

at his office at the Vestry Hall, Upper-street, Islington, and in the case of the parish of St. Mary Abbott, Kensington, with the Vestry Clerk of that parish, at his office at the Townhall, Kensington, and in the case of each other parish with the parish clerk thereof at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

Dated the 17th day of November, 1892.

ROBERT HUNTER, Solicitor to the Post Office.

WYATT, HOSKINS, HOOKER, and WILLIAMS, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1893.

Metropolitan District Railway.

(Extension of Time for Completion of Acton Junction Railway; Abandonment of West Brompton Junction Railway; Confirmation of Agreement with London and South Western Railway Company; Provisions as to Continuous Working of Inner Circle Railway; Regulation of Tolls, Rates, and Charges; Liability under Workmen's Tickets; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Metropolitan District Railway Company (hereinafter called "the Company") for an Act (hereinafter called "the intended Act"), for all or some of the following among other purposes:—

1. To extend the time and powers limited by the Metropolitan District Railway Act, 1891, for the completion of the junction railway secondly described in and authorized by section 5 of the Metropolitan District Railway Act, 1878, and known by the name of the Acton Junction Railway.

2. To provide for and authorize the abandonment and relinquishment of the West Brompton Junction Railway, described in and authorized by section 5 of the Metropolitan District Railway Act, 1881, and to confirm and give effect to an agreement, having relation to the said railway between the London and South Western Railway Company and the Company, dated the 14th day of July, 1892.

3. To sanction and confirm any agreement or arrangement made or to be made between the Company on the one hand, and the Metropolitan Railway Company on the other hand, for, or with respect to the continuous working of the respective railways of the said Companies, forming and known as the Inner Circle Railway, or as to the management or maintenance of the same, or any part or parts thereof, upon, or by reason of the determination of the agreement between the two Companies, dated the 29th day of June, 1871.

4. Failing such agreement, to define and regulate the terms and conditions upon which the Company and the Metropolitan Railway Company respectively for the purpose of securing to the public the advantage of the continuous working of the Inner Circle Railway shall each work over the railways of the other Company forming part of such Inner Circle, and to provide that all questions arising in regard to such continuous working, shall failing agreement be referred to and determined by arbitration or by the Railway Commissioners.

5. To regulate, define, or vary the tolls, rates, and charges leviable by the Company in respect of their railways or any part or parts thereof.

6. To enlarge and extend the provisions of the Company's Acts with regard to the liability of

the Company under claims for compensation for injury, in respect of passengers travelling with tickets marked Workman's Ticket.

7. To alter, vary, and extinguish all existing rights and privileges which would in any manner impede or interfere with the purposes of the intended Act, or which would be inconsistent with the same, and confer, vary or extinguish other rights and privileges.

8. To alter, amend, extend, and enlarge, and if need be to repeal, the powers and provisions, or some of them, of the following Acts, local and personal (that is to say):—27 and 28 Vic., cap. 322, and all other Acts relating to or affecting the Company; the Metropolitan and District Railways (City Lines and Extensions) Act, 1879; the Metropolitan and District Railways (City Lines and Extensions) Act, 1881; the Metropolitan and District Railways (City Lines and Extensions) Act, 1882; and, so far as may be necessary for the purposes aforesaid, the Metropolitan Railway Company's Acts passed in each and every of the years 1854 to 1892, and all other Acts relating to or affecting the Metropolitan Railway Company; and 50 Vic., cap. 110, and all other Acts relating to the London and South Western Railway Company.

Printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated the 17th day of November, 1892.

R. D. BAXTER, 12, Victoria-street, Solicitor for the Bill.

MARTIN and LESLIE, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1893.

Clapham Junction and Paddington Railway.

(Incorporation of Company; Construction of Underground Railway from Clapham Junction to Paddington and of Subway; Compulsory Purchase of Lands, Easements, &c., and User of and Special Provisions Affecting Lands, Streets, &c.; Tolls; Agreements with Contributions by and Powers to the Crown Public Departments and Authorities and Other Companies; Incorporation and Amendment and Repeal of Acts, &c., &c.)

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):—

1. To incorporate a Company (hereinafter called "the Company") for the purposes of the intended Bill.

2. To enable the Company to make and maintain the underground railway and subway, and other works hereinafter mentioned, or one of them, or some part or parts thereof respectively, together with all necessary and convenient rails, sidings, wires, tunnels, passages, subways, covered ways, stations, depôts, shafts, lifts, sewers, drains, pipes, approaches, buildings, and other machinery, generating plant, apparatus, works and conveniences (that is to say):—

A railway commencing in the parish of St. Mary, Battersea, at a point in the Prested-road, 60 yards, or thereabouts, north of the junction of that road with St. John's-hill, Wandsworth-road, and terminating in the parish of Paddington, at or near the western end of the Bishops-road bridge over the Great Western Railway.

The said railway will be made in, or will pass from, through or into the following parishes and places, that is to say:—St. Mary;