

In Parliament.—Session 1904.

LONDON UNITED TRAMWAYS.

(New Tramways in Counties of Middlesex, Bucks, and Surrey; New Roads and Widening of Roads and Carriageways; Compulsory purchase of Lands for those and other purposes; Provisions as to Electrical or Mechanical power; Special Provisions as to Compensation for Lands taken, Costs, &c.; Extension of Time for Compulsory Purchase of Lands and for completion of authorized Tramways; Agreements with Local Authorities and others; Agreements with Railway and Tramway Companies as to Through Bookings, &c.; Amendment of Acts and Orders.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the London United Tramways (1901) Limited (hereinafter called "the Company"), for an Act for all or some of the following purposes (that is to say):—

To empower the Company to make, form, lay down, maintain, work and use the tramways and works in the counties of Middlesex, Bucks, and Surrey, hereinafter described, with all proper rails, plates, sleepers, works and conveniences connected therewith (that is to say):—

[Where in the description of any of the proposed tramways or narrow places or lands any distance is given as being measured from the intersection or junction of any streets or roads, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets or roads and produced would intersect each other.]

Tramway No. 1.—Commencing by a junction with the Company's existing tramway in High-street, Brentford, at a point 28 yards or thereabouts east of the junction of High-street and Ealing-road, passing thence across private lands and into and along Ealing-road and St. Mary's-road, and terminating at a point in St. Mary's-road opposite the Queen Victoria Hotel and 6 yards or thereabouts north of the southern side thereof.

Tramway No. 1A.—Commencing by a junction with the Company's existing tramway in High-street, Brentford, at a point 7 yards or thereabouts west of the junction of High-street and Ealing-road, and terminating by a junction with the intended Tramway No. 1 at a point 10 yards or thereabouts north of the south-eastern corner of Ealing-road.

Tramway No. 1B.—Commencing by a junction with intended Tramway No. 1 at its termination before described, passing thence into and along High-street and the Broadway, Ealing, and terminating by a junction with the Company's existing tramway in the Broadway, Ealing, at a point 37 yards or thereabouts east of a point on the existing tramway in line with the south-east side of Spring Bridge-road.

Tramway No. 1C.—Commencing by a junction with intended Tramway No. 1 at its termination before described, passing thence into and along a new road to be constructed between Ealing Green and Uxbridge-road and into and terminating in the Uxbridge-road, Ealing, by a junction with the Company's existing tramway at a point 93 yards or thereabouts west of the eastern boundary of Christ Church Parsonage Garden.

Tramway No. 1D.—Commencing by a junction with intended Tramway No. 1C at a point in or near the boundary between the houses numbered 17 and 19 in Uxbridge-road, and 30 yards or thereabouts south of the centre of Uxbridge-road, and terminating by a junction with the Company's

existing tramway in Uxbridge-road at a point 38 yards or thereabouts west of the eastern boundary of Christ Church Parsonage Garden.

Tramway No. 1E.—Commencing by a junction with the intended Tramway No. 1B in High-street, Ealing, at a point 11 yards or thereabouts north of the junction of High-street and Lancaster-road, and terminating by a junction with the Company's existing tramway in Uxbridge-road at a point 40 yards or thereabouts east of the eastern boundary of Christ Church Parsonage Garden.

Tramways Nos. 1, 1A, 1B, 1C, 1D, and 1E, will be situate in the parishes and places following or some of them (that is to say) the parish of Old Brentford in the urban district of Brentford and the parish and borough of Ealing, all in the county of Middlesex.

Tramway No. 2.—Commencing in the Staines-road, in the parish of East Bedfont-with-Hatton, by a junction with Tramway No. 3 authorized by the London United Tramways Act, 1900, at the boundary between the parishes of Heston and East Bedfont-with-Hatton at or near the centre of Baber Bridge, passing thence along the Staines-road, London-road, High-street, and Clarence-street, Staines, and terminating in Clarence-street at a point 67 yards or thereabouts west of a point in that street, in line with the western side of Market-square.

Tramway No. 2 will be situate in the parishes of East Bedfont-with-Hatton, Feltham, Stanwell, and Ashford, and the parish and urban district of Staines, all in the county of Middlesex.

Tramway No. 3.—Commencing in the Bath-road, in the parish of Cranford, by a junction with the Light Railway No. 1 proposed to be authorized by the London United Tramways (Light Railway Extensions) Order, 1903, now awaiting confirmation by the Board of Trade, at the eastern boundary of the parish of Cranford and 35 yards or thereabouts east of a point in line with the centre of the Avenue, passing thence along the Bath-road to a point 330 yards or thereabouts west of the centre of Mad Bridge, thence along an intended new road to a point 300 yards or thereabouts west of the level crossing on the Great Western Railway (Staines Branch) at Colnbrook Station, thence along the Bath-road to its junction with Poyle-road, thence along an intended new road on the south side of the village of Colnbrook to a point in Bath-road opposite the western end of the Golden Cross public-house, thence along the Bath-road and High-street, Slough, and terminating in High-street at a point in line with the eastern side of the Windsor-road. To empower the Company to make and maintain a footpath in the parish of Horton, commencing by a junction with Bridge-street, Colnbrook, at a point 82 yards or thereabouts west of the centre of the bridge carrying Bridge-street over the Coln Brook, and running in a southerly direction to join the last-mentioned intended new road on the west side of and near to the Colne Crossing.

Tramway No. 3 will be situate in the parishes and places following or some of them (that is to say):—The parishes of Cranford, East Bedfont-with-Hatton, Harlington, Harmondsworth, and Stanwell, in the county of Middlesex, and the parishes of Horton, Iver, Langley Marish, and Stoke Poges (detached), and the parish and urban district of Slough in the county of Bucks.

Tramway No. 4.—Commencing by a junction with the intended Tramway No. 3 at its termination before described and passing thence along