

In Parliament—Session 1871.

North Metropolitan Tramways.

(Power to North Metropolitan Tramways Company to construct New Street Tramways North of the Thames; Tolls; Compulsory Purchase of Lands; Agreements with Street Authorities; Working and other Arrangements with other Companies; Further Capital, and Capital Arrangements; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill for all or some of the following purposes (that is to say):

To enable the North Metropolitan Tramways Company (hereinafter called "the Company") to make, form, lay down, and maintain, the several tramways hereinafter described, or some or one of such tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences (that is to say):

Tramway No. 1 and Tramway No. 1A, commencing respectively in the parish of St. Martin Outwich, in the City of London, in Bishopsgate-street Within, at or near the junction therewith of Threadneedle-street, thence passing in a northerly direction along Bishopsgate-street Within, Bishopsgate-street Without, Norton Folgate, High-street, Shoreditch, and Kingsland-road, and terminating in that road in the parish of Saint Leonard, Shoreditch, in the county of Middlesex, at or near the junction of that road with Old-street-road.

The centre lines of Tramway No. 1 and Tramway No. 1A will be at a distance of $4\frac{1}{2}$ feet from and respectively on the west and east sides of the imaginary centre line, except that the centre line of Tramway No. 1 will, at its commencement, be on the east side of the imaginary centre line, and will thence gradually approach until it intersects the imaginary centre line at a distance of one chain from its commencement, and will thence gradually diverge for a further length of 1 chain to the west of the imaginary centre line, and except that both tramways will, at their termination, be in the centre of the street, and except that at the cab-stands between Houndsditch and New-street, and Half Moon-street and Sun-street, the lamp-standard and safety crossing opposite, the end of Sun-street, and the cab-stand south of the safety crossing opposite the Great Eastern Railway station, the centre lines of the tramways will be at a distance of 9 feet from and on the west and east sides respectively of the imaginary centre line.

Tramway No. 2, commencing in the parish of St. Leonard, Shoreditch, in the Kingsland-road, by a junction with Tramways No. 1 and No. 1A, at their termination, as hereinbefore described, and passing thence along Kingsland-road, and Kingsland High-street, and terminating in that street in the parish of Hackney, at a point 8 chains or thereabouts north of the end of Ball's Pond-road.

The centre line of Tramway No. 2 will be from its commencement to a point in Kingsland-road, 2 chains north of Union-street, in the centre of the street, and will thence for a length of 1 chain gradually diverge until it reaches a distance of $4\frac{1}{2}$ feet from, and on the west side of the imaginary centre line, and will so continue to a point in Kingsland High-street, $2\frac{1}{2}$ chains from its termination, whence it will gradually approach until it reaches the imaginary centre line at its termination, except that in passing the urinal and cab-stand at the south end of Kingsland High-street, the centre line of the tramway will be 9 feet from the imaginary centre line.

Tramway No. 2a, commencing in the parish of

St. Leonard, Shoreditch, in the Kingsland-road, by a junction with Tramway No. 2, at a point 2 chains or thereabouts north of the end of Union-street, and passing thence along Kingsland-road and Kingsland High-street, and terminating in that street in the parish of Hackney, at a point 8 chains or thereabouts north of the end of Balls-pond-road.

The centre line of Tramway No. 2A will be at its commencement in the centre of the street, and will thence, for a length of 1 chain, gradually diverge until it reaches a distance of $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line, and will so continue to a point $2\frac{1}{2}$ chains from its termination, whence it will gradually approach until it reaches the imaginary centre line at its termination, except that in passing the urinal and cab-stand at the south end of Kingsland High-street the centre line of the tramway will be 9 feet from the imaginary centre line.

Tramway No. 3 and Tramway No. 3A, commencing respectively in the parish of Hackney, in Kingsland High-street, by a junction with Tramways Nos. 2 and 2A, at the hereinbefore described termination of those tramways respectively, and passing thence along Kingsland High-street, Stoke Newington-road, High-street Stoke Newington, and Stamford-hill, and terminating in Stamford-hill, in the parish of Hackney, at or near the end of Upper Clapton-road.

The centre lines of Tramways No. 3 and No. 3A will be at their commencements in the centre of the street, and will thence for a length of 2 chains gradually diverge until they reach a distance of $4\frac{1}{2}$ feet from and respectively on the west and east sides of the imaginary centre line, and will so continue to their terminations, except between Draper's-court and Church-street, where the tramways will be in the centre of the street, and except that from a point distant 2 chains from its termination, the centre line of Tramway No. 3 will gradually approach until at a distance of 1 chain from its termination it intersects the imaginary centre line, and will thence gradually diverge to its termination, where it will be at a distance of $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line.

Tramway No. 4 and Tramway No. 4A commencing respectively in the parish of St. Leonard, Shoreditch, in the City-road, at or near the junction of that road with East-road, (as regards Tramway No. 4 by a junction with Tramway No. 4A authorised by "The North Metropolitan Tramways Act," 1870, and as regards Tramway No. 4A by a junction with Tramway No. 4 authorised by the said Act) thence passing into and along East-road, New North-road, Mintern-street, Bridport-place, across Rosemary-branch-bridge, into and along South-gate-road, across Ball's Pond-road, into and terminating in the parish of St. Mary, Islington, in Mildmay-park at or near the south end thereof.

The centre lines of Tramway No. 4 and Tramway No. 4A will be throughout at a distance of $4\frac{1}{2}$ feet from and respectively on the west and east sides of the imaginary centre line.

Tramway No. 5 and Tramway No. 5A, commencing respectively in Mildmay-park, in the parish of St. Mary, Islington, at or near the south end thereof, (as regards Tramway No. 5, by a junction with the proposed Tramway No. 4, and as regards Tramway No. 5A, by a junction with the proposed Tramway No. 4A, at their respective terminations, as hereinbefore described), thence passing along Mildmay-park, the carriage road on the east and north sides of Newington-green, into and along Green-lanes, and terminating in the Green-lanes, in the parishes of St. Mary,