



# The London Gazette.

Published by Authority.

FRIDAY, NOVEMBER 26, 1869.

*Whitehall, November 25, 1869.*

THE Queen has been pleased to direct letters patent to be passed under the Seal appointed by the Treaty of Union to be kept and made use of in place of the Great Seal of Scotland, appointing Sir William Thomas Denison, K.C.B., Colonel in the Corps of Royal Engineers; Edward Frankland, Esq.; and John Chalmers Morton, Esq.; to be Her Majesty's Commissioners to visit the River Tweed and its tributaries, and the River Clyde and its affluents, in that part of Her United Kingdom of Great Britain and Ireland called Scotland; and also to visit such other rivers, or parts of rivers, in that part of the said United Kingdom, as Her Majesty may from time to time direct, by signifying Her pleasure, under the hand of one of Her Principal Secretaries of State; and to inquire how far the present use of such rivers or running waters in Scotland, for the purpose of carrying off the sewage of towns and populous places, and the refuse arising from industrial processes and manufactures, can be prevented without risk to the public health or serious injury to such processes and manufactures, and how far such sewage and refuse can be utilized and got rid of, otherwise than by discharge into rivers or running waters, or rendered harmless before reaching them, and also to inquire into the effect of the drainage of lands and inhabited places, of obstructions to the natural flow of rivers or streams caused by mills, weirs, locks, and other navigation works, and into the best means of remedying any evils thence arising.

*Whitehall, November 26, 1869.*

The Queen has been pleased to direct letters patent to be passed under the Great Seal, granting the dignity of a Baron of the United Kingdom of Great Britain and Ireland to the following persons and the respective heirs male of their bodies lawfully begotten:—

James, Earl of Southesk, in that part of the United Kingdom called Scotland, K.T., by the name, style, and title of Baron Balinhard, of Farnell, in the county of Forfar.

William, Earl of Listowel, in that part of the United Kingdom called Ireland, by the name, style, and title of Baron Hare, of Connamore, in the county of Cork.

The Right Honourable Edward George Fitzalan-Howard (commonly called Lord Edward George Fitzalan Howard), by the name, style, and title of Baron Howard, of Glossop, in the county of Derby.

The Right Honourable John Wilson FitzPatrick, of Grantstown Manor and Lisduff, in Queen's County, by the name, style, and title of Baron Castletown, of Upper Ossory, in Queen's County.

Sir John Emerich Edward Dalberg Acton, of Aldenham, in the county of Salop, Bart., by the name, style, and title of Baron Acton, of Aldenham, in the said county of Salop.

Thomas James Agar Robartes, of Lanhydrock, in the county of Cornwall, Esq., by the name, style, and title of Baron Robartes, of Lanhydrock, and of Truro, in the said county of Cornwall.

George Carr Glyn, of Stanmore Park, in the county of Middlesex, Esq., by the name, style, and title of Baron Wolverton, of Wolverton, in the county of Buckingham.

Fulke Southwell Greville-Nugent, of Clonyn Castle, in the county of Westmeath, Esq., by the name, style, and title of Baron Greville, of Clonyn, in the said county of Westmeath.

*Downing Street, November 25, 1869.*

The Queen has been pleased to appoint John Mitchell Jenkins, Esq., to be Colonial Surveyor for Her Majesty's Settlement of Sierra Leone, on the Western Coast of Africa.

By virtue of an Act, passed in the twenty-fourth year of the reign of His Majesty King George the Third, intituled "An Act to repeal so much of two Acts made in the tenth and fifteenth years of the reign of His present Majesty, as authorizes the Speaker

"of the House of Commons to issue his warrant to the Clerk of the Crown for making out writs for the election of Members to serve in Parliament, in the manner therein mentioned, and for substituting other provisions for the like purposes;" and of an Act passed in the twenty-sixth year of the reign of Her present Majesty, intituled "An Act to further limit and define the time for proceeding to Election during the "Recess;"

I do hereby give notice, that it hath been certified to me in writing, under the hands of two Members serving in this present Parliament, that the Right Honourable Edward Henry Stanley (commonly called Lord Stanley), late a Member serving in this present Parliament for the borough of King's Lynn, is become a Peer of the United Kingdom, and that a writ of summons hath been issued to him, under the Great Seal of the United Kingdom, to summon him to Parliament; and that I shall issue my warrant to the Clerk of the Crown to make out a new writ for the electing of a Member to serve in this present Parliament for the said borough, at the end of six days after the insertion of this notice in the London Gazette.

Given under my hand this twenty-third day of November, 1869.

J. E. DENISON, Speaker.

Crown Office, November 24, 1869.

MEMBER returned to serve in the present PARLIAMENT.

City of Waterford.

Sir Henry Winston Barron, Bart., in the room of John Aloysius Blake, Esq., who has accepted the office of one of the Inspectors of Irish Fisheries.

(C. 1405.)

Board of Trade, Whitehall,  
November 25, 1869.

THE Right Honourable the Lords of the Committee of Privy Council for Trade have received, through the Secretary of State for Foreign Affairs, from Her Majesty's Minister at Buenos Ayres, a copy of the New Custom House Law of the Argentine Confederation, which will come into operation on the 1st January, 1870, and will continue in force until the 31st December of the same year.

The following are the alterations from the existing Custom Laws:—

*Imports.*—"Casks in staves" are to be admitted duty free, as well as "all preparations for curing scab in sheep," the privileges existing hitherto only in favour of "tobacco for curing sheep scab."

Coals, lumber, iron, in sheets and bars, and wire for fencing, and ploughs, which previously paid 18 per cent., will now pay 10 per cent.

The duty on wines, liquors, vinegar, beer, sugar, yerba, tobacco, tea and coffee, is raised from 18 to 25 per cent.

And all imports not included in the above categories which have hitherto paid 18 per cent. will in future have to pay 20 per cent.

The extra duties of 5 per cent. hypothecated to the Provincial Bank are to continue on salt, coal, lumber, iron and ploughs, and will be taken off all other articles.

A new reduction for breakage on wine, liquors, beer, vinegar, and oil in bottles, is made, viz., 5 per cent.

*Exports.*—Wool and sheepskins which formerly paid six will in future pay two per cent.

The Import duties are to be calculated, in the event of goods not being specified in the Valuation Tariff, at 20 per cent. over the merchant's invoice.

This regulation did not previously exist.

#### Queen's Commission.

##### Royal Westmoreland Regiment of Militia.

William Pitt Draffen, Captain half-pay, Royal Marine Artillery, to be Adjutant, from the 1st October, 1869, vice Thwaytes, placed on the retired allowance with the honorary rank of Major.

#### Queen's Commission.

##### 3rd King's Own Staffordshire Militia.

Edward Richard Adams, Gent., late Captain 3rd King's Own Staffordshire Militia, to be Quartermaster, from the 23rd September, 1869, vice Kelly, resigned.

#### Commission signed by the Lord Lieutenant of the North Riding of the County of York.

Robert Calverley Bewicke Bewicke, Esq., to be Deputy Lieutenant. Dated 18th November, 1862.

#### Commissions signed by the Lord Lieutenant of the West Riding of the County of York, and of the City and County of the City of York.

##### 6th West Riding of Yorkshire Rifle Volunteer Corps.

Assistant-Surgeon John Dow to be Surgeon, vice Bottomley, deceased. Dated 30th October, 1869.

John Edwin Foster to be Assistant-Surgeon, vice Dow, promoted. Dated 30th October, 1869.

#### Commissions signed by the Lord Lieutenant of the County of Gloucester, and of the City and County of the City of Gloucester, and of the City and County of the City of Bristol.

##### 1st Gloucestershire Artillery Volunteer Corps.

Thomas Henry Yabbcim, Gent., to be First Lieutenant, vice G. Ashmead, deceased. Dated 23rd November, 1869.

John Curtis, Gent., to be Second Lieutenant, vice F. Ashmead, resigned. Dated 23rd November, 1869.

#### Commission signed by the Lord Lieutenant of the County of Stafford.

##### 11th Staffordshire Rifle Volunteer Corps.

The Reverend Thomas Henry, Clerk, to be Honorary Chaplain, vice Hutton, resigned. Dated 13th November, 1869.



*Commissions signed by the Lord Lieutenant of the County of Derby.*

*1st Derbyshire Militia.*

John George Patrick Wemyss to be Lieutenant (Supernumerary). Dated 20th November, 1869.

*Commissions signed by the Lord Lieutenant of the County of Inveeness.*

*1st Inverness-shire Artillery Volunteer Corps.*

William Fraser-Tytler to be Honorary Colonel. Dated 13th November, 1869.

Major Eneas William Mackintosh to be Lieutenant-Colonel, vice Tytler, resigned. Dated 13th November, 1869.

*Commission signed by the Lord Lieutenant of the County of Salop.*

*15th Shropshire Rifle Volunteer Corps.*

Rowland Jones Venables to be Ensign, vice Owen, promoted. Dated 19th November, 1869.

*Commissions signed by the Lord Lieutenant of the County of Oxford.*

*Oxford University Rifle Volunteer Corps.*

Lieutenant Charles Vaughan Trotter to be Captain, vice Alcock, resigned. Dated 19th November, 1869.

Lieutenant Richard Jephson Hardman Jones to be Captain, vice Jermyn, resigned. Dated 19th November, 1869.

Lieutenant Robert Heywood Rodgers to be Captain, vice Gardiner, resigned. Dated 19th November, 1869.

Lieutenant Francis Usher Waite to be Captain, vice Rogers, resigned. Dated 19th November, 1869.

Ensign George Arbuthnot to be Lieutenant, vice Richardson, resigned. Dated 19th November, 1869.

Ensign Charles Edwin Haig to be Lieutenant, vice Trotter, promoted. Dated 19th November, 1869.

Lawrence John Chamberlen, Esq., to be Lieutenant, vice Jones, promoted. Dated 19th November, 1869.

Mark James Barrington-Ward, Esq., to be Lieutenant, vice Rodgers, promoted. Dated 19th November, 1869.

The Honourable Randall Edward Sherborne Plunkett to be Ensign, vice Arbuthnot, promoted. Dated 19th November, 1869.

NOTICE TO MARINERS.

(No. 88.)—MEDITERRANEAN—FRANCE.

*Beacon Lights at Nice.*

THE French Government has given notice, that from the 15th day of October, 1869, and until the completion of the outer mole at Nice, two beacon lights will be exhibited from the beach of the Lazaret; the upper light *green*, the lower light *red*.

These lights are intended to guide vessels entering the port by night, clear of the works erected for the enlargement of the outer mole.

A white beacon buoy has been moored east of the above-mentioned works.

BONIFACIO STRAIT.

*Tower on Lavezzi Rock.*

Also, that the tower of masonry, intended to indicate the position of the Lavezzi rock, Bonifacio strait, is at present eight feet above the level of the sea, and the buoy moored near this danger has been removed.

ITALY—WEST COAST.

*Buoy in Procida Channel.*

Also, that a buoy with a ball *chequered red and white*, has been placed in  $3\frac{1}{2}$  fathoms on the edge of the bank which extends about half a mile from the shore between San Martino rock and Fumo point, Procida channel.

CAPRIA ISLAND.

*Light on Cape Ferrajone.*

Also, that the light exhibited from a lighthouse on Cape Ferrajone (the point north of the town of Capria) is now a *fixed white light*, elevated 115 feet above the sea, and in clear weather should be seen from a distance of 12 miles.

The illuminating apparatus is dioptric, or by lenses.

By command of their Lordships,  
*Geo. Henry Richards*, Hydrographer.

Hydrographic Office, Admiralty, London,  
22nd November, 1869.

This notice affects the following Admiralty Charts:—Mediterranean, General Nos. 2158 and 2718 *b*; Rade D'Agay to St. Remo, No. 2609; Sardinia, No. 161; Villa Franca, No. 153; Bonifacio Strait, No. 1189; Civita Vecchia to Naples, No. 159; Naples Gulf, &c., No. 1728; Corsica, with plans, No. 1181; and Capria, &c., No. 1719.

NOTICE TO MARINERS.

(No. 89.)—THAMES RIVER, ENTRANCE.

*Alteration of Buoyage of South Channels.*

THE Trinity House, London, has given notice, that in accordance with the general system of buoyage adopted by that corporation, the buoys of the South Channels of the Thames will, during the months of March and April, 1870, be altered in conformity therewith.

The principal features of this system are that the starboard side of channels entering from seaward, will be marked by black or red buoys only, the port side, by black or red buoys, chequered or striped vertically with white, and middle grounds by black or red buoys with horizontal bands of white.

When beacons are considered necessary to be placed on buoys, the starboard side entering will be distinguished by globes, the port side entering by cages, and middle grounds by diamonds or triangles.

It is to be observed that only one colour, *either black or red*, will be used in the same channel.

The prevailing colour of the buoys in the Horse, Four Fathoms, and Prince's channels, and in the Oaze Deep and the Sea Reach, will be *black*;

In the Queen's and Alexandra Channels and the Swale, the buoys will be *red*.

The buoyage of the district will then be as follows:—

*Horse Channel.*

*Reculvers.*—Black and white striped.  
*Horse.*—Black and white chequered.  
*South-East Margate.*—Black.  
*South Margate.*—Black.  
*South Spit.*—Black.  
*Hool Spit.*—Black.  
*East Last.*—Black.  
*Mid Last.*—Black.  
*West Last.*—Black, with staff and globe.

