

In Parliament—Session 1902.

**Brompton and Piccadilly Circus Railway
(New Lines and Extensions).**

New Railways, Subways, and Works; Extensions to Charing Cross, Holborn, and Walham Green; Alteration of Levels of portions of Railways authorised by the Metropolitan District Railway Act, 1897, Brompton and Piccadilly Circus Railway Acts, 1897 and 1899, and Great Northern and Strand Railway Act, 1899; Gauge and Motive Power; Underpinning; Compulsory purchase of Lands and Easements; Additional Lands for Station purposes; Sale and Lease of Superfluous Lands; Tolls; Extension of Time for compulsory purchase of Lands and completion of authorised Railways and Works; Application of Funds; Additional Capital; Change of Name; Construction by Company of portion of Railway authorised by the Metropolitan District Railway Act, 1897; Abandonment of certain Railways of Company and Release of Deposit; Agreements with Metropolitan District, Baker Street and Waterloo, Charing Cross, Euston and Hampstead, Great Northern and Strand, Great Northern, South Eastern, 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; Running Powers over part of Metropolitan District Railway; Agreements with the Metropolitan District Electric Traction Company, Limited, with regard to the Supply of Electric Current and Leasing or Working Arrangements; Transfer of Undertaking of Great Northern and Strand Railway Company to the Company; 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 an Act (hereinafter called "the intended Act") for all or some of the following among other purposes (that is to say):—

To authorise the Company to make and maintain in the County of London the 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, in the parish of St. James', Westminster, in the city of Westminster, commencing 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 under the eastern end of Piccadilly, opposite the south-west corner of Great Windmill-street.

Railway No. 2, commencing in the parish of St. James', Westminster, in the city of Westminster by a junction with the intended Railway No. 1 at its termination before described, passing through or into that parish and the parishes of St. Martin-in-the-Fields and St. Anne, Soho, and terminating in the parish of St. Giles-in-the-Fields, in the Metropolitan Borough of Holborn by a junction with Railway No. 4 authorised by the Great Northern and Strand Railway Act, 1899,

(which last-mentioned railway is shown on the plans deposited for that Act with the Clerk of the Peace for the County of London in the month of November, 1898) at a point under Little Queen-street 80 yards or thereabouts south of the northern end of Little Queen-street where such street joins High Holborn.

Railway No. 3, in the city of Westminster, commencing in the parish of St. James', Westminster, by a junction with the intended Railway No. 1 at its termination before described, passing through or into that parish and the parish of St. Anne, Soho, and terminating in the parish of St. Martin-in-the-Fields by a junction with the railway authorised by the Metropolitan District Railway Act, 1897 (which railway is 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) under a point 8 chains or thereabouts, measured in a north-easterly direction from the centre of the booking office at Charing Cross Station of the Metropolitan District Railway Company.

Railway No. 4, commencing in the parish of St. Mary Abbots, 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 the Brompton-road, 2 chains or thereabouts east of the northern end of Yeoman's-row, passing through that parish and the parish of St. Luke, Chelsea, in the Metropolitan Borough of Chelsea, and terminating in the parish and Metropolitan Borough of Fulham by a junction with the existing railway of the Metropolitan District Railway Company, at a point 9 chains or thereabouts, measured along that railway in a south-westerly direction from the centre of the bridge carrying that railway over Parson's Green-lane, at Parson's Green Station of that Company.

Subway (No. 1) situate in the said parish of St. James', Westminster, and in the City of Westminster, commencing on the northern side of Regent-street Quadrant, at a point 2 chains or thereabouts north-west of the Shaftesbury Memorial, and terminating at the southern end of Piccadilly-circus on the eastern side of Regent-street.

Subway (No. 2) in the said parish of St. James', Westminster, commencing at the south-eastern corner of Shaftesbury-avenue, and terminating under the south-eastern end of Regent-street Quadrant by a junction with subway No. 1 hereinbefore described.

To authorise the Company to alter the lines and levels of the undermentioned portions of railway, viz. :—

(A.) Part of the railway authorised by the Metropolitan District Railway Act, 1897, situate between the Gloucester-road Station on the Metropolitan District Railway and the point where the said railway is authorised to pass under Cadogan-gardens, being that part of the said railway which is shown on the deposited plans referred to in the said Act, as between points 2 furlongs 8 chains and 1 mile 2 furlongs and 4½ chains from the commencement thereof, and being situate partly in the parish of St. Mary Abbots, Kensington, in the Metropolitan Borough of Kensington, and partly in the parish of St. Luke, Chelsea, in the Metropolitan Borough of Chelsea.

(B.) Part of the said authorised railway between the Horse Guards-avenue and