

the Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made may be obtained (at the price of one shilling for each copy) at the offices of the Parliamentary Agents as specified below.

And Notice is hereby further given that a map showing the boundaries of the proposed area of supply and the streets in which it is proposed that electric lines shall be laid down within a specified time, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection at the office of the Clerk of the Peace for the county of Kent, at the County Hall, Maidstone, in the said county, and at the under-mentioned Clerk's office at Cheriton, Kent.

And Notice is hereby further given that every local or other public authority, company, or person desirous of bringing before the Board of Trade any objection respecting this application must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts" on or before the 15th day of January, 1899, and a copy of such objection must also at the same time be sent to the undermentioned Clerk or Parliamentary Agents.

Dated this 15th day of November, 1898.

WILLIAM CHARLES JAMES, Clerk to the Cheriton Urban District Council, Cheriton.

NORTON, ROSE, NORTON and Co., 10, Victoria-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1899.

Charing Cross, Euston, and Hampstead Railway. (New Railways and Alteration of Railway; Lands for Generating Station and other Purposes; Abandonment of Portions of Authorised Railway; Agreements with Midland Railway Company as to Communication between Stations; Transfer, Purchase or Lease of portion of undertaking of Baker-street and Waterloo Railway Company; Working and other Agreements between the Company and the Midland, London and North-Western, South-Eastern, and Baker-street and Waterloo Railway Companies; Additional Capital and Application of Funds; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Charing Cross, Euston and Hampstead Railway Company (hereinafter called "the Company") for an Act for all or some of the following among other purposes (that is to say):—

1. To authorise the Company to make and maintain the underground railways hereinafter described, or some part or parts thereof, with all proper sidings, stations, shafts, lifts, lift chambers, tunnels, subways, roads, approaches, junctions, generating station, pipes, plant, depots, machinery, appliances, works, and conveniences connected therewith or incidental thereto (that is to say):—

A Railway (No. 1), to be wholly situate in the parish of St. Pancras, in the county of London, commencing by a junction with Railway No. 2 authorised by the Charing Cross, Euston, and Hampstead Railway Act, 1893 (hereinafter called the "1893 Act") at a point under Drummond-street, at the junction therewith of Melton-street and Cardington-street, and terminating by a junction with

Railway No. 1 authorised by the 1893 Act at a point under High-street, Camden Town, about 75 yards north-westward of the Cobden Statue (which intended railway is hereinafter called "New Railway No. 1.")

A Railway (No. 2), to be wholly situate in the said parish of St. Pancras, commencing by a junction with Railway No. 1, authorised by the 1893 Act, at a point under High-street, Camden Town, about 75 yards south-eastwards of the Mother Red Cap public house, and terminating under Highgate-road at a point about 190 yards north-westward from the centre of the bridge carrying the Highgate-road over the railway of the Midland Railway Company at their Kentish Town station (which intended railway is hereinafter called "New Railway, No. 2").

A Railway (No. 3), to be wholly situate in the said parish of St. Pancras, commencing at the termination of the "New Railway, No. 2," and terminating about 80 yards eastward of the eastern end of the electric generating station of the Midland Railway Company, near and to the eastward of their Highgate-road Station (which intended railway is hereinafter called "New Railway, No. 3").

2. To empower the Company to alter the levels of so much of the railway authorised by the Charing Cross, Euston, and Hampstead Railway Act, 1898, as lies between Adelaide-place and the termination of the said railway, in the parish of St. Martin-in-the-Fields, and to empower the Company to deviate in the construction of the said railway laterally and vertically beyond the limits of deviation prescribed or authorised by the said Act, to the extent shown upon the plans and sections to be deposited as hereinafter mentioned or authorised by the intended Act.

3. To empower the Company to acquire by compulsion or agreement, and to hold lands, houses, and buildings and easements in, over and under lands in the parishes of St. Pancras and St. Martin-in-the-Fields, for the purposes of the said intended railways and works and for the general purposes of their undertaking, and also to acquire by compulsion or agreement, and to hold for the purposes aforesaid or any of them the lands, houses, and buildings hereinafter described, that is to say:—

Firstly, certain lands in the said parish of St. Pancras, near the Highgate-road Station of the Midland Railway Company, such lands being bounded on the westward by College-lane, on the south and south-eastward by the courts or gardens of the houses on the north-western and western sides of Lady Somerset-road and Burghley-road respectively, and on the north or north-westward by the works and property of the Midland Railway Company's Tottenham north curve.

Secondly, certain lands in the parish of St. Martin-in-the-Fields, in the county of London, lying between St. Martin's-place, Church-path, Adelaide-street, and St. Martin's Mews, with power to stop up and appropriate the site and soil of Adelaide-place.

Thirdly, certain lands in the said parish of St. Martin-in-the-Fields, situate at the junction of Cranbourn-street and Charing Cross-road, and abutting for a distance of 27 yards or thereabouts on the northern side of Cranbourn-street, and for a distance