*The Swale.*

*Whitstable Street.*—Red and white striped, with staff and cage.  
*Pollard Spit.*—Red and white striped.  
*Columbine.*—Red.  
*Columbine Spit.*—Red.  
*Hum Gat.*—Red.  
*Sand End.*—Red.  
*Feversham Spit.*—Red.

*Four Fathoms Channel.*

*East Spaniard.*—Black and white striped, with staff and cage.  
*Mid Spaniard.*—Black and white chequered.  
*West Spaniard.*—Black and white striped.  
*East Middle.*—Black.  
*South Middle.*—Black.  
*West Middle.*—Black.  
*Spile.*—Black.

*Queen's Channel.*

*East Margate.*—Red and white rings, with staff and diamond.  
*N.E. Spit.*—Red and white striped.  
*North Spit.*—Red and white chequered.  
*Wedge.*—Red and white striped.  
*South Knoll.*—Red and white chequered.  
*East Tongue.*—Red and white rings.  
*West Tongue.*—Red.  
*Pan Patch.*—Red.  
*Pan Spit.*—Red.  
*West Pansand.*—Red, with staff and globe.

*Prince's Channel.*

*Tongue Knoll.*—Black and white rings.  
*N.E. Tongue.*—Black and white chequered.  
*North Tongue.*—Black and white striped, with staff and cage.  
*N.E. Pansand.*—Black and white chequered.  
*North Pansand.*—Black and white striped.  
*Gilman.*—Black and white chequered.  
*South Girdler.*—Black.  
*West Girdler.*—Black.

*Alexandra Channel.*

*Girdler Spit.*—Red and white striped.  
*N.E. Girdler.*—Red and white striped.  
*Girdler Elbow.*—Red and white striped.  
*North Girdler.*—Red and white striped.  
*Shingle Spit.*—Red.  
*South Shingles.*—Red.  
*S.W. Shingles.*—Red.  
*West Shingles.*—Red.  
*N.W. Shingles.*—Red, with staff and globe.

*Oaze Channel.*

*Shivering Sand.*—Black and white striped, with staff and cage.  
*Red Sand.*—Black and white chequered.  
*East Spile.*—Black and white striped.  
*Cant.*—Black and white chequered.  
*East Oaze.*—Black and white rings, with staff and diamond.  
*Middle Oaze.*—Black.

*West Oaze.*—Black and white rings, with staff and triangle.

*North Knob.*—Black.

*Knob.*—Black.

*Nore Sand.*—Black and white striped.

*Jenkin.*—Black and white chequered.

*Yantlet.*—Black and white striped.

*East River Middle.*—Black and white rings.

*West River Middle.*—Black.

*Medway.*

*Sheerness Middle.*—Black, with staff and globe.

*Grain Spit.*—Black.

*Queenboro' Spit.*—Black.

The Black Tail Spit will be black, with staff and globe, and the four Shoebury buoys will remain black as at present.

By command of their Lordships,

*Geo. Henry Richards*, Hydrographer.

Hydrographic Office, Admiralty, London,  
 22nd November, 1869.

This Notice will affect the following Admiralty Charts:—English Channel, No. 2675a; Dungeness to the Thames, No. 1895; North Foreland to the Nore, No. 1607; Thames entrance, No. 1610; Thames river, Gravesend to the Nore, No. 2458; North Sea, Sheet I., No. 1406; and Thames to St. Abbs Head, No. 2902a.

NOTICE TO MARINERS.

(No. 90.)—MEDITERRANEAN.

*Flashing Light at Port Said.*

THE Egyptian Government has given notice, that from the 17th day of November, or later, the small light now exhibited at Port Said will be replaced by a *flashing* light showing a flash every three seconds. In clear weather the light should be seen from a distance of 20 miles.

*Alexandria Light.*

Also, in reference to Notice to Mariners, No. 87, dated 15th November, 1869, further information has been received that the revolving light mentioned therein will attain its greatest brilliancy every twenty seconds.

*Lighthouses at Rosetta, Damietta, and Brulos.*

Also, that lighthouses are in the course of construction at the Rosetta and Damietta mouths of the Nile and also at Brulos, of which further notice will shortly be given.

GULF OF PATRAS.

*Re-Exhibition of Patras Mole Light.*

With reference to Notice to Mariners, No. 84, dated 6th November, 1869, respecting the temporary discontinuance of the light at the extremity of the mole at Patras, the Greek Government has given notice, that from the 20th day of October, 1869, the light would be re-exhibited.

By command of their Lordships,

*Geo. Henry Richards*, Hydrographer.

Hydrographic Office, Admiralty, London,  
 22nd November, 1869.

This notice affects the following Admiralty Charts:—Mediterranean, Nos. 2158 and 2718 b and c; Alexandria to Damietta, No. 2630; Damietta to El Arish, No. 2573; Ras Bulaon to Alexandria, No. 374; Port of Alexandria,

No. 243 ; Patras Gulf, No. 1676 ; and Corinth or Lepanto Gulf, No. 1600 : also Mediterranean Lights Lists, Nos. 573, 574, 575, 576, and 399.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant to the Incumbent of the benefice of All Saints, Coventry, in the county of Warwick, and in the diocese of Worcester, and to his successors, Incumbents of the same benefice, one yearly sum or stipend of two hundred pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the tenth day of August, in the year one thousand eight hundred and sixty-nine, and to be receivable in equal half-yearly portions on the first day of May and on the first day of November in each and every year : Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said benefice, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and sixty-nine.

(L. S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent for the time being of the vicarage of Warton, in the county of Lancaster, and in the diocese of Manchester, one yearly sum or stipend of one hundred and twenty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the eleventh day of July, in the year one thousand eight hundred and sixty-nine, and to be receivable in equal half-yearly portions on the first day of May and on the first day of November in each and every year : Provided always, that the annual sum or stipend so granted by us to the Incumbent of the said vicarage of Warton, shall be paid only upon the production to us on or after the first day of May and the first day of November in each and every year, of a certificate under the hand of the Bishop of the said diocese of Manchester, that an Assistant Curate, duly licensed by such Bishop, has been employed at Carnforth, within the parish of Warton aforesaid, during the half year then ended, and is in receipt of a salary after a rate of not less than one hundred and twenty pounds per annum : Provided also, that such yearly sum or stipend shall continue payable as aforesaid so long only as may to us appear to be expedient under the circumstances from time to time affecting the said vicarage of Warton.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and sixty-nine.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant and convey to the Incumbent of the vicarage of Gussage, All Saints, in the county of Dorset, and in the diocese of Salisbury, and to his successors, Incumbents of the same vicarage, all those pieces or parcels of land and hereditaments, with the appurtenances thereunto belonging, which are particularly described in the Schedule hereunto annexed, and are now vested in us ; to have and to hold the said pieces or parcels of land and hereditaments, with the appurtenances, to the use of the said Incumbent and his successors for ever : Provided always, that the said pieces or parcels of land and hereditaments shall be and be held to be in lieu of and in full substitution for the annual stipend of nine pounds heretofore payable by us to the Incumbent for the time being of the said vicarage, in respect of certain property formerly belonging to the Archdeaconry of Dorset : And provided also, that the Incumbent for the time being of the same vicarage shall be entitled to receive from us, or on our account, the net amount of the rents, profits, and proceeds of the said pieces or parcels of land and hereditaments as from the twenty-ninth day of September, in the year one thousand eight hundred and sixty-nine.

In witness whereof, we have hereunto set our common seal this eighteenth day of November, in the year one thousand eight hundred and sixty-nine.

(L.S.)

SCHEDULE.

Number on Tithe Map of the parish of Gussage, All Saints, in the county of Gloucester.	Description.	Cultivation.	Quantity.						
6	Part of Garden and Rick Yard ... ..	...	<table border="1"> <tr> <td>A.</td> <td>R.</td> <td>P.</td> </tr> <tr> <td>0</td> <td>2</td> <td>0</td> </tr> </table>	A.	R.	P.	0	2	0
A.	R.	P.							
0	2	0							
7	Ditto Barn and Yard ... ..	...	<table border="1"> <tr> <td>0</td> <td>1</td> <td>36</td> </tr> </table>	0	1	36			
0	1	36							
90	Parsonage Mead ... ..	Meadow ...	<table border="1"> <tr> <td>3</td> <td>1</td> <td>7</td> </tr> <tr> <td>4</td> <td>1</td> <td>3</td> </tr> </table>	3	1	7	4	1	3
3	1	7							
4	1	3							

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby grant and appropriate out of our common fund to the vicarage of Witchford, in the county of Cambridge, and in the diocese of Ely, one capital sum of one hundred and seventy-nine pounds ten shillings and eight pence, such capital sum to be applied by us in discharging the amount payable to the Governors of the bounty of Queen Anne for the augmentation and maintenance of the Poor Clergy, under a subsisting mortgage of the said vicarage of Witchford, which was effected by a deed bearing date the thirtieth day of April, in the year one thousand eight hundred and forty-six, for the purpose of providing a parsonage or house of residence for the said vicarage of Witchford.

In witness whereof, we have hereunto set our common seal, this twenty-fifth day of November, in the year one thousand eight hundred and sixty-nine.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant and convey to the Incumbent of the vicarage of Carlton Minniott, in the county of York, and in the diocese of York, and to his successors, Incumbents of the same vicarage, all that close or piece or parcel of land and hereditaments, with the appurtenances thereunto belonging, which are particularly described in the schedule hereunto annexed, and are now vested in us, to have and to hold the said close or piece or parcel of land and hereditaments, with the appurtenances, to the use of the said Incumbent and his successors for ever: Provided always, that the said close or piece or parcel of land shall be, and be held to be, in lieu of, and in substitution for, a portion amounting to five pounds of the annual grant of ninety-one pounds, which by an instrument published in the London Gazette of the eighth day of February, in the year one thousand eight hundred and sixty-eight, was made payable by us to the Vicar of the said vicarage of Carlton Minniott and his successors.

In witness whereof, we have hereunto set our common seal, this eleventh day of November, in the year one thousand eight hundred and sixty-nine.

(L.S.)

#### *Schedule.*

All that close, or piece or parcel of meadow land, known by the name of Sand Hole, and containing, by admeasurement, five acres two roods and fourteen perches, or thereabouts, situate in the township of Carlton Minniott, and in the parish of Thirsk, in the county of York, and numbered 177 on the tithe apportionment plan of the said parish of Thirsk, bounded on the north and east by property belonging to W. Proud, Esquire, on the south by the turnpike road leading from Carlton Minniott to Thirsk, and on the west by glebe land belonging to the rectory of Guisborough, which piece or parcel of land is delineated and colored green upon a plan drawn in the margin of a certain deed of conveyance dated the twenty-first day of August, in the year one thousand eight hundred and sixty-nine, made between George Hird Nelson, of Leeds, in the county of York, Esquire, William Wickham Wickham, of

Swinnow Hall, near Witherley, in the parish of Spofforth, in the same county, Esquire, and Samuel Gabb, of Ebbley, in the county of Gloucester, Civil Engineer, of the first part, the Rev. James Gabb, of Welburn, in the parish of Bulmer, in the county of York aforesaid, Clerk, and Jane, his wife, of the second part, and us the said Ecclesiastical Commissioners for England, of the third part, and which said deed of conveyance is intended to be deposited in the registry of the said diocese of York immediately after the publication of this instrument in the London Gazette.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby grant and appropriate out of our common fund to the vicarage of Titchfield, with the chapelry of Crofton annexed, in the county of Southampton, and in the diocese of Winchester, one capital sum of three hundred and four pounds ten shillings and seven pence, such capital sum to be applied by us in discharging the amount payable to the Governors of the Bounty of Queen Anne for the augmentation and maintenance of the Poor Clergy, under a subsisting mortgage of the said vicarage of Titchfield with Crofton, which was effected by a deed bearing date the seventeenth day of May, in the year one thousand eight hundred and fifty-one, for the purpose of providing a parsonage or house of residence for the said vicarage of Titchfield.

