

undersigned Clerk of the London County Council.

Dated this fifteenth day of November one thousand eight hundred and ninety-eight.

C. J. STEWART Clerk of the London County Council Spring Gardens Charing Cross S.W.

DYSON and Co. 9 Great George Street Westminster S.W. Parliamentary Agents.

In Parliament.—Session 1899.

Brompton and Piccadilly Circus Railway (Extensions).

(New Railways, Subway, and Works; Provision as to Underpinning; Purchase of Lands and Easements; Tolls; Bye-laws, and as to Buildings; Interest out of Capital during Construction; Additional Capital, and Application thereof; Power to Metropolitan District Railway Company to subscribe and guarantee Interest on Capital, and appoint Directors; Change of Name; Agreements with Metropolitan District, the Baker-street and Waterloo, and the Charing Cross, Euston, and Hampstead Railway Companies, as to Construction and Use of Railways of Company and of those Companies' Stations, and Interchange of Traffic and other matters; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Brompton and Piccadilly Circus Railway Company (hereinafter called "the Company"), for leave to bring in a Bill for all or some of the following among other purposes (that is to say):—

To authorise the Company to make and maintain the underground railways and works hereinafter described, or some part or parts thereof, with all proper sidings, stations, shafts, lifts, tunnels, subways, roads, approaches, junctions, works, and conveniences connected therewith, or incidental thereto, (that is to say)—

1. Railway No. 1, wholly in the county of London, commencing in the parish of St. James, Westminster, by a junction with Railway No. 1, authorised by the Brompton and Piccadilly Circus Railway Act 1897 (hereinafter referred to as "the Company's Act 1897"), at the point of commencement thereof in Piccadilly, at the southern end of Air-street, as shown on the plans deposited for that Act, with the clerk of the peace for the county of London, in the month of November, 1896, passing from, through, or into the following parishes or places:—St. James, Westminster, St. Anne Soho, St. Martin-in-the-Fields, and terminating in the parish of St. Martin-in-the-Fields under the centre of the roadway of St. Martin's-lane, at the point where such roadway is joined by Cranbourne-street and Long-acre.

2. Railway No. 2, wholly in the parish of St. Mary Abbots, Kensington, in the county of London, commencing by a junction with the up line of Railway No. 1, described in and authorised by the Company's Act 1897, at a point under the centre of Alfred-place, 25 yards or thereabouts, measured in an easterly direction from the junction of Alfred-place with the roadway on the eastern side of Thurloe-square, and terminating by a junction with the up line of the railway of the Metropolitan District Railway Company, described in and authorised by the Metropolitan District Railway Act 1897, at a point under the existing down line of the Metropolitan District Railway at the

South Kensington Station, which point is 60 yards or thereabouts, measured along that existing railway in an easterly direction from the centre of the main footbridge at the western end of the platforms of the South Kensington Station.

3. Railway No. 3, wholly in the parish of St. Mary Abbots, Kensington, in the county of London, commencing by a junction with the down line of Railway No. 1, described in and authorised by the Company's Act 1897, at a point under the centre of Alfred-place, 25 yards or thereabouts, measured in an easterly direction from the junction of Alfred-place with the roadway on the eastern side of Thurloe-square, and terminating by a junction with the down line of the railway of the Metropolitan District Railway Company, described in and authorised by the Metropolitan District Railway Act 1897, at a point under the existing down line of the Metropolitan District Railway at the South Kensington Station, which point is 60 yards or thereabouts, measured along that existing railway in an easterly direction from the centre of the main footbridge at the western end of the platforms of the South Kensington Station.

4. A subway, for foot passengers only, wholly in the parish of St. Mary Abbots, Kensington, commencing under Alfred-place West, at the southern end of Exhibition-road, and terminating under the centre of the southern platform of the South Kensington Station of the Metropolitan District Railway Company, at a point 50 yards or thereabouts measured in an easterly direction along that platform from the centre of the main footbridge, at the western end of the platforms of the South Kensington Station.

Which said intended railways, subway and works, and the lands and houses to be taken for the purposes thereof, will be situate in the parishes and places following, or some of them (that is to say):—

St. James, Westminster, St. Martin-in-the-Fields, St. Anne Soho, St. Mary Abbots, Kensington, and St. Luke, Chelsea, all in the county of London, or some or one of them.

The gauge to be adopted for the intended railways will be 4 feet 8½ inches (standard) gauge, and the motive power to be employed will be electricity, or any other mechanical power (other than steam locomotives).

To authorise the Company, for the purpose of carrying the intended Railways Nos. 2 and 3 over or under the railway authorised by the Metropolitan District Railway Act 1897, to alter the line and levels of such portion of that authorised railway between Gloucester-road, in the parish of St. Mary Abbots, Kensington, and Sloane-street, in the parish of St. Luke, Chelsea, in the county of London, as may be necessary or as the Bill may define, and also to alter the levels of so much of the authorised railways of the Company, described in the Company's Act of 1897, as may be necessary or convenient.

To authorise the Company to cross, stop up, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, thoroughfares or places, railways, canals, tramways, tunnels, bridges, gas and water mains and pipes, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic and hydraulic tubes, wires, electric apparatus or other works, conveniences, and appliances within