

be conferred upon undertakers; and the Provisional Order will contain all such regulations and conditions as to the supply of electricity, and all matters incidental thereto, as the said Acts authorise, or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

To limit if thought fit the district within the area of supply within which the supply of electricity shall be compulsory, or if thought fit, to provide for its being permissive throughout the whole area of supply.

The streets and other places in, over, or along which it is proposed to take power to place any electric lines or other works are all the streets and other places within the said area of supply whether repairable by the local authority or not.

The canals which the Company proposes to pass or cross over or under are as follows: The Manchester, Sheffield and Lincolnshire Railway and Canal.

The railways and tramways which the Company propose to take power to break up, pass or cross over or under are as follows:—London and North Western Railway, Midland Railway, Cheshire Lines, Manchester Sheffield and Lincolnshire Railway, and the Tramways of the Manchester Carriage and Tramways Company, and the Stockport and Hazelgrove Tramways Company.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for the same at the office of Messrs Brown and Ainsworth, Solicitors, Stockport, and at the office of the undersigned, Sydney Morse, of 4, Fenchurch-avenue, in the city of London, Solicitor. Every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 1st of February, 1890. A copy should at the same time be sent to the undersigned.

Dated this 18th day of November, 1889.

SYDNEY MORSE, 4, Fenchurch-avenue,
E.C., Parliamentary Solicitor for the
above-named Brush Electrical Engineering
Company, Limited.

In Parliament—Session 1890.

New Cross, Lewisham, Brockley, Forest Hill,
and District Tramways.

(Incorporation of Company; Construction of
Tramways; Gauge; Motive Power; Use of
Streets; Powers as to Lands, &c.; Tolls; Pro-
visions as to Repair, &c.; of Streets; Agree-
ments with Local and Road Authorities;
Amendment of Act.)

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 effecting the purposes, or some of the purposes following (that is to say):—

To incorporate a Company, and to enable the Company so to be incorporated (in this notice called "the Company"), to construct and maintain wholly in the county of London, the

following street tramways, or some or one of them, or some part or parts thereof respectively.

Where in the description of any of the proposed tramways any distance is given with reference to any street or road which intersects or joins the streets or roads in which the tramway is to be laid, 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 continued would intersect each other, and a point described as being opposite a street or road is to be taken (unless otherwise stated) as being opposite the centre of the street or road.

The tramways proposed to be authorised by the Bill are as follows:—

Tramway (No. 1), wholly in the parish of St.

Paul, Deptford, commencing in Amersham-road, at a point 106 feet measured in a south-westerly direction from the south-west corner of the Amersham Arms public-house, and terminating in Malpas-road, at a point 43 feet, measured in a south-westerly direction from the centre of Lewisham High-road.

Tramway (No. 2), wholly in the parish of St.

Paul, Deptford, commencing in the Lewisham High-road, at the junction of that road with the New Cross-road, and terminating by a junction with Tramway No. 1, at a point in the centre of Lewisham High-road, opposite Shardeloes-road.

Tramway (No. 3), commencing in the parish of St. Paul, Deptford, in Malpas-road, at the point of termination of Tramway No. 1 as hereinbefore described, and terminating in Park-road, in the parish of Lewisham, at a point 3 chains measured in a south-westerly direction from the centre of Westbourne-road.

Tramway (No. 4), wholly in the parish of Lewisham, commencing by a junction with Tramway No. 3, hereinbefore described at a point in Stanstead-road opposite the junction of Brockley-road with Stanstead-road, and terminating in Catford Hill-road, at a point 2 chains, measured in an easterly direction, from the junction of Stanstead-road with Catford Hill-road.

Tramway (No. 5), wholly in the parish of Lewisham, commencing by a junction with Tramway No. 4, at a point in Stanstead-road opposite the junction of Blythe Vale-road with Stanstead-road, and terminating at a point opposite the Post Office in Perry-hill.

At the following place it is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the foot-path, on both sides of the street hereinafter mentioned, and the nearest rail of the tramway (that is to say):—

Tramway (No. 3), in Brockley-road, commencing at a point 41 links from the centre of Malpas-road, for a distance of 81 links, measured in a westerly direction from that point.

Each of the tramways hereinbefore described and to be authorised by the Bill is intended to be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

To authorise the Company from time to time on such terms and conditions, and subject to such restrictions (if any) as may be prescribed by the Bill, to use for moving carriages and trucks upon the proposed tramways, and upon