In witness whereof, we have hereunto set our common seal, this twenty-fifth day of November, in the year one thousand eight hundred and sixty-nine.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant to the Incumbent of the Vicarage of Witchford, in the county of Cambridge, and in the diocese of Ely, and to his successors, Incumbents of the same Vicarage, one yearly sum or stipend of eighty pounds, such yearly sum or stipend to be made payable out of the Common Fund under our control, and to be calculated as from the first day of May, in the year one thousand eight hundred and sixty-nine, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said Vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and sixty-nine.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant to the Incumbent of the benefice of Saint Mark, Coventry, in the county of Warwick, and in the diocese of Worcester, and to his successors, Incumbents of the same benefice,

one yearly sum or stipend of two hundred pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the tenth day of August, in the year one thousand eight hundred and sixty-nine, and to be receivable in equal half-yearly portions on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said benefice, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and sixty-nine.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant to the Incumbent of the vicarage of Saint John, Bishop's Wood, in the county of Stafford, and in the diocese of Lichfield, and to his successors, Incumbents of the same vicarage, one yearly sum or stipend of two hundred and nineteen pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the eighth day of October, in the year one thousand eight hundred and sixty-eight, and to be receivable, in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always that if at any time lands, tithes, or other hereditaments sufficient to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and sixty-nine.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant to the Incumbent of the benefice of Saint Gabriel, Birmingham, in the county of Warwick, and in the diocese of Worcester, and to his successors, Incumbents of the same benefice, one yearly sum or stipend of two hundred pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the tenth day of August, in the year one thousand eight hundred and sixty-nine, and to be receivable in equal half-yearly portions on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said benefice, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such

yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and sixty-nine.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant to the Incumbent of the vicarage of Saint Paul, Sarisbury, in the county of Southampton, and in the diocese of Winchester, and to his successors, Incumbents of the same vicarage, one yearly sum or stipend of one hundred and seventy-eight pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the first day of May, in the year one thousand eight hundred and sixty-nine, and to be receivable, in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and sixty-nine.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant to the Incumbent of the vicarage of Saint Paul, Coven, in the county of Stafford, and in the diocese of Lichfield, and to his successors, Incumbents of the same vicarage, one yearly sum or stipend of one hundred and seventy-four pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the eighth day of October, in the year one thousand eight hundred and sixty-eight, and to be receivable, in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and sixty-nine.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do

hereby grant to the Incumbent of the benefice of Saint John, Woolwich, in the county of Kent, and in the diocese of Rochester, and to his successors, Incumbents of the same benefice, one yearly sum or stipend of two hundred pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the eighth day of October, in the year one thousand eight hundred and sixty-nine, and to be receivable in equal half-yearly portions on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said benefice, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and sixty-nine.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby grant and appropriate out of our common fund to the vicarage of Preston Candover, with the chapelry of Nutley annexed, in the county of Southampton, and in the diocese of Winchester, one capital sum of four hundred and twenty-five pounds four shillings and eight pence, such capital sum to be applied by us in discharging the amount payable to the Governors of the Bounty of Queen Anne for the augmentation and maintenance of the Poor Clergy, under a subsisting mortgage of the said vicarage of Preston Candover with the chapelry of Nutley annexed, which was effected by a deed bearing date the twenty-fifth day of April, in the year one thousand eight hundred and sixty-three, for the purpose of providing a parsonage or house of residence for the said vicarage of Preston Candover with the chapelry of Nutley annexed.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and sixty-nine.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent for the time being of the vicarage of Great Sampford, with the chapelry of Hempstead annexed, in the county of Essex, and in the diocese of Rochester, one yearly sum or stipend of sixty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the first day of May, in the year one thousand eight hundred and sixty-eight, and to be receivable in equal half-yearly portions on the first day of May and on the first day of November in each and every year: Provided always, that the annual sum or stipend so granted by us to the Incumbent of the said vicarage of Great Sampford, with the chapelry of Hempstead annexed, shall be paid only upon the production to us on or after the first day of May and the first day of November in each and

every year, of a certificate under the hand of the Bishop of the said diocese of Rochester, that an Assistant Curate, duly licensed by such Bishop, has been employed within the parishes of Great Sampford and Hempstead aforesaid, during the half year then ended, and is in receipt of a salary after a rate of not less than one hundred and twenty pounds per annum: Provided also that such yearly sum or stipend shall continue payable as aforesaid so long only as may to us appear to be expedient under the circumstances from time to time affecting the said vicarage of Great Sampford, with the chapelry of Hempstead annexed.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and sixty-nine.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant and convey to the Incumbent of the vicarage of King's Bromley, in the county of Stafford, and in the diocese of Lichfield, and to his successors, Incumbents of the same vicarage, all that piece or parcel of land and hereditaments, with the appurtenances thereunto belonging, which is particularly described in the schedule hereunto annexed, and is now vested in us, to have and to hold the said piece or parcel of land and hereditaments, with the appurtenances, to the use of the said Incumbent and his successors for ever: Provided always that the said piece or parcel of land and hereditaments shall be, and be held to be, in lieu of, and in full substitution for, a portion amounting to eleven pounds of the annual sum or stipend of one hundred and two pounds, heretofore payable by us to the Incumbent of the said vicarage and his successors, under the authority of an instrument published in the London Gazette of the twenty-fourth day of March, in the year one thousand eight hundred and sixty-eight: And provided also, that the Incumbent, for the time being, of the same vicarage, shall be entitled to receive from us, or on our account, the net amount of the rents, profits, and proceeds of the said piece or parcel of land and hereditaments, as from the first day of April, in the year one thousand eight hundred and sixty-nine.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and sixty-nine.

(L.S.)

#### Schedule.

All that piece or parcel of land containing four acres one rood and twenty-two perches or thereabouts, situate in the parish of King's Bromley, in the county of Stafford, and known as "Slades Shoot," being part of a farm known as "Eastfield Farm" and numbered 234 on the tithe apportionment map of King's Bromley aforesaid, bounded on the north by the turnpike road leading from Bromley Regis to Abrewas, and on all other sides by other property belonging to the Earl of Lichfield, and delineated on a plan drawn in the margin of a certain deed of conveyance, dated the nineteenth day of April, in the year one thousand eight hundred and sixty-nine, made between Charles John Bouchier, of Speen Hill, near Newbury, in the county of Berks, a captain in Her

Majesty's army, James Johnes Bouchier, of Fethorpe Hall, in the county of Norfolk, a major in Her Majesty's army, and Edward John Stracey Clitherow, late of Sprowston, in the same county, but now of Boston House, near Brentford, in the county of Middlesex, a colonel in Her Majesty's army, of the first part, the Right Honorable Thomas George, Earl of Lichfield, of the second part, and us, the said Ecclesiastical Commissioners for England of the third part, which said deed of conveyance is intended to be deposited in the Registry of the said diocese of Lichfield immediately after the publication of these presents in the London Gazette.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant and convey to the Incumbent of the vicarage of Tremurchion, in the county of Flint, and in the diocese of Saint Asaph, and to his successors, Incumbents of the same vicarage, all those two pieces or parcels of land and hereditaments, with the appurtenances thereunto belonging, which are particularly described in the schedule hereunto annexed, and are now vested in us, to have and to hold the said pieces or parcels of land and hereditaments, with the appurtenances, to the use of the said Incumbent and his successors for ever.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and sixty-nine.

(L.S.)

*Schedule.*

All those two pieces or parcels of land, situate in the parish of Tremurchion, otherwise Dymurchion, in the county of Flint, comprising together three acres and thirty perches, which are delineated upon the plan hereunto annexed, and are thereon coloured pink.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Framland, in the county of Leicester, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners, for the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the Bell and Swan Hotel, Melton Mowbray, on Friday, the 17th day of December, 1869, at twelve o'clock at noon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax Acts for the division of Framland aforesaid.

*H. Roberts.*

*Alex. Duff Gordon.*

Inland Revenue, Somerset House,  
London, November 25, 1869.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst

No. 23559.

B

the Commissioners appointed to act in the city of London, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners, for the city of London, being respectively qualified to act as such Commissioners, to be holden at No. 3, Guildhall-buildings, on Wednesday, the 1st day of December, 1869, at noon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax Acts for the city of London aforesaid.

*Henry Roberts.*

*Alex. Duff Gordon.*

Inland Revenue, Somerset House,  
London, November 25, 1869.

INCOME TAX.

WHEREAS by an Act passed in the 28th year of Her Majesty, cap. 30, for granting to Her Majesty certain duties of Customs and Inland Revenue, power is given for increasing in certain cases the number of persons appointed under the provisions made by the Act passed in the 5th and 6th years of Her Majesty, cap. 35, Commissioners for the general purposes of the Income Tax Acts, and persons to supply vacancies amongst such Commissioners in each district or division in Great Britain; and it appearing to the Board of Inland Revenue that the number of persons so appointed for the division of Framland, in the county of Leicester, is insufficient for the proper discharge of the business therein arising under the Income Tax Act, the said Board hereby authorise the increase in the number of the Commissioners for the said division to any number not exceeding fourteen, and of persons to supply vacancies amongst such Commissioners to any number not exceeding fourteen; and we, the undersigned, two members of the said Board, do hereby convene a meeting of the persons appointed for putting in execution within the said county an Act passed in the 38th year of the reign of King George the Third, intitled "An Act for granting an aid to His Majesty by a Land Tax to be raised in Great Britain for the service of the year 1798," being respectively qualified to act as Commissioners in the execution of the last-mentioned Act, to be holden at the "Bell and Swan" Hotel, in Melton Mowbray, on Friday, the 17th day of December, 1869, at twelve o'clock at noon, for the purpose of choosing and appointing, according to the regulations of the said Act of the 5th and 6th years of Her Majesty, such number of fit and proper persons to be Commissioners for general purposes for the said district of Framland and of persons to supply vacancies amongst such Commissioners, as may be sufficient to increase the number of such Commissioners to any number not exceeding fourteen, and of persons to supply vacancies amongst such Commissioners to any number not exceeding fourteen.

*H. Roberts.*

*Alex. Duff Gordon.*

Inland Revenue, London,  
November 25, 1869.



**N**OTICE is hereby given, that a separate building, named the particular Baptist Chapel, situated at Abbey-row, in the parish of the Abbey, Malmesbury, in the county of Wilts, in the district of Malmesbury, being a building certified according to law as a place of religious worship, was, on the 22nd day of November, 1869, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 23rd of November, 1869.  
John Alex. Handy, Superintendent Registrar.

**N**OTICE is hereby given, that a separate building, named Horeb, situate at the town of Loughor, in the county of Glamorgan, in the district of Llanely, being a building certified according to law as a place of religious worship, was, on the 15th day of November, 1869, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 23rd of November, 1869.

Richd. B. Jones, Superintendent Registrar.

### SUPPLEMENT TO

**AN ACCOUNT**, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of **BANK NOTES**, of the several Banks of Issue in **ENGLAND** and **WALES**, in Circulation during the Week ending Saturday, the 13th day of November, 1869.

*The undermentioned Parties having omitted to transmit their Accounts in proper time to be inserted in the Gazette of Tuesday, the 23rd day of November, 1869.*

Name, Title, and Principal Place of Issue.		Average Amount.
East Riding Bank	Beverley	47,313
	Bower and Co.	

W. W. DALBIAC, Registrar of Bank Returns.

*Inland Revenue, Somerset House, November 25, 1869.*

### BANK OF ENGLAND.

**AN ACCOUNT** pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 24th day of November, 1869.

#### ISSUE DEPARTMENT.

£		£	
Notes issued	32,560,250	Government Debt	11,015,100
		Other Securities	3,984,900
		Gold Coin and Bullion	17,560,250
		Silver Bullion	
	<u>£32,560,250</u>		<u>£32,560,250</u>

Dated the 25th day of November, 1869.

Geo. Forbes, Chief Cashier.

#### BANKING DEPARTMENT.

£		£	
Proprietors' Capital	14,533,000	Government Securities	13,811,953
Reserve	3,111,486	Other Securities	15,911,305
Public Deposits (including Exchequer, Savings Banks, Commissioners of National Debt, and Dividend Accounts)	4,426,834	Notes	9,734,665
Other Deposits	17,798,714	Gold and Silver Coin	1,005,981
Seven day and other Bills	573,820		
	<u>£40,463,854</u>		<u>£40,463,854</u>

Dated the 25th day of November, 1869.

Geo. Forbes, Chief Cashier.



AN ACCOUNT of the Importations and Exportations of Bullion and Specie registered in the Week ended 24th November, 1869.

Countries from which Imported.		Imported into the United Kingdom.					
		GOLD.			SILVER.		
		Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
		Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Belgium ... ..	...	...	...	...	40,000	40,000	
France ... ..	76	...	76	23,680	...	23,680	
Victoria ... ..	5,000	7,884	12,884	...	...	...	
West Indies and South America (except Brazil) ... ..	6,632	263	6,895	7,480	22,715	30,195	
Brazil ... ..	...	...	...	22,235	...	22,235	
United States of America ... ..	...	969	969	8,672	...	8,672	
Other Countries ... ..	497	322	819	7,232	...	7,232	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
Aggregate of the Importations registered in the Week ... }	12,205	9,438	21,643	69,299	62,715	132,014	
Approximate Value of the said Importations computed at the rates specified below ... }	£ 47,480	£ 38,877	£ 86,357	£ 17,145	£ 15,940	£ 33,085	
Rates of Valuation, per ounce	£ s. d. 3 13 10½	£ s. d. 3 10 0	...	s. d. 4 10½	s. d. 5 1	...	
	3 17 10½	4 4 0		5 0½			

  

Countries to which Exported.		Exported from the United Kingdom.							
		GOLD.			SILVER.				
		Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
		British.	Foreign.			British.	Foreign.		
Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.		
Hamburg ... ..	...	75	...	75	...	80	187,151	187,231	
France ... ..	...	...	26,471	26,471	...	40,600	...	40,600	
Egypt ... ..	3,954	...	600	4,554	...	...	20,000	20,000	
Cape of Good Hope ... ..	2,500	...	...	2,500	...	...	...	...	
Brazil ... ..	628	...	...	628	...	...	...	...	
...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	
Aggregate of the Exportations registered in the Week ... }	7,082	75	27,071	34,228	...	40,680	207,151	247,831	
Approximate Value of the said Exportations computed at the rates specified below ... }	£ 27,576	£ 281	£ 109,863	£ 137,720	£ ...	£ 10,064	£ 52,651	£ 62,715	
Rates of Valuation, per ounce	£ s. d. 3 17 10½	£ s. d. 3 15 0	£ s. d. 4 1 2	...	s. d. ...	s. d. 4 11½	s. d. 5 1	...	

EDW. BERNARD,  
Inspector-General of Imports and Exports.

Office of the Inspector-General of Imports and Exports,  
Custom House, London, November 25, 1869.

*India Office, November 24, 1869.*

**T**HE Secretary of State for India in Council hereby gives notice, that he has received a *Calcutta Gazette*, containing the following notice of Order made by the Court for the Relief of Insolvent Debtors there, under the provisions of the Act 11 Victoria, cap. 21 :

**Court for the Relief of Insolvent Debtors at Calcutta.**

**In the Matter of Alfred Isaac Meyer, an Insolvent.**

On Saturday, the 2nd day of October instant, it was ordered that the application of the said Insolvent for the dismissal of his petition seeking for relief under the Act 11 Vic., cap. 21, do stand over until the 4th day of December next.—Rogers and Remfry, Attorneys. Date of Gazette containing notice, November 24, 1869.

