

In Parliament.—Session 1901.

Brompton and Piccadilly Circus Railway
(Extensions).

(New Railways, Subways, and Works; Gauge and Motive Power; Compulsory Purchase of Lands and Easements; Additional Lands for Station Purposes; Underpinning; Tolls; Exemption of Buildings, &c., from Provisions of Metropolis Management Act; Sale and Lease of Surplus Lands; As to Buildings; Application of Existing Capital and Increase of Capital; Extension of Time for Compulsory purchase of Lands and for Completion of Authorised Railways and Works; Change of Name; Agreements with Metropolitan District, the Baker-street and Waterloo, and the Charing Cross, Euston, and Hampstead, Great Northern and Strand, City and South London, and Central London Railway Companies, as to Construction and Use of Railways of Company and of those Companies' Stations, and Interchange of Traffic and other Matters; Payment of Interest out of Capital during Construction; 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, subways, 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):—

Railway No. 1, commencing in the parish of St. James Westminster, in the City of 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 of 1897"); at the point of commencement thereof under 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, and terminating in the parish of St. Giles-in-the-Fields, and St. George Bloomsbury, in the Metropolitan Borough of Holborn, under the centre of Hart-street at the south-western corner of Bloomsbury-square.

Railway No. 2, commencing by a junction with the intended Railway No. 1 at its termination before described, and terminating under the centre of the roadway of High-street, Islington, at a point 25 yards or thereabouts south of the eastern end of White Lion-street, which said High-street, Islington, forms the boundary between the parish of St. Mary Islington, in the Metropolitan Borough of Islington, and the parishes of Saint James and Saint John Clerkenwell in the Metropolitan Borough of Finsbury.

Railway No. 3, commencing in the parish of St. Mary Abbott's, Kensington, in the Metropolitan Borough of Kensington, by a junction with Railway No. 1, authorised by the Company's Act of 1897, at a point under Fulham-road 20 yards or thereabouts north of the eastern end of North-terrace, and terminating in the said parish of St. Mary Abbott's, Kensington, under the Fulham-road, in the Metropolitan

Boroughs of Kensington and Chelsea, at a point 20 yards or thereabouts north of the northern end of Stamford-bridge carrying the Fulham-road over the West London Extension Railway.

Railway No. 4, commencing in the parish of St. Mary Abbott's, Kensington, aforesaid, by a junction with the intended Railway No. 3 before described, at a point under the Fulham-road, 20 yards or thereabouts, measured in a southerly direction from the western end of Marlborough-road, and terminating in the parish of St. Luke, Chelsea, in the Metropolitan Borough of Chelsea, 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 (shown upon the plans for that railway deposited with the Clerk of the Peace for the County of London in the month of November, 1896), at a point under the existing line of the Metropolitan District Railway, which point is 185 yards or thereabouts, measured along that existing railway in an easterly direction from the centre of the Fulham-road.

Railway No. 5, commencing in the aforesaid parish of St. Luke, Chelsea, by a junction with the intended Railway No. 3 before described at a point under Fulham-road, 90 yards or thereabouts measured in a southerly direction from the western end of Marlborough-road, and terminating in the aforesaid parish of St. Luke, Chelsea, by a junction with the down line of the said railway of the Metropolitan District Railway Company, described in and authorised by the Metropolitan District Railway Act, 1897, at a point under the existing line of the Metropolitan District Railway, which point is 185 yards or thereabouts measured along that existing railway in an easterly direction from the centre of the Fulham-road.

Railway No. 6, commencing in the parish of St. Mary Abbott's, Kensington, aforesaid, by a junction with the intended Railway No. 3, before described, at a point under the Fulham-road 70 yards or thereabouts, measured in a southerly direction from the western end of Marlborough-road, and terminating in the aforesaid parish of St. Luke, Chelsea, by a junction with the down line of the existing railway of the Metropolitan District Railway at a point 20 yards or thereabouts measured along that railway in a westerly direction from the centre of Moore-street.

Railway No. 7, commencing in the parish of St. Luke, Chelsea, aforesaid, by a junction with the intended Railway No. 3, before described, at a point under the Fulham-road 40 yards or thereabouts measured in a southerly direction from the western end of Marlborough-road, and terminating in the said parish of St. Luke, Chelsea, by a junction with the up line of the existing railway of the Metropolitan District Railway at a point 20 yards or thereabouts measured along that railway in a westerly direction from the centre of Moore-street.

A subway for foot passengers only in the parish of St. George's Hanover-square, in the City of Westminster, commencing 66 yards or thereabouts west of the south-west corner of Apsley House, and terminating 75 yards or thereabouts south-west of the aforesaid corner of Apsley House.

Which said intended railways, subways and