

that parish, at his office at the Town Hall, Charing Cross-road, in that parish; in the case of the parish of St. James, Westminster, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Piccadilly, in that parish; in the case of the parish of Paddington, with the Vestry Clerk of that parish, at the Vestry Hall, Harrow-road; and in the case of the parish of Chelsea, with the Vestry Clerk of that parish, at his office at the Town Hall, King's-road, Chelsea; and in the case of the parish of St. Marylebone, with the Vestry Clerk of that parish, at his office at the Court House, Marylebone-lane, W.; and in the case of the parishes of St. Anne, Westminster, and St. Mary-le-Strand, with the Clerk of the Strand District Board of Works, at his office at 5, Tavistock-street, Strand, W.C.

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

Dated this 16th day of November, 1897.

DOLLMAN and PRITCHARD, 39, King-street, Cheapside, E.C., Solicitors for the Bill.  
W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1898.

City and Brixton Railway.

(Incorporation of Company; Construction of Railway from the City and South London Railway, in the parish of St. Saviour, Southwark, to Brixton Hill, to be worked by Electrical Power; Compulsory Purchase of Lands; Generating Station; Underpinning, &c., of Buildings; Exemption from Provisions of Lands Clauses Consolidation Act, 1845; Provisions as to Taking Portions only of Buildings, Subsoil, &c., and as to Superfluous Lands; Tolls; Working and other Arrangements with the City and South London Railway Company, and Power to that Company to Guarantee and Subscribe to Capital; Transfer, Sale, or Lease of Portion of Undertaking of City and South London Railway Company to Company; Agreements with Local Authorities and Others; Payment of Interest during Construction; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to introduce a Bill for the following, or some of the following, purposes (that is to say):—

To incorporate a Company, and to empower the Company so to be incorporated (in this Notice called "the Company") to make and maintain the railway hereinafter described, wholly in the county of London, or some part or parts thereof, with all necessary and proper stations, sidings, roads, approaches, buildings, machinery, works, apparatus, generating depots, electrical appliances, subways, and works and conveniences connected therewith respectively (that is to say):—

1. Railway No. 1, commencing in the parish of St. Saviour, Southwark, in and under the High-street, Borough, at a point 26 yards or thereabouts, measured in a southerly direction from the south-east corner of the London and County Bank, opposite the entrance to Talbot-yard, and 28 yards or thereabouts, measured in a south-easterly direction from the south-west corner of the said London and County Bank, and

terminating in the parish of Lambeth, in the same county, in and under the road known as Brixton-hill, at a point 88 yards or thereabouts, measured in a southerly direction along the said road, from the milestone denoting 4 miles from the Royal Exchange and  $3\frac{1}{2}$  miles from Whitehall.

2. A widening of the constructed City and South London Railway running into King William-street Station, commencing in the parish of St. Saviour, Southwark, at a point 10 yards or thereabouts, measured in a westerly direction, from the south end of the eastern abutment of the South Eastern Railway Company's bridge crossing the Borough High-street, and 37 yards or thereabouts measured in a north-easterly direction from the south end of the westerly abutment of the same bridge, and terminating at a point 110 yards or thereabouts, measured in a south-westerly direction along the said existing City and South London Railway.

3. A subway, for foot passengers only, commencing in the parish of Lambeth, in and under Kennington Park-road, forming a connection with the Oval Station of the existing City and South London Railway Company, and terminating under Brixton-road, 27 yards or thereabouts measured in a southerly direction from the milestone denoting 2 miles from Whitehall and  $2\frac{3}{4}$  from the Royal Exchange, in the said Brixton-road.

The intended railway, subway, and other works will be made or pass from, in, through, or into the parishes of St. Saviour, Southwark, St. George the Martyr, Southwark, St. Olave, Southwark, St. Mary, Newington, and Lambeth, in the county of London.

The gauge to be adopted for the intended railway will be 4 feet  $8\frac{1}{2}$  inches, and the motive power to be employed thereon will be electricity, cable, or other mechanical power, except steam locomotives.

To confer the usual powers granted to railway companies for the construction and maintenance of railways and works, and especially the powers of the 16th Section of the Railways Clauses Consolidation Act, 1845, and to authorise the crossing, stopping up, alteration, or diversion of, or other interference with, either temporarily or permanently, streets, courts, footpaths, railways, tramways, sewers, drains, pipes, wires, telegraphic, telephonic, pneumatic, hydraulic, electric, and other works and conveniences, and the appropriation and use of the subsoil and undersurface of the streets so far as may be necessary or convenient for the purposes of the intended railway and works, and also the appropriation and use of the undersurface of any lands, streets, roads, squares, passages and places under or along which any of the proposed works are intended to be made.

To authorise lateral deviations from the line or situation of the intended railway and works within the limits of deviation to be shown on the deposited plans, and vertical deviations from the levels to be shown on the deposited sections, to such extent as may be defined by the Bill, and whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To authorise and provide for the underpinning or otherwise securing or strengthening of any railways, houses, or buildings, which may be rendered insecure or affected by any of