Chief Clerk's Office, the October, 1869.

**The County Courts Admiralty Jurisdiction Act, 1868.**

**County Court, Great Grimsby, Lincolnshire.**

**T**HE Judge of the High Court of Admiralty has approved of the following persons, residing or having places of business within the district of the above Court, to act as Nautical Assessors therein under the provisions of this Act.

James Watt, Great Grimsby, Retired Master in the Navy.

Thomas Atkinson, Great Grimsby, Retired Officer in Her Majesty's Revenue Service.

Robinson Robinson, Louth, Retired Second Master in the Navy.

*Wm. Heaford Daubney, Registrar.*

5th November, 1869.

**N**OTICE is hereby given, that an agreement authorized by 18 and 19 Vict., c. 63, s. 13, for the dissolution of a Friendly Society, called the Tradesmen and Mechanics Friendly Society, held at the Angel Inn, Basingstoke, in the county of Southampton, was transmitted to the Registrar of Friendly Societies in England, on the 24th day of November, 1869.

*John Tidd Pratt, Registrar of Friendly Societies in England.*

London, 24th day of November, 1869.

**In the Matter of the Letters Patent granted to Charles Benjamin Normand, of Havre, in the Empire of France, Shipbuilder, for the invention of "Improvements in the treatment and employment of steam in steam engines, and in apparatus for effecting the condensation of steam," bearing date the 17th day of March, 1856, No. 635.**

**N**OTICE is hereby given, that Thomas Davison, of No. 248, Bath-street, in the city of Glasgow, North Britain, Engineer, to whom the above-named Letters Patent have been assigned, intends to apply by petition to Her Majesty in Council, praying Her Majesty to grant a prolongation of the term of the said Letters Patent; and notice is hereby further given, that on the 29th day of December, 1869, or on such subsequent day as the Judicial Committee of Her Majesty's Privy Council shall appoint for that purpose, an application will be made to the said Committee for a time to be fixed for hearing the

matter of the said petition; and any person desirous of being heard in opposition to the prayer of the said petition, must enter a caveat to that effect in the Privy Council Office on or before the said 29th day of December, 1869:—Dated this 19th day of November, 1869.

*Bristow Hunt, 1, Serle-street, Lincoln's-inn, London, Solicitor for the Petitioner.*

**Patent Law Amendment Act, 1852.**

**Office of the Commissioners of Patents for 3342. Inventions.**

**N**OTICE is hereby given, that the petition of Ira Hayford and Joseph Frost Paul, of Boston, in the county of Suffolk, and State of Massachusetts, United States of America, praying for letters patent for the invention of "certain improvements in the mode of laying or constructing wooden pavements for streets, etc., as well as a new and useful process for preparing wood for pavements," was deposited and recorded in the Office of the Commissioners on the 20th day of November, 1869, and a complete specification accompanying such petition was at the same time filed in the said office.

**Patent Law Amendment Act, 1852.**

**Office of the Commissioners of Patents for 3358. Inventions.**

**N**OTICE is hereby given, that the petition of William Robert Lake, of the "International Patent Office," Southampton-buildings, London, Consulting Engineer, praying for letters patent for the invention of "improvements in machinery for distributing type,"—a communication to him from abroad by Orren Lee Brown, of Boston, Massachusetts, United States of America, —was deposited and recorded in the Office of the Commissioners on the 20th day of November, 1869, and a complete specification accompanying such petition was at the same time filed in the said office.

**Patent Law Amendment Act, 1852.**

**Office of the Commissioners of Patents for 3374. Inventions.**

**N**OTICE is hereby given, that the petition of John Brookes, of 33, Sherlock-street, Birmingham, in the county of Warwick, praying for letters patent for the invention of "improvements in fastenings applicable to ladies' stays, gloves, boots, and other similar articles," was deposited and recorded in the Office of the Commissioners on the 22nd day of November, 1869, and a complete specification accompanying such petition was at the same time filed in the said office.

**Patent Law Amendment Act, 1852.**

**Office of the Commissioners of Patents for 3378. Inventions.**

**N**OTICE is hereby given, that the petition of Henri Adrien Bonneville, of the British and Foreign Patent Offices, 18, Chaussée d'Antin, Paris, in the Empire of France, and 10, Sackville-street, Piccadilly, in the county of Middlesex, Patent Agent, praying for letters patent for the invention of "improvements in electric batteries,"—a communication to him from Théophile Chutaux, a person resident at Cité Bergère, Paris aforesaid, Electrician, —was deposited and recorded in the Office of the Commissioners on the 23rd day of November, 1869, and a complete

specification accompanying such petition was at the same time filed in the said office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for  
3382. Inventions.

NOTICE is hereby given, that the petition of William Edward Gedge, of the firm of John Gedge and Son, of No. 11, Wellington-street, Strand, in the county of Middlesex, Patent Agent, praying for letters patent for the invention of "an improved system of hydraulic traction on railways and other roads."—a communication to him from abroad by Giovanni Cavalli, of Turin, Italy,—was deposited and recorded in the Office of the Commissioners on the 23rd day of November, 1869, and a complete specification accompanying such petition was at the same time filed in the said office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for  
3383. Inventions.

NOTICE is hereby given, that the petition of Henry Franklin Shaw, of West Roxbury, in the county of Norfolk, State of Massachusetts, United States of America, praying for letters patent for the invention of "improvements in cutters for mowing machines,"—was deposited and recorded in the Office of the Commissioners on the 23rd day of November, 1869, and a complete specification accompanying such petition was at the same time filed in the said office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for  
Inventions.

NOTICE is hereby given, that provisional protection has been allowed—

2753. To William John Cunningham, of 480, New Oxford-street, in the county of Middlesex, Engineer and Machinist, and Alfred Patrick McCarthy, of Bloomsbury, in the county of Middlesex aforesaid, for the invention of "improvements in obtaining motive power."

On their petition, recorded in the Office of the Commissioners on the 22nd day of September, 1869.

3091. To Peter Walker, of Bewsey New Hall, near Warrington, in the county of Lancaster, Brewer, for the invention of "improved methods of and apparatus for rendering coal mines less injurious to those employed therein."

On his petition, recorded in the Office of the Commissioners on the 25th day of October, 1869.

3151. To John Clayton Mewburn, of 172, Fleet-street, in the city of London, Patent Agent and Consulting Engineer, for the invention of "a new or improved photographic process for preparing printing surfaces."—A communication to him from abroad by E. Rye, of Odense, in the Kingdom of Denmark.

On his petition, recorded in the Office of the Commissioners on the 30th day of October, 1869.

3167. To James Hargreaves, of Widnes, in the county of Lancaster, Analytical Chemist, and Thomas Robinson, of the same place, Iron Founder, for the invention of "improvements in the treatment of pyrites and in obtaining products therefrom."

On his petition, recorded in the Office of the Commissioners on the 1st day of November, 1869.

3195. To Joseph Booth, of Broomhill, Sheffield, in the county of York, Millwright and Engineer, for the invention of "improvements in the modes of rolling or reducing metal, and in the arrangement of machinery for effecting such rolling or reducing."

3199. To Stephen Busk, of Pancras-lane, in the city of London, Merchant, for the invention of "improvements in bar iron for the manufacture of shoes for horses and other animals."—A communication to him from abroad by Stanley Peter Youle, of Rio Janeiro, in the Empire of Brazil.

3201. To Frank Armstrong, of Paris, in the French Empire, Merchant, for the invention of "improvements in sewing machines."—A communication to him by Mr. Henry A. House, of Bridgeport, in the county of Fairfield and State of Connecticut, United States of America.

3203. To Edward Edmonds, of Rockville, Paignton, in the county of Devon, for the invention of "an improved coffee pot and filler for the same."

On their several petitions, recorded in the Office of the Commissioners on the 4th day of November, 1869.

3205. To John Maiden, of Oldham, in the county of Lancaster, Engineer, for the invention of "improvements in lubricators."

3207. To John Turnbull, of Glasgow, in the county of Lanark, North Britain, for the invention of "improved cut-off gears for steam engines."

3209. To John Knight Northall, of Netherton, in the county of Worcester, Manager, for the invention of "improvements in apparatus or machinery for welding and finishing tubes."

3210. To Frederick Pash, of 72, Gracechurch-street, in the city of London, Gentleman, for the invention of "improvements in velocipedes, particularly applicable to bicycles."

3211. And to Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "improvements in boring tools."—A communication to him from abroad by Alexander Allan, of the city, county, and State of New York, United States of America.

On their several petitions, recorded in the Office of the Commissioners on the 5th day of November, 1869.

3213. To Frederick Taylor, of the firm of Lindley, Taylor, and Company, of the town and county of the town of Nottingham, for the invention of "improvements in sewing and embroidering machines."

3215. And to William Robert Lake, of the "International Patent Office," Southampton-buildings, London, Consulting Engineer, for the invention of "an improved mode of and devices for securing stair rods."—A communication to him from abroad by Hypolite Uhry, of the city and State of New York, United States of America, Engineer.

On both their petitions, recorded in the Office of the Commissioners on the 6th day of November, 1869.

3217. To Thomas Perkins, of Hitchin, in the county of Hertford, Agricultural Implement Maker, for the invention of "improvements in apparatus for ploughing or cultivating land."

On his petition, recorded in the Office of the Commissioners on the 8th day of November, 1869.

3221. To Simeon Heath, of Walsall, in the county of Stafford, Saddler's Tool Manufacturer, for the invention of "an improved machine or apparatus for clipping horses."
3222. To Robert Aders, Merchant, of the firm of Aders, Preyer, and Company, of 25, John Dalton-street, in the city of Manchester, in the county of Lancaster, for the invention of "improvements in the tinning of metals."—A communication to him from abroad by William Ernst Haarhaus, of Elberfeld, in the Kingdom of Prussia.
3223. To Richard Jones, of Birmingham, in the county of Warwick, Manufacturer, for the invention of "a special and general paper card or form holder, such as for address cards, envelopes, bill heads, and general stationery, or like matter, and which said invention is also applicable for holding special patterns or fancy goods not of a bulky character."
3225. To George Daniel Davis, of No. 16, Woodstock-road, East India-road, in the county of Middlesex, Ships' Machinist, for the invention of "improvements in machinery for working rudders."
3227. To Thomas Hattersley, of Leeds, in the county of York, Spindle Manufacturer, for the invention of "improvements in spindles and flyers used in the spinning and preparing of flax, tow, hemp, jute, worsted, wool, cotton, silk, and other fibrous substances."
3229. And to Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "improvements in the transportation of letters, parcels, and other freight, by atmospheric pressure, and in apparatus connected therewith."—A communication to him from abroad by Alfred Ely Beach, of Stratford, Fairfield County, State of Connecticut, United States of America.
- On their several petitions, recorded in the Office of the Commissioners on the 9th day of November, 1869.
3233. To William Donbavand, of the city of Manchester, in the county of Lancaster, Scale Beam and Weighing Machine Manufacturer, for the invention of "improvements in balances for weighing."
3235. To George Knighton, of Riddings, in the parish of Alfreton, in the county of Derby, Engineer, for the invention of "improvements in core barrels for making pipes and hollow castings."
3237. To John Wesley Hackworth, of Darlington Engine Works, in the county of Durham, Engineer, for the invention of "improvements in slide valves for steam engines."
3239. To Henry Lee, of the firm of Tootal, Broadhurst, Lee, and Company, of Manchester, in the county of Lancaster, for the invention of "improvements in looms for weaving."
3241. And to Isaac Battinson and George Battinson, both of Halifax, in the county of York, Wool Combers, and Thomas Whitehead and Henry Walton Whitehead, both of Leeds, in the said county, Machine and Tool Manufacturers, for the invention of "improvements in machinery for combing wool, cotton, flax, and other fibrous substances."
- On their several petitions, recorded in the Office of the Commissioners on the 10th day of November, 1869.
3243. To Aaron Mosley, of Old Radford, in the county of Nottingham, Mechanic, for the invention of "improvements in lace machinery."
3245. To Thomas Herbert and James Calvert Fowler, both of Leicester, for the invention of "improvements in means or apparatus for signalling between various parts of a railway train."
3249. To Isidor Nasch, of Berlin, in the Kingdom of Prussia, Manufacturer, for the invention of "improvements in button-hole sewing machines."
3253. To John Martin Rowan and Thomas Rogers Horton, both of Glasgow, in the county of Lanark, North Britain, Engineers, for the invention of "improvements in steam engines and boilers."
3255. To Josiah Mason, of Birmingham, in the county of Warwick, Manufacturer, for the invention of "an improvement or improvements in metallic pens."—A communication to him from abroad by Jean Benoit Mallat, of Paris, in the Empire of France.
3257. To Peter Wilson, of Birmingham, in the county of Warwick, Lock Maker, for the invention of "improvements in locks and latches, and in keys for locks, and in attaching door and other knobs to spindles."
3259. And to Gustav Adolph Buchholz, of Regent's Park, in the county of Middlesex, Gentleman, for the invention of "improved machinery for hulling grain."
- On their several petitions, recorded in the Office of the Commissioners on the 11th day of November, 1869.
3261. To Benjamin Shaw, of the Calder Soap Works, Wakefield, in the county of York, Engineer, for the invention of "improvements in machinery for cutting soap."
3262. To Stephen Martin, of the firm of Stephen Martin, Junior, and Company, of Clarence Works, Sheffield, in the county of York, Iron Merchants and Steel Converters, for the invention of "improvements in the construction of chains for supporting the rails of rail and tramways."
3263. To Christopher Brakell, of the North Moor Foundry, Oldham, in the county of Lancaster, Engineer, for the invention of "improvements in obtaining and applying motive power."
3264. To Samuel Chatwood, of Bolton-le-Moors, in the county of Lancaster, Safe and Lock Engineer, and Robert Kenyon, of Bolton-le-Moors, in the county of Lancaster, Millwright, for the invention of "improvements in furnaces and in apparatus connected therewith."
3265. To Oswald Rose, of Bolton, in the county of Lancaster, Engineer, for the invention of "improvements in pistons for steam and other motive engines."
3266. To Gray Denison Edmeston, of Preston, in the county of Lancaster, Engineer, for the invention of "improvements in hammers to be worked by steam or other elastic fluid."
3267. To William Gorman, of Glasgow, in the county of Lanark, North Britain, Engineer, for the invention of "improvements in the manufacture of iron and steel, and in apparatus therefor, parts of the improvements being also applicable to furnaces of various kinds and parts to some motive-power purposes."
3268. To Thomas Snow, of the Inner Temple, in the county of Middlesex, Barrister-at-Law, for the invention of "an improved column for exhibiting notices at railway stations and other public places."

