half a chain or thereabouts eastward of the south-eastern corner of Messrs. Tattersall's premises fronting Knightsbridge-green, and terminating on the south side of Knightsbridge-road at a point a quarter of a chain or thereabouts east-

ward of the eastern side of the passage known as Knightsbridge-green, at its junction with Knightsbridge-road.

A new street (No. 2) wholly in the parish of St. Margaret, Westminster, commencing on the northern side of the Knightsbridge-road, at a point half a chain or thereabouts eastward of the south-eastern corner of the Hyde Park Cavalry Barracks premises, and terminating at a point half a chain or thereabouts eastward of the north-eastern corner of the said Cavalry Barracks premises.

#### Street Widening.

A widening of the Knightsbridge-road on the southern side, in the parish of St. Margaret, Westminster, commencing at a point opposite the south-eastern corner of the Hyde Park Cavalry Barracks premises, and thence extending in an easterly direction for a distance of  $3\frac{3}{4}$  chains or thereabouts, and there terminating.

The intended subways will be constructed on the gauge of 3 feet 9 inches, or such other gauge as the Board of Trade may approve, and the motive-power to be employed in the said subways will be pneumatic, or such other power (not being steam locomotive power) as may be from time to time approved by the Board of Trade.

To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and to deviate vertically from the levels shown on the sections hereinafter mentioned to such an extent as may be authorised by or determined under the powers of the Bill, whether within or beyond the limits allowed by any Act proposed to be incorporated with the Bill.

To empower the Company to cross, stop up, appropriate, alter, and divert, either permanently or temporarily, all such streets, roads, footpaths, drains, sewers, subways, electric and telephonic apparatus, pipes, ways, and approaches, within the parishes aforesaid, or any of them, as it may be necessary or convenient to cross, stop up, appropriate, alter, or divert for the purposes of the intended works, or any of them, or of the Bill, and to make all necessary convenient junctions and communications between the proposed new streets and street widenings, and any existing streets, roads, or ways, and to alter the line or levels of any existing streets, roads, or ways, with that object.

To authorise the Company to purchase by compulsion or agreement all lands or other property required, or which it may be expedient to acquire, for the construction or maintenance of the intended works, or for any purposes in connection therewith, and also all or any of the following lands or property:—

- (a) Lands bounded by the Knightsbridge-road on the north and east, and the Brompton-road on the east and south-east, Knightsbridge-green and Raphael-street on the south, and an imaginary line drawn in extension southwards of the eastern boundary wall of the Hyde Park Cavalry Barracks premises on the west, and
- (b) Lands lying between the Hyde Park Cavalry Barracks premises and the Duke of Wellington Riding School in the Knightsbridge-road,

and easements or rights in, over, or affecting any lands and property so purchased, and, notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and take by compulsion or agreement any land, vault, cellars, arches, or