

the said plans, sections and book of reference as relates to any parish and extra-parochial place in or through which the said railways and subways and works, or any part thereof, are or is intended to be made, or will be situate, or in which any lauds to be taken or acquired compulsorily, or compulsorily used, under the powers of the intended Act, are situate, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection as follows (that is to say):—In the case of the City of Westminster, with the Town Clerk of that City at his office, the Town Hall, Charing Cross-road, W.C.; in the case of the Metropolitan Borough of Holborn, with the Town Clerk of that Borough at his office, 197, High Holborn, W.C.; in the case of the Metropolitan Borough of Finsbury, with the Town Clerk of that borough at his office, the Clerkenwell Town Hall, Roseberry-avenue, E.C.; in the case of the Metropolitan Borough of Islington, with the Town Clerk of that borough at his office the Town Hall, Upper-street, Islington, N.; in the case of the Metropolitan Borough of Kensington, with the Town Clerk of that Borough at his office the Town Hall, Kensington; and in the case of the Metropolitan Borough of Chelsea, with the Town Clerk of that borough at his office, Town Hall, King's-road, Chelsea.

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 this 17th day of November, 1900.

BAXTER and Co., 12, Victoria-street,
Westminster, S.W.

BLUNT and Co., 95, Gresham-street, City,
E.C., Solicitors.

W. and W. M. BELL, 27, Great George-
street, Westminster, Parliamentary
Agents.

Board of Trade.—Session 1901.

Weston-super-Mare Tramways.

(Construction of Street Tramways in the Urban District of Weston-super-Mare, in the County of Somerset; Abandonment of Tramways authorised by the Weston-super-Mare Tramways Order, 1900; Gauge; Motive Power; Power to open and interfere with Streets; Tolls, &c.; Variation of Section 43 of Tramways Act, 1870, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, by the Weston-super-Mare and District Electric Supply Company, Limited, whose registered office is situate at Surrey House, Victoria Embankment, London, for a Provisional Order under the Tramways Act, 1870, for the purposes, or some of the purposes following (that is to say):—

To authorise the Weston-super-Mare and District Electric Supply Company, Limited (hereinafter called "the Promoters"), to construct and maintain the tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, plates, sleepers, posts, tubes, wires, apparatus, works, and conveniences connected therewith or incidental thereto, for working the same by animal, electrical, or any other mechanical power (that is to say):—

Tramway No. 1 (single and double line), commencing in the Marine-parade carriage drive by a junction with Tramway No. 1, authorised by the Weston-super-Mare Tramways Order, 1900 (hereinafter called "the Order of 1900"), opposite the south-west corner of Huntley's Beach Restaurant,

passing thence along the Marine-parade carriage drive, Oxford-street, and Walliscote-road, and terminating in the last-mentioned road by a junction with Tramway No. 4, authorised by the Order of 1900, at a point distant 4·8 chains, or thereabouts, from the commencement of the last-mentioned Tramway No. 4.

This tramway will be a single line except between the following points, where it will be a double line, viz.:—

(a) In the Marine-parade carriage drive for a distance of 66 yards measured in a northerly direction from a point situate 11 yards north of the centre of Oxford-street at its junction with the Marine-parade carriage drive.

Tramway No. 2 (single line), commencing in Oxford-street by a junction with Tramway No. 1 at a point distant 22 yards measured in a westerly direction from the junction of Oxford-street and Walliscote-road, and terminating in the last-mentioned road by a junction with the said Tramway No. 4, authorised by the Order of 1900, at a point distant 34 yards or thereabouts measured in a southerly direction from the termination of Tramway No. 1 as above described.

Tramway No. 3 (single line), commencing in Oxford-street by a junction with Tramway No. 1 at a point distant 11 yards or thereabouts measured in an easterly direction from the junction of that street and Beach-road, and terminating in the last-mentioned road by a junction with Tramway No. 2, authorised by the Order of 1900, at a point distant 11 yards or thereabouts measured in a southerly direction from the aforesaid junction of Oxford-street and Beach-road.

Tramway No. 4 (single line), commencing in Oxford-street by a junction with Tramway No. 1 at a point distant 11 yards or thereabouts measured in a westerly direction from the junction of Oxford-street and Beach-road, and terminating in the last-mentioned road by a junction with Tramway No. 2, authorised by the Order of 1900, at the termination of Tramway No. 3 as above described.

Tramway No. 5 (single line), commencing in Walliscote-road by a junction with the said Tramway No. 4, authorised by the Order of 1900, at a point distant 55 yards or thereabouts measured in a northerly direction from the termination of Tramway No. 1 as above described, and terminating in Alexandra-parade by a junction with Tramway No. 3, authorised by the Order of 1900, at a point distant 50 yards or thereabouts measured in a westerly direction from the junction of Alma-street with Alexandra-parade.

In the following place it is proposed to lay the above tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on both sides of the road (that is to say):—

Tramway No. 1.—(a) In Oxford-street, throughout the entire length thereof.

The tramways above-mentioned will be made in the parish of Weston-super-Mare, in the urban district of Weston-super-Mare, in the county of Somerset. Each tramway is intended to be constructed on a gauge of 4 feet 8½ inches, or such other gauge as may be prescribed by the Provisional Order, and it is not proposed to run thereon carriages or trucks adapted for use upon railways.

To empower the Promoters to work and use the proposed tramways, or any of them, by