3269. To William Ebenezer Dobson and Frederic Dobson, both of the Meadow Mill, in the town and county of the town of Nottingham, Lace Dressers, for the invention of "improvements in the manufacture or production of shawls made on lace machines."

3271. And to Henry Royall Minns, of Bristol, in the county of Somerset, for the invention of "improvements in letter pillar posts."

On their several petitions, recorded in the Office of the Commissioners on the 12th day of November, 1869.

3272. To George Henry Hannaford, of No. 3A Finsbury-place South, in the city of London, Gentleman, for the invention of "improvements in apparatus for working, locking, and controlling railway switches, points, and signals."

3276. To Charles Herbert Holt, of No. 36, Byrom-street, Saint John's, in the city of Manchester, and county of Lancaster, Engineer, for the invention of "improvements in apparatus for obtaining blast in smelting and other furnaces, which improvements are also applicable in injecting air for other purposes."

3277. To Richard Hardman, of Ramsbottom, and George Hardman, of Newchurch, both in the county of Lancaster, Cotton Spinners, for the invention of "improvements in carding engines."

3278. To Charles Burgon and James Ball, of Sheffield, in the county of York, Sheep Shear Manufacturers, for the invention of "improvements in the manufacture of sheep shears."

3279. To Robert Smith, of the Heywood, Higginbottom, Smith, and Company Limited Paper Staining Works, Hyde-road, Manchester, in the county of Lancaster, and John Higginbottom, of the same place, Sub Manager, for the invention of "certain improvements in the manufacture of paper-hangings."

3280. To Charles Sutton, of No. 108, Holloway-road, in the county of Middlesex, for the invention of "an improved means of, and apparatus for, ascertaining the presence of certain bodies which are concealed from view, and for discriminating between one body and another."

3281. To Thomas Arthur Dillon, of the city of Dublin, Ireland, for the invention of "an improved safety lamp."

3282. To William Richardson, of Oldham, in the county of Lancaster, Mechanical Engineer, for the invention of "improvements applicable to valves of steam engine cylinders."

3283. To Henry Houldsworth Grierson, of Manchester, in the county of Lancaster, Engineer, and John Macvicar Rigby, of Manchester aforesaid, Engineer, for the invention of "improvements in machinery for cutting or dressing stone."

3284. To James Henderson, of Bishopton, in the county of Renfrew, Scotland, Chemist, for the invention of "improvements in treating certain ores, and in obtaining products therefrom."

3286. And to Robert Ganthony, of Richmond, in the county of Surrey, Gentleman, for the invention of "an improved inking or stamping pad."

On their several petitions, recorded in the Office of the Commissioners on the 13th day of November, 1869.

3288. To William Edward Gedge, of the firm of John Gedge and Son, of No. 11, Wellington-street, Strand, in the county of Middlesex, Patent Agent, for the invention of "a novel

manufacture of box for matches and other objects."—A communication to him from abroad by Jules Trottier, of 39, Faubourg St. Martin, Paris, France.

3289. To Fountain Clarbour and William Edward Teale, both of Salford, in the county of Lancaster, Agents, for the invention of "certain improvements in mining lamps."

3290. To Frederic Brampton, of Birmingham, in the county of Warwick, Manufacturer, for the invention of "improvements in locks."

3292. To Charles Denton Abel, of No. 20, Southampton-buildings, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "a new or improved process for refining and desilvering lead, and apparatus employed for that purpose."—A communication to him from abroad by Messrs. Gustave Luce, Son, and Rozan, of No. 44, Rue Sainte, Marseilles, France, Merchants.

3293. To James Tribe, of Saint John-street, Smithfield, and John Mallett, of Charles-street, Saint John-street-road, both in the county of Middlesex, for the invention of "improvements in despatch boxes and other similar articles."

3294. To Alfred Jugla, of Regent-street, in the county of Middlesex, Glove Manufacturer, for the invention of "an improvement in gloves."

3295. To William Gossage, of Widnes, in the county palatine of Lancaster, Chemist, for the invention of "improvements in obtaining a certain compound of soda by the decomposition of sulphate of soda, and a certain compound of potassa by the decomposition of sulphate of potassa, also in obtaining sulphur, either free or combined, from the gaseous products of such decompositions."

3297. To George Radford Mather, of Wellingborough, in the county of Northampton, Engineer, for the invention of "improvements in means or apparatus for cutting or giving form to wood."

3298. And to James Grafton Jones, of Blaina, near Newport, in the county of Monmouth, for the invention of "improvements in apparatus for breaking down coal."

On their several petitions, recorded in the Office of the Commissioners on the 15th day of November, 1869.

3299. To Gabriel Cherpit, of Manchester, in the county of Lancaster, Engineer, for the invention of "improvements in the construction of healds for looms."

3300. To Walter Henry Tucker, of No. 6, Southampton-street, Strand, London, for the invention of "improvements in locks."

3303. To Maurice Sautter, residing at No. 50, Rue de la Chaussée d'Antin, in the city of Paris, in the Empire of France, for the invention of "improved reloading cartridge shell."—A communication from Richard Jordan Gatling, a person resident at Indianapolis, county of Marion and State of Indiana, in the United States of America.

3305. To Charles Asbury, of Balsall Heath, in the county of Worcester, Mechanical Engineer, for the invention of "improvements in steam boilers."

3306. To John Goodjer Garrard, of Bishops Stortford, in the county of Herts, for the invention of "improvements in the construction of buffers adapted for railway carriages and other vehicles, and as a substitute for weight springs used therewith, and for checking the recoil of heavy guns."

3308. To Joseph Oppenheimer, of Manchester, in the county of Lancaster, Merchant, for the invention of "improvements in fixing and staying telegraph posts."

3309. To Ferdinand Delacroix, of Paris, Boulevard de Strasbourg, 23, Mechanician, for the invention of "an improved metallic manometer."

3310. And to Comyn Ching, of Castle-street, Long Acre, in the county of Middlesex, for the invention of "improvements in the boilers of hot-water apparatus for supplying baths and other purposes."

On their several petitions, recorded in the Office of the Commissioners on the 16th day of November, 1869.

3311. To Paul Negrin, of Marseilles, in the Empire of France, Gentleman, for the invention of "an improved arrangement for regulating the flow of liquids through pipes, valves, cocks, or other conducts."

3312. To Samuel Joseph Mackie, of Kensington, in the county of Middlesex, Civil Engineer, for the invention of "improvements in the construction and propulsion of floating vessels."

3313. To John Crofts, Richard Dawson, and John King, all of Hunslet-lane, Leeds, in the county of York, for the invention of "an improvement in apparatus for combing wool or other fibres."

3315. To Thomas Weston and Hugh Weston, both of Birmingham, in the county of Warwick, Tube Manufacturers, for the invention of "improvements in the manufacture and coating or casing of metallic tubes and rods."

3316. To James Willis, of Stocksbridge Works, near Sheffield, in the county of York, for the invention of "improvements in the manufacture of umbrellas."

3317. To Ernest Bazin, of Angers Maine et Loire, France, Engineer, Armand Ruiz, of No. 1, Rue d'Argenson, in the city of Paris, Banker, and Edouard Le Pelletier, of No. 55, Rue Lepic, in the city of Paris aforesaid, Banker, for the invention of "improvements in spinning looms and in the spindles employed therein."

3318. And to William Henry Perkin, of Sudbury, in the county of Middlesex, for the invention of "improvements in the manufacture of coloring matter suitable for dyeing and printing."

On their several petitions, recorded in the Office of the Commissioners on the 17th day of November, 1869.

3322. To John Woodward, of Queen's Foundry, New Islington, Ancoats, in the city of Manchester, in the county of Lancaster, Engineer, for the invention of "improvements in gas and water or other liquid meters."

3324. To Camille Faure, of the Patent Office, 67, Strand, in the city of Westminster, Civil Engineer, for the invention of "improvements in galvanic batteries."

3326. To George Henry Kenworthy and Thomas Knowles, both of Ashton-under-Lyne, in the county of Lancaster, for the invention of "improvements in machinery or apparatus for preparing cotton or other fibrous substances for carding."

3328. To Henry Allwork Hammond, of Littlehampton, in the county of Sussex, but temporarily of Cannon-street, in the city of London, Ironmonger, for the invention of "an improved chimney cowl."

3330. And to Thomas Lewellyn, of Great Portland-street, in the county of Middlesex, Ma-

chinist, for the invention of "an improved construction of cutter applicable to the squaring, planing, grooving, and rabbetting of wood."

On their several petitions, recorded in the Office of the Commissioners on the 18th day of November, 1869.

#### PATENTS WHICH HAVE BECOME VOID.

**A** LIST of the Letters Patent for Inventions which have become void by reason of the non-payment of the additional Stamp Duty of £50, before the expiration of the third year from the date of such Patents, pursuant to the Act of the 16th Vict., c. 5, sec. 2, for the week ending the 20th day of November, 1869.

2979. Claude Marie Bathias, of 164, Rue Montmartre, and 24, Rue du Mont Thabor, Paris, in the Empire of France, Civil Engineer, for an invention of "an improved apparatus for registering the speed of machinery or the distance travelled by vehicles."—Dated 14th November, 1866.

2980. Henri Adrien Bonneville, of the British and Foreign Patent Offices, 24, Rue du Mont Thabor, Paris, in the Empire of France, and 38, Porchester-terrace, Bayswater, in the county of Middlesex, Patent Agent, for an invention of "an improved apparatus to teach book-keeping."—It is a communication from Jean Hippolyte Savoureaux, person resident at the Palace of the Tuileries, Paris aforesaid, Chief of Office at the Ministry of the Imperial Household and the Fine Arts.—Dated 14th November, 1866.

2985. Hesketh Hughes, of Birmingham, in the county of Warwick, Engineer, for an invention of "improvements in the manufacture of tubes, and other articles and in the apparatus employed therein."—Dated 14th November, 1866.

2989. William Alexander Lyttle, Officer of the Secretary's Department, General Post Office, London, for an invention of "improvements in steam generators."—Dated 15th November, 1866.

2991. Henry Lampson, of 64, Queen-street, Cheapside, in the city of London, Merchant, for an invention of "improvements in connecting together the ends of iron or other metal bands used in baling cotton, wool, and other bale goods packed under pressure."—Dated 15th November, 1866.

2996. Edwin Charles Hodges, of Florence-street, Islington, in the county of Middlesex, Gun Maker, for an invention of "improvements in the construction of breech-loading firearms."—Dated 15th November, 1866.

2997. Luigi Bernieri, of Victoria-grove, Kensington, in the county of Middlesex, for an invention of improvements in photography."—Dated 15th November, 1866.

2999. Thomas Barnabas Daft, of Cleves Lodge, Church-street, Chelsea, Civil Engineer, for an invention of "improvements in constructing harbours."—Dated 15th November, 1866.

3002. Wilhelm Grüne, of Berlin, in the Kingdom of Prussia, Chemist, for an invention of "a chemical decoration on gold, silver, and other similar metals and colours, on porcelain, glass wares, crystal wares, delf wares, potters' wares, and similar matters, called Grüne's Proceeding."—Dated 15th November, 1866.

3004. Edward Drucker, of No. 97, Cheapside, in the city of London, Merchant, for an invention of "an improved combined punching and eyelet machine."—Communicated to him from

- abroad by William Sparks Thomson, of the Rue de Presbourg, Paris, in the Empire of France.—Dated 10th November, 1866.
3007. John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, for an invention of "improvements in coverings for floors."—Communicated to him from abroad by James Hawthorne Spencer, of Philadelphia, Pennsylvania, United States of America.—Dated 16th November, 1866.
3009. Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, for an invention of "a new manufacture of ladies' skirts."—Communicated to him from abroad by Morris Oppen, of the city and State of New York, United States of America.—Dated 16th November, 1866.
3010. Clinton Edgcombe Brooman, of the firm of Robertson, Brooman, and Company, of 166, Fleet-street, in the city of London, Patent Agents, for an invention of "improvements in spinning machinery."—Communicated to him from abroad by Guillaume Joseph Snakers, of Verviers, Belgium.—Dated 16th November, 1866.
3014. Aimé Etienne Blavier, Engineer of the Mines at Angers, in the Department of Maine and Loire (Empire of France), for an invention of "an improved method of preserving cereals and other alimentary substances, both vegetable and animal."—Dated 17th November, 1866.
3018. David Kirkaldy, of Southwark, in the county of Surrey, Engineer, for an invention of "an improved instrument for ascertaining correct measurement."—Dated 17th November, 1866.
3020. Isaac Evans, of Birmingham, in the county of Warwick, Manufacturer, for an invention of "improvements in braces."—Dated 17th November, 1866.
3023. William Edward Gedge, of the firm of John Gedge and Son, of No. 11, Wellington-street, Strand, in the county of Middlesex, Patent Agent, for an invention of "certain improvements applied to clocks and to the receiving apparatus of telegraphs."—Communicated to him from abroad by Edouard Neel, of 39, Faubourg St. Martin, Paris, France.—Dated 17th November, 1866.
3024. Jaques Hermann Auguste Gruson, of Buckau, in the Kingdom of Prussia, Engineer, but at present residing at the Westminster Palace Hotel, in the city of Westminster, for an invention of "improvements in railway wheels and tyres and in casting the same and other articles requiring a hard surface combined with strength and toughness."—Dated 17th November, 1866.
3025. William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, for an invention of "improvements in machinery for submarine excavations."—Communicated to him from abroad by Claudius Edward Habicht, of the city and State of New York, United States of America.—Dated 17th November, 1866.
3026. Ellis Wesley Morton, of Boston, Massachusetts, United States of America, now of No. 8, Southampton-buildings, Chancery-lane, in the county of Middlesex, Gentleman, for an invention of "improvements in wheels for carriages and vehicles."—Communicated to him from abroad by Ellis Johnson Morton, of Cambridge, Massachusetts, United States of America.—Dated 19th November, 1866.
3028. Thomas Karp, of Newark-on-Trent, in the county of Nottingham, Brewer, and Ralph Ashton, of Ardwick, in the city of Manchester, and county of Lancaster, Coachbuilder, for an invention of "improvements in or applicable to safety cabs and like vehicles."—Dated 19th November, 1866.
3030. Astley Paston Price, of 47, Lincoln's-inn-fields, in the county of Middlesex, Consulting Chemist, for an invention of "improvements in the manufacture of carbonate of soda."—Communicated to him from abroad by Dr. Alfred Blügel, of Utrecht, in the Kingdom of Holland, Chemist.—Dated 19th November, 1866.
3031. Thomas Wardlaw, of Toughmill, Dunfermline, North Britain, for an invention of "improvements in reaping machines."—Dated 19th November, 1866.
3042. Charles Denton Abel, of No. 20, Southampton-buildings, Chancery-lane, in the county of Middlesex, Patent Agent, for an invention of "improvements in drying tan, and in the machinery or apparatus employed for that purpose."—Communicated to him from abroad by Laurent Bréval, of Paris, in the Empire of France.—Dated 20th November, 1866.
3043. George Haseltine, of the "International Patent Office," No. 8, Southampton-buildings, Chancery-lane, in the county of Middlesex, Civil Engineer, for an invention of "improvements in the construction of hay, manure, and other forks."—Communicated to him from abroad by John Alexander Montgomery, of Williamsport, Pennsylvania, United States of America.—Dated 20th November, 1866.
3045. Evan Thomas, of Aberdare, in the county of Glamorgan, Ironmonger and Safety Lamp Manufacturer, for an invention of "improvements in safety lumps."—Dated 20th November, 1866.
3047. Clinton Edgcombe Brooman, of the firm of Robertson, Brooman, and Company, of 166, Fleet-street, in the city of London, Patent Agents, for an invention of "a new or improved process or method of coating or covering iron and steel with copper or copper alloys."—Communicated to him from abroad by Mayeul Bernabé, of Paris, France.—Dated 20th November, 1866.
3049. Jaques Hermann Auguste Gruson, of Buckau, in the Kingdom of Prussia, Engineer, but at present residing at the Westminster Palace Hotel, in the city of Westminster, for an invention of "improvements in the construction of breech-loading ordnance."—Dated 15th November, 1866.
3051. Jaques Hermann Auguste Gruson, of Buckau, in the Kingdom of Prussia, Engineer, but at present residing at the Westminster Palace Hotel, in the city of Westminster, for an invention of "improvements in the manufacture of guns or heavy ordnance of cast metal."—Dated 20th November, 1866.
3052. Edward Henry Knight, of Washington, in the district of Columbia, United States of America, for an invention of "improvements in governors."—Dated 20th November, 1866.

LIST of the Letters Patent for Inventions which have become void by reason of the non-payment of the additional Stamp Duty of £100 before the expiration of the seventh year from the date of such Patents, pursuant to the



Act of the 16th Vict., c. 5, sec. 2, for the week ending the 20th day of November, 1869.

3068. William Henry Andrew, of Sheffield, in the county of York, Manufacturer, for an invention of "an improvement in scissors and shears"—Dated 14th November, 1862.
3075. Edward Kirby, of Birmingham, in the county of Warwick, Merchant's Clerk, for an invention of "a new or improved pulley for tightening the cords of window and other blinds.—Dated 15th November, 1862.
3077. Alfred Illingworth, and Henry Illingworth, both of Bradford, in the county of York, Spinners, for an invention of "improvements in washing wool and other fibres."—Dated 15th November, 1862.
3081. William Henry James, of Old Kent-road, in the county of Surrey, Civil Engineer, for an invention of "improvements in steam engines."—Dated 15th November, 1862.
3096. Edward Pierce Houghton, of Liverpool, in the county of Lancaster, Wine and Spirit Merchant, for an invention of "an improved method of applying breaks, or apparatus for stopping or retarding railway carriages."—Dated 18th November, 1862.
3104. Henry Joseph Ferdinand Marmet, of 2, Rue Sainte Appoline, Paris, France, and of 4, South-street, Finsbury, London, for an invention of "some improvements in the construction of lamps."—Dated 19th November, 1862.
3105. James Chalmers, of 8, Knight's-place, Vauxhall, London, for an invention of "improvements in the use, combination, and application of iron and timber as armour for vessels of war and fortifications."—Dated 19th November, 1862.

#### Chiltern Hills Spring Waterworks.

(Incorporation of the Proprietors of the Chiltern Hills Spring Water Company (Limited); Power to supply Water to the Town of Aylesbury and Parishes and places adjacent in Bucks and Herts from existing Waterworks; further money powers.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the purposes, or some of the purposes following, that is to say:—

To incorporate into a Company the proprietors of the Chiltern Hills Spring Water Company (Limited) (hereinafter called "The existing Company") and such other Corporations and persons as may become proprietors in the undertaking, and to change the name of the existing Company, and to alter or annul their present memorandum and articles of association, and, if need be, to dissolve the existing Company.

To vest in the Company, to be incorporated by the Bill (hereinafter called "The Company"), the existing waterworks used for the supply of water to the town of Aylesbury and its vicinity, in the counties of Bucks and Herts, and all the lands, works, buildings, rights, powers, interests, privileges, easements, agreements, and property whatsoever belonging to the existing Company, or any person or persons in trust for them, or for their benefit, and to authorize the Company to

exercise all or any of the powers, and to effect all or any of the objects hereinafter mentioned.

To apply for the purposes of the Bill the capital and funds of the existing Company, to raise further capital by the creation and issue of new shares and stock, and to attach to such new shares and stock, or some of them (if the Company think fit), certain guaranteed interest or dividend, or preference or priority in payment of interest or dividend, and other special privileges; to alter the number and amount of the shares of the existing Company, and to convert their shares into stock, to create debenture stock, to borrow on mortgage, bond, or otherwise; to alter and regulate the mode of voting and other rights and privileges of the shareholders of the existing Company, and to make further provision for the regulation and management of the undertaking of the Company, and to provide for the payment of the creditors of the existing Company.

To enable the Company by means of the existing waterworks to better supply water for public and private purposes within the following districts or places, or some of them, or some part or parts thereof (that is to say)—The parishes, townships, and places of Aylesbury-with-Walton, Bierton-with-Broughton, Weston Turville, Aston Clinton-with-St. Leonards, Buckland, Drayton Beauchamp, Halton, Wendover, Hartwell, Stone-with-Bishopstone, Hardwick-with-Weedon, Cholesbury, and Hawridge, in the county of Buckingham, Tring, Aldbury, and Wiggington, all in the county of Hertford; and for the purposes of such supply to grant authority to the Company from time to time to lay down and maintain mains, pipes, culverts, and apparatus, in, under, over, or across, and to break up any streets, roads, highways, bridges, and other public passages and places, within the parishes, townships, and places aforesaid.

To enable the Company by agreement to purchase and hold lands, and take on lease grants of easements over lands, and other hereditaments in the said parishes, townships, and places.

To levy and recover rates, rents, and charges for the supply of water, and to alter those now taken by the existing Company, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, or charges; and to vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer, vary, or extinguish other rights and privileges.

To make provision for the protection of the water supplied, and for defining and regulating the supply of water, and the terms and conditions of such supply, and for preventing waste, and to enable the Company to exercise such other powers as are usually conferred by Parliament on Waterworks Companies.

And it is also intended in the Bill to incorporate all or some of the provisions of "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" and "The Waterworks Clauses Acts, 1847 and 1863, or some of them, or some parts thereof. And the Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 8th day of November, 1869.

Holmes, Anton, Greig, and White, No. 18, Abingdon-street, Westminster.



## Worcester Railways and Tramways.

(Construction of Railways or Tramways and Street Tramways at Worcester—Stopping up and appropriation of Saint Martin-street—Compulsory taking of Land—Tolls—Provisions as to use of Street Tramways and Streets—Facilities for traffic to and from the Great Western and Midland Railways—Working arrangements with Great Western Railway Company and Midland Railway Company—Agreements with Local Authorities—Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the following purposes, or some of them (that is to say):—

To authorise the construction and maintenance by some person or persons, or by a company to be incorporated by the Bill, of the Railways or Tramways and Street Tramways hereinafter mentioned, or some or one of them, with all proper stations, approaches, communications, and other works and conveniences connected therewith, respectively (that is to say):—

A railway or tramway (No. 1), commencing in that part of the parish of Claines which is in the county of the city of Worcester, by a junction with the siding which connects the West Midland line of the Great Western Railway Company with the engine works of the Worcester Engine Works Company Limited, at a point where that siding crosses the Virgin's Tavern-road, and terminating in that part of the parish of Saint Martin which is in the county of the city of Worcester, at or near the extremity of the north-east wing wall of the bridge carrying Cromwell-street over the Worcester and Birmingham Canal.

A railway or tramway (No. 2), wholly in that part of the said parish of Saint Martin which is in the county of the city of Worcester, commencing by a junction with the said railway or tramway (No. 1) at its termination as hereinbefore described, and terminating at a point on the northern side of Cromwell-street 80 feet or thereabouts, measured westward from the north-west pier of the bridge carrying that street over the Worcester and Birmingham Canal.

A street tramway (No. 3), wholly in that part of the parish of Saint Martin which is in the county of the city of Worcester, commencing by a junction with the intended railway or tramway (No. 2) at its termination as hereinbefore described, passing along Cromwell-street, and terminating in the centre of that street 50 feet or thereabouts from its junction with Pheasant-street.

The centre line of the intended street tramway (No. 3) will, at the commencement thereof, be about 12 feet from and on the northern side of the imaginary centre line of Cromwell-street, and from such commencement to its termination the centre line of the tramway will be on the northern side of and at a gradually diminishing distance from such imaginary centre line until at the termination of such tramway the centre line thereof will reach the said imaginary centre line.

A street tramway (No. 4), wholly in that part of the said parish of Saint Martin which is in the county of the city of Worcester, commencing by a junction with the intended street tramway (No. 3) at its termination as hereinbefore described, thence passing westward along Cromwell-street, and across Pheasant-street, thence passing along Saint Martin-street, and terminating in that street at a point nearly opposite the northern boundary wall of that part of the manufactory of

Messrs. Hill, Evans, and Company, which is situate on the west side of that street.

The centre line of the intended street tramway (No. 4) will at the commencement thereof be at the imaginary centre line of Cromwell-street, and for a distance of 50 feet from such commencement will be on the southern side of and at a gradually increasing distance from such imaginary centre line until at the end of such 50 feet it reaches a distance of 6 feet from and on the northern side of such imaginary centre line, thence the centre line of such street tramway will cross Pheasant-street and will enter Saint Martin-street on the northern side of and at a distance of 6 feet from the imaginary centre line of Saint Martin-street, thence the centre line of such street tramway will for a distance of 20 feet be on the northern side of and at a gradually diminishing distance from such imaginary centre line until at the end of such 20 feet it reaches a distance of 4 feet from and on the northern side of such imaginary centre line, thence for a further distance of 150 feet the centre line of such street tramway will be parallel to on the northern side of and at a distance of 4 feet from such imaginary centre line, thence for a further distance of 64 feet (in which the said street curves from a westwardly to a northwardly direction) the centre line of such street tramway will be on the north-eastern side of and at a gradually diminishing distance from such imaginary centre line until it reaches the same at the end of such 64 feet, thence for a further distance of 22 feet the centre line of such street tramway will be on the western side of and at a gradually increasing distance from such imaginary centre line until at the end of such 22 feet it reaches a distance of 3 feet from and on the western side of such imaginary centre line, and thence to the termination of such street tramway the centre line thereof will be parallel to on the western side of and at a distance of 3 feet from such imaginary centre line.

A street tramway (No. 5), wholly in that part of the said parish of Saint Martin which is in the county of the city of Worcester, commencing by a junction with the intended street tramway (No. 3), at a point 60 feet or thereabouts measured eastward from its termination as hereinbefore described, and thence passing along Cromwell-street and Padmore-street, and terminating in Padmore-street at or near a yard or wharf on the east side thereof belonging to and occupied by Mr. Henry Chalk Webb.

The centre line of the intended street tramway (No. 5) will at the commencement thereof be at a distance of 9 feet from and on the northern side of the imaginary centre line of Cromwell-street, and for a distance of 30 feet from such commencement will be on the northern side of and at a gradually increasing distance from such imaginary centre line until at the end of such 30 feet it reaches a distance of 15 feet from and on the northern side of such imaginary centre line, and at a further distance of 25 feet from such commencement the centre line of such street tramway enters Padmore-street on the western side thereof at a distance of 15 feet from the imaginary centre line of Padmore-street, and thence for a further distance of 25 feet, the centre line of such street tramway will be on the western side of and at a gradually diminishing distance from such imaginary centre line until it reaches the same at the end of such 25 feet, and thence for a further distance of 40 feet, the centre line of such street tramway will be on the eastern side of and at a gradually increasing distance from such imaginary centre line until at

the end of such 40 feet it reaches a distance of 7 feet from and on the eastern side of such imaginary centre line, and thence to the termination of such street tramway, the centre line thereof will be parallel to; on the eastern side of, and at a distance of 7 feet from the imaginary centre line of Padmore-street.

Which said railways or tramways, street tramways, and other works will be made within, or will pass from, through, or into that part of the parish of Claines which is in the county of the city of Worcester, and that part of the parish of Saint Martin, which is in the county of the city of Worcester.

To authorise the stopping up of the whole or any part of the street or road called Saint Martin-street, in that part of the parish of Saint Martin which is in the county of the city of Worcester, from its junction with Pheasant-street to its termination in Lowesmoor, and to vest in the person or persons or company by whom the intended railways or tramways, street tramways, and works will be constructed, or in Messrs. Hill, Evans, and Company, the said road or street, or part thereof to be so stopped up as aforesaid, free from all rights of way and other rights over the same.

To authorise the person or persons by whom the intended railways or tramways, street tramways, and works will be executed, or the company to be incorporated as aforesaid, to exercise the powers and effect the purposes following, or some of them (that is to say) :—

To purchase, take on lease, and take grants of easements over (either by compulsion or agreement) lands, houses, buildings, and hereditaments, for the purposes of the said intended railways or tramways, street tramways, and works, and of the said intended Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, buildings, easements, and hereditaments proposed to be purchased or taken, or which would in any manner impede or interfere with the objects and purposes of the intended Bill, and to confer other rights and privileges.

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and to deviate vertically from the levels shown on the sections hereinafter mentioned, to an extent to be authorised by the intended Bill.

To levy tolls, rates, and duties for the use of the intended railways or tramways, street tramways, and works, and to confer and vary exemptions from such tolls, rates, and duties, and to alter existing tolls, rates, and duties.

To enter upon, and open the surface of, and to cross, alter, stop up, remove, and otherwise interfere with streets, turnpike-roads, highways, public roads, ways, footpaths, railways, tramways, canals, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed railways or tramways and street tramways, or of substituting others in their place, or for other the purposes of the Bill.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon, over or along which any of the proposed railways or tramways, street tramways, rails, or plates may be laid, and to exempt the person or persons or company constructing the same from the pay-

ment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon, over, or along which any of the proposed railways or tramways and street tramways may be laid.

To reserve to such person or persons or company the exclusive right of using on the proposed street tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

To prohibit, except by agreement with the person or persons or company constructing the intended street tramways, or upon terms to be prescribed by the Bill, the use of the proposed street tramways by persons or corporations other than such person or persons or company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorise and give effect to agreements between such person or persons or company, and any other persons or corporations for the use of the said street tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To make provision for regulating the passage of traffic along streets, roads, or places across which the said intended railways or tramways will be laid, and in or across which the proposed street tramways will be laid, and along, over, and across such railways or tramways and street tramways, or any of them, and for preventing obstructions to all or any such traffic, and to enable such person or persons or company, and the respective street authorities, or either of them, or any or some one of Her Majesty's principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To enable such person or persons or company when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any of the said street tramways, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township, or place mentioned in this notice, and maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

To provide full facilities for, and for this purpose to require the Great Western Railway Company and the Midland Railway Company respectively to receive, book through, forward, accommodate, and deliver on and from their railways, and at the stations, warehouses, and booking-offices thereof, all traffic, of whatever description, coming from or destined for the intended railways or tramways and street tramways, or any of them, upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon, or (failing such agreement) as shall be settled by arbitration or defined by the Bill, and (if need be) to alter the tolls, rates, and charges which the said two Railway Companies respectively may receive and take upon their respective undertakings, and to confer exemptions from such tolls, rates, and charges.

To authorise such person or persons or company on the one hand, and the Great Western

Railway Company and the Midland Railway Company or one of such Companies on the other hand, from time to time to enter into and carry into effect, agreements for or with reference to the making, maintaining, using, and working of the said intended railways or tramways, street tramways, and works, or of any part thereof, and for the collection, transmission, and interchange and delivery of traffic to and from the same, the supply and maintenance of rolling stock and plant, the appointment, removal, and payment of officers and servants, and for the fixing, receipt, appropriation, or apportionment by the contracting parties of the tolls and other revenue arising from the use of the intended railways or tramways and street tramways or any of them, or of any of the rolling stock of any of the said contracting parties thereon, and all incidental matters, and for carrying into full effect all or any of the purposes aforesaid.

To enable such person or persons or company on the one hand, and the Mayor, Aldermen, and Citizens of the city of Worcester, and any vestry, district board, trustees, or other bodies corporate or persons, having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, or any of them, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed railways or tramways and street tramways or any of them, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic across, over, or along the same by means of animal power.

To authorise the construction by such person or persons or company, or by Messrs. Hill, Evans, and Company, for their exclusive use, of sidings or tramways in connection with the intended street tramway (No. 4) at a point thereon 285 feet or thereabouts from its commencement as hereinbefore described, crossing Saint Martin-street aforesaid and passing into or upon the manufactory and premises of the said Messrs. Hill, Evans, and Company, adjoining that street and on both sides thereof, and situate in that part of the parish of Saint Martin which is in the county of the city of Worcester.

And (if need be) the intended Act will, for all or any of the purposes aforesaid, but not otherwise, alter, amend, extend, enlarge, or repeal the local and personal Act 5 and 6 Wm. IV., cap. 107, or any other Act or Acts relating to or affecting the Great Western Railway Company, and the local and personal Act 7 and 8 Vict., caps. 18 and 59, and any other Act or Acts relating to or affecting the Midland Railway Company.

And notice is hereby further given, that plans and sections of the intended railways or tramways and street tramways and works and a published map with the proposed lines of railway delineated thereon, and plans of the lands and property which may be taken by compulsion for any of the purposes of the Bill, and books of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1869, be deposited for public inspection with the Clerk of the Peace for the county of the city of Worcester at his office in Worcester, and that on or before the said 30th day of November, 1869, a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in which the said intended works will be made, together with a copy of this notice as published in the London Gazette, will be deposited for

public inspection in the case of each such parish with the parish clerk thereof at his dwelling-house.

And that on or before the 23rd day of December next, printed copies of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons.

Dated the 11th day of November, 1869.

*Thomas Southall*, Worcester, Solicitor for the Bill.

*J. Dorington and Co.*, 6, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1870.

Edinburgh, Loanhead, Roslin, and Penicuik Railway.

(Incorporation of Company—Construction of Railways from near the Millerhill Station of the North British Railway, to the village of Penicuik, all in the county of Edinburgh—Compulsory purchase of Lands, Tolls, Crossings on the Level of the North British Railway (Lasswade Branches)—Working Arrangements with North British Railway Company—Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to incorporate a Company for making and maintaining the Railways hereinafter described, or some or one of them, or some part or parts thereof respectively, together with all necessary and proper stations, approaches, bridges, roads, communications, and other works and conveniences connected therewith, and to confer upon the Company to be thereby incorporated (in this notice called the Company), all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say:—

A Railway No. 1, commencing by a junction with the North British Railway, at a point in the parish of Newton and county of Edinburgh, on said railway, 30 yards or thereabouts southwards from the south end of the western passenger platform of the Millerhill Station of the said railway, and terminating in the parish of Lasswade, and county of Edinburgh, at a point in a field called Long-park, 12 yards or thereby from the northern fence of the road from Roslin to Auchendinny, and 60 yards or thereby from the fence forming the south-western boundary of the grounds of Roslin Free Church Manse.

A Railway No. 2, commencing by a junction with Railway No. 1, at the termination of that railway as hereinbefore described, in the said parish of Lasswade, and county of Edinburgh, and terminating at or near the village of Penicuik at a point in the parish of Penicuik and county of Edinburgh, 35 yards or thereby northwards of the arch carrying the Peebles and Penicuik Turnpike-road over the North Esk, near to the mill called Bank Mill, in the occupation of Alexander Cowan and Sons, paper manufacturers.

A Railway No. 3, commencing by a junction with the Railway No. 2 before described, at a point in the parish of Lasswade, in the county of Edinburgh, 100 yards or thereby due north of the point where the Cuckin Burn, forming the boundary between the parishes of Glencross and Penicuik, joins the river Esk, and terminating at a point in the parish of Glencross, in the county of Edinburgh, in or near the court-yard of the Dalmore Paper Mill, in the occupation of William Somervillé and Son, which said intended

railways and works will be made in, or will pass from, in, through, or into the parishes, extra-parochial and other places following, or some of them, that is to say—Newton, Liberton, Gilmerston, Loanhead, Lasswade, Roslin, Glencross, and Penicuik, all in the county of Edinburgh.

To deviate laterally from the line of the said intended railways and works to any extent within the limits defined upon the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross on the level the railway authorized by "The North British Railway (Lasswade Branches) Act, 1865," and therein called "Railway No. 2," between the points in the parish of Liberton, in the county of Edinburgh, on that railway shown on the plans deposited in respect of that railway in November, 1864, with the principal Sheriff-Clerk of the county of Edinburgh, and marked on those plans 3 miles 5 furlongs and 3 miles 6 furlongs, measuring from the commencement of that railway; and also to cross on the level the same railway, in the parish of Lasswade, in the county of Edinburgh, between the points on that railway shown on the said plans, and thereon marked 4 miles 4 furlongs and 4 miles 7 furlongs from the commencement of that railway, measuring as aforesaid.

To cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads and highways, footpaths, railways, tramways, streets, paths, passages, rivers, aqueducts, canals, streams, bridges, and water-courses, reservoirs, water and gas pipes, telegraph apparatus and other works, and to make such openings in and alterations of the lines of the North British Railway, and the authorized Lasswade Branches of that railway, within the aforesaid parishes and other places, or any of them, so far as it may be necessary or expedient to cross, divert, alter, or stop up for the purposes of the intended railways and works, or of the Bill.

To purchase and take compulsorily and otherwise, lands, houses, and other property for the purposes of the intended railways and works, and of the Bill.

To levy tolls, rates, and charges in respect of the intended railways and works, and for the conveyance of passengers and goods and other traffic thereon; to alter existing tolls, rates, and charges; to confer exemptions from the payment of tolls, rates, and charges; and to confer, vary, or extinguish other rights and privileges, and to exercise all other usual and necessary powers.

To empower the Company and the North British Railway Company, from time to time, to enter into contracts, agreements, and arrangements with respect to the working, use, management, and maintenance, by the North British Railway Company, of the said intended railways and works, or any part or parts thereof, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for, the railways of the contracting Companies, or either of them; the supply and maintenance of engines, stock, and plant; the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the railways and works of the contracting Companies, or either of them, or any part thereof; and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by either of the contracting Companies to the other of them, and the employment of officers and servants, and to authorize the appointment of joint-committees for carrying into effect every or any such con-

tract, agreement, or arrangement as aforesaid, and to confirm any contracts, agreements, or arrangements already made, or which, prior to the passing of the Bill, may be made touching any of the matters aforesaid.

And it is intended by the Bill to vary and extinguish all existing rights and privileges which would interfere with its objects, and incorporate with itself all or some of the powers and provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Lands Clauses Consolidation Act, 1869," "The Railways Clauses Consolidation (Scotland) Act, 1845," and "The Railways Clauses Act, 1863, and "The Regulation of Railways Act, 1868."

And it is proposed by the Bill to repeal or amend all or some of the provisions of the several local and personal Acts of Parliament following, or some of them (that is to say): Acts relating to the North British Railway Company, 49 Geo. III., cap. 83; 54 Geo. III., cap. 188; 57 Geo. III., cap. 56; 59 Geo. III., cap. 29; 1 and 2 Geo. IV., cap. 122; 4 Geo. IV., cap. 18; 7 Geo. IV., cap. 45; 11 Geo. IV. and 1 Will. IV., cap. 115; 4 and 5 Vict. cap. 59; 6 and 7 Vict. cap. 55; 8 and 9 Vict. cap. 148; 9 and 10 Vict., caps. 81, 107, 202, 263, 332, and 877; 10 and 11 Vict., caps. 83, 245, and 246; 11 and 12 Vict., caps. 44, 70, 116, 118, 127, 134 (and the several Acts therein recited in so far as not repealed thereby), and 160; 12 and 13 Vict., caps. 39, 72, and 86; 14 and 15 Vict., caps. 55 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), and 62; 15 Vict., cap. 109; 16 and 17 Vict., caps. 90, 151, and 152; 17 and 18 Vict., caps. 199 and 212; 18 and 19 Vict., caps. 30, 127, 153, 158, and 190; 19 and 20 Vict., caps. 98 and 106; 20 and 21 Vict., caps. 78, 91, 124, and 129; 21 and 22 Vict., caps. 64, 65, 109, (and the provisions unrepealed of the Acts referred to in the schedule of such Act), 145, and 165; 22 and 23 Vict. caps. 14, 24, 83, 85, and 96; 23 and 24 Vict., caps. 140, 145, 159, 178, and 195; 24 and 25 Vict., caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25 and 26 Vict., caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26 and 27 Vict., caps. 187, 194, 213, 223, 226, and 237; 27 and 28 Vict., caps. 81, 84, 100, 248, 271, 279, 286, and 292; 28 and 29 Vict., caps. 125, 152, 186, 200, 201, 202, 206, 213, 217, 308, 309, 328, and 356; 29 and 30 Vict., caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30 and 31 Vict., caps. 145 and 198; 31 and 32 Vict., caps. 63 and 139; 32 and 33 Vict., cap. 119; and all other Acts (if any) relating to the North British Railway Company.

And notice is also hereby given, that duplicate plans and sections, describing the lines, situations, and levels of the intended railways and works, and the lands, houses, and other heritages in or through which they will be made and maintained, or which are intended to be taken, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and heritages; also a published map, with the lines of the said railways delineated thereon, so as to show their general course and direction; and a copy of this notice, as published in the "Edinburgh Gazette," will be deposited for public inspection, on or before the 30th day of November, 1869, in the office at Edinburgh, of the principal Sheriff-Clerk of the county of

Edinburgh. And that a copy of so much of the said plans, sections, and book of reference respectively, as relates to each of the said parishes before specified, in or through which the intended railways and works will be made and maintained, or in which any lands, houses, or heritages are intended to be taken, together with a copy of this notice, as published in the "Edinburgh Gazette," will, on or before the said 30th day of November, 1869, be deposited for public inspection with the Schoolmaster; or if there be no Schoolmaster, with the Session Clerk of each such parish, at the usual place of abode of such Schoolmaster or Session Clerk.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 10th day of November, 1869.

*Millar, Allardice and Robson, W.S., 8, Bank-street, Edinburgh, Solicitors for the Bill.*

*Simson and Wakeford, Palace Chambers, Abingdon-street, Westminster, Parliamentary Agents.*

#### Teign Valley Railway.

(Extension of Time for Completion of Works; Revival of Powers for Compulsory Purchase of Lands; Running Powers over Portions of Moretonhampstead and South Devon Railway, and South Devon Railway; Agreements with South Devon and Moretonhampstead and South Devon Railway Companies as to Joint Station and Powers, to those Companies, and the Company to apply Funds for the purpose; Amendment or Repeal of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Teign Valley Railway Company (hereinafter called the Company), for leave to bring in a Bill for the following purposes, or some of them, that is to say:—

To extend the respective periods limited by the "Teign Valley Railway Act, 1863," and "The Teign Valley Railway Act, 1868," for the completion of the railways and works by those Acts respectively authorized, except the portion of railway required to be abandoned by the said last mentioned Act.

To revive and extend for a further period the powers conferred upon the Company by "The Teign Valley Railway Act, 1863," for the compulsory purchase of lands and houses.

To empower the Company and all Companies and persons lawfully using the railway of the Company, or any part thereof, to run over and use with their engines and carriages, wagons and trucks, and with their officers and servants, and for the purposes of their traffic of every description, upon such terms and conditions, and upon payment of such tolls, rates and charges as may be agreed on, or, in default of agreement, as may be settled by arbitration, or by the Board of Trade, or defined by the Bill, the portions of railways hereinafter mentioned, together with the stations, sidings, roads, watering places, water supply, booking-offices, warehouses, works and conveniences connected therewith respectively, that is to say:

So much of the Moretonhampstead and South Devon Railway as is situate and lies between the

respective junctions therewith of the authorized Teign Valley Railway and the South Devon Railway.

So much of the South Devon Railway as is situate, and lies between the junction therewith of the Moretonhampstead and South Devon Railway and the Newton Station, on the South Devon Railway, including that station.

And to require and compel the Moretonhampstead and South Devon Railway Company, and the South Devon Railway Company respectively, or other the Companies owning or working the said portions of railways respectively, to afford all requisite facilities for the purpose, and to enable the Company, and all other Companies and persons lawfully using the railway of the Company, or any part thereof, to levy tolls, rates, and duties in respect of passengers and traffic conveyed by them over the before-mentioned portions of railways respectively, or any parts thereof, and if need be to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon or in respect of the said portions of railways respectively, or any part thereof, and the works and conveniences connected therewith.

To authorize the Company on the one hand, and the South Devon Railway Company and the Moretonhampstead and South Devon Railway Company, or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the construction, use, management, and maintenance of a joint station in the parishes of Bovey Tracey, and Teigngrace, or one of them, in the county of Devon, at or near the authorized junction of the Teign Valley Railway with the Moretonhampstead and South Devon Railway, with all proper and necessary approaches, works, and conveniences connected therewith, and to make provision for the appointment of a joint committee, with all usual and necessary powers for the regulation, control, and management of such station, and to authorize the Companies, parties to any such contract, agreement, or arrangement to apply to the purposes thereof any capital or funds now or hereafter belonging to them or under the control of their respective directors, and to confirm and give effect to any such agreements or arrangements already made, or which prior to the passing of the Bill may be made, between or on behalf of the Company, and the before-mentioned Companies, or either of them.

To vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

To alter, amend, extend, enlarge or repeal (so far as may be necessary for the purposes of the Bill) all or some of the provisions of the several local and personal Acts of Parliament following, that is to say:—26 and 27 Vic., cap. 159; 28 and 29 Vic., cap. 154; and 31 and 32 Vic., cap. 99, relating to the Company; 25 and 26 Vic., cap. 128, relating to the Moretonhampstead and South Devon Railway Company; 7 and 8 Vic., cap. 68; 9 and 10 Vic., cap. 402; 10 and 11 Vic., cap. 242; 14 and 15 Vic., cap. 53; 17 and 18 Vic., cap. 122; 20 Vic., cap. 1; 20 and 21 Vic., cap. 8; 21 and 22 Vic., cap. 102; 23 and 24 Vic., caps. 10 and 103; 25 and 26 Vic., caps. 111, 123, and 132; 28 and 29 Vic., cap. 255; 29 and 30 Vic., cap. 153; 32 and 33 Vic., caps. 18 and 41, relating to the South Devon Railway Company, and any other Acts relating to or affecting the Com-

pany and the before-named Companies or either of them.

And notice is hereby further given, that on or before the 23rd day of December next printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1869.

*William Toogood*, 16, Parliament-street, Westminster.

In Parliament.—Session 1870.

Metropolitan Railway.

(Abandonment of part of Tower-hill Extension; Amendment of Acts as to Capital; Surplus Lands, &c.)

**A** PPLICATION is intended to be made to Parliament in the next Session thereof by the Metropolitan Railway Company (who are hereinafter referred to as "the Company"), for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. To enable the Company to abandon so much of their undertaking authorised by "The Metropolitan Railway (Tower Hill Extension) Act, 1864," as was intended to be constructed between Bishopsgate-street, in the parish of Saint Botolph without Bishopsgate, in the city of London, and the eastern terminus of the said Tower-hill Extension, in the parish of Saint Botolph without Aldgate, in the city of London; and to vacate any contracts, whether express or implied, made by the Company with respect to the purchase of lands or houses, or other property, or any interest therein respectively, or with respect to the construction of works for the purposes of such extension; subject nevertheless to the conditions which may be expressed or provided for in the Bill; and to relieve the Company from any penalties or forfeitures to which they may be subject, in consequence of their not completing the said extension within the prescribed period.

2. To provide for the conveyance of workmen at a limited charge, and with limited liability to compensation on the part of the Company in case of accident, upon any lines belonging to, or leased to, or worked by the Company either alone or jointly with any other Company.

3. To enable the Company and the Royal Commissioners for the Exhibition of 1851 to agree as to the construction of a subway or other means of communication between the South Kensington Station of the Company and the South Kensington Museum, and other the property in St. Mary Abbot's, Kensington, vested in the said Commissioners, and to provide for the construction of such subway in pursuance of any agreement made between the Company and the said Commissioners and any local authority, respectively, and to authorise arrangements between the Company and the parishes of Saint Pancras and Saint Marylebone or either of those parishes, for the construction and maintenance of openings in the surface of the Euston and Marylebone roads, respectively.

4. To repeal the provision contained in the 23rd section of "The Metropolitan Railway Act, 1868," and in other respects to make further and better provisions with reference to the share and loan capital of the Company, and to consolidate, define, and amend the borrowing powers of the Company, whether by mortgage, bond, or debenture stock, and the other charges on the undertaking of the Company, whether created or

authorised, or to sever or distinguish the said borrowing powers and the said existing charges.

5. To make further and better provisions with respect to the surplus lands of the Company, and the disposing of the same, or of any interest therein, whether by sale, demise, or otherwise, or the making charges thereon, or on any parts thereof; and to repeal or enlarge, amend, and explain, the existing powers of the Company with respect to surplus lands.

6. For the foregoing, and other, purposes, to alter, amend, repeal, or enlarge the Acts relating to the Company, and bearing its name, passed in the years 1854, 1855, 1856, 1857, 1859, 1860, 1861 (two Acts), 1862, 1863, 1864 (three Acts), 1865, 1866, 1867, 1868, and 1869 (16 and 17 Vict., cap. 186; 17 and 18 Vict., cap. 221; 18 and 19 Vict., cap. 102; 19 and 20 Vict., cap. 109; 20 and 21, Vict., cap. 125; 22 and 23 Vict., cap. 97; 23 Vict., cap. 58; 23 and 24 Vict., cap. 168; 24 and 25 Vict., caps. 133 and 233; 25 and 26 Vict., cap. 58; 26 and 27 Vict., cap. 165; 27 and 28 Vict., caps. 260, 291, and 315; 28 Vict., cap. 117; 29 and 30 Vict., cap. 160; 30 Vict., cap. 85; 31 and 32 Vict., cap. 109; 32 and 33 Vict., cap. 136; and any other Acts relating to the Company.

7. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 17th day of November, 1869.

*Burchells*, Solicitors to the Company,  
No. 5, Broad Sanctuary, Westminster.

*Dyson and Co.*, Parliamentary Agents,  
No. 24, Parliament-street, Westminster.

Parliament—Session 1869-70.

Pontypool, Caerleon, and Newport Railway.

(Extension of Time for Purchase of Lands and Completion of Railways, Amendment of Acts, &c.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Pontypool, Caerleon, and Newport Railway Company for an Act for all or some of the following purposes, that is to say:—

To extend the time limited, and continue the powers granted by "The Pontypool, Caerleon, and Newport Railway Act, 1865," and "The Pontypool, Caerleon, and Newport Railway Amendment Act, 1868," for the compulsory purchase of lands and houses authorised to be taken by such Acts for the railways and works thereby authorised, and also to extend the time limited by such Acts for the construction and completion of the railways and works thereby authorised.

And to alter, amend, or enlarge the powers and provisions of "The Pontypool, Caerleon, and Newport Railway Act, 1865," and "The Pontypool, Caerleon, and Newport Railway Amendment Act, 1868," and to vary or extinguish all rights and privileges which would interfere with the objects of the Bill.

And notice is hereby further given, that printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 11th day of November, 1869.

*Burchells*, 5, Broad Sanctuary, Westminster, S.W., Solicitors for the Bill.



## Rotherham and Kimberworth Local Board of Health.

(Extension of time for purchase of lands and completion of works; Power for Local Board to purchase lands and construct gas works, and supply gas within their district and certain neighbouring places; Transfer to local board of the Rotherham Gas Light and Coke Company's undertaking; Dissolution of Company; Powers to make agreements with various local authorities as to gas and water; Dissolution of Rotherham Market Company; Rates, &c.; Mortgages, &c.; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to extend the respective times limited by "The Rotherham and Kimberworth Local Board of Health Act, 1863," for the compulsory purchase of the lands and for the completion of the works thereby authorised to be purchased and made.

And it is proposed by the intended Act to authorise the Local Board of Health for the district of Rotherham and Kimberworth, in the West Riding of the county of York (hereinafter called "The Rotherham Local Board") to purchase by compulsion or agreement the following lands, or some of them, or some part or parts thereof respectively, that is to say:—

1. Land now or late the property of Robert John Bentley, Esquire, situate in the township of Kimberworth, in the parish of Rotherham, in the said West Riding, containing seven acres or thereabouts, bounded on the north by the Sheffield and Rotherham Railway, on the south and east by the Holmes Tail Goit, and on the west by other land now or late of the said Robert John Bentley.

2. Land now or late the property of the Right Honorable Charles Viscount Halifax, containing seven acres or thereabouts, situate in the same township and parish, bounded on the north and west by the Rotherham and Swindon Turnpike Road, on the south by property now or late of Mr. George Myers, and on the east by the River Dunn.

3. Land now or late the property of the Right Honorable the Earl of Effingham, containing one acre or thereabouts, situate in the township and parish of Rotherham aforesaid, bounded on the north by the River Dunn, on the south by Waterstreet, in Rotherham aforesaid, on the east by an intended new street, and on the west by land of the Rotherham Gas Light and Coke Company.

And it is proposed by the said intended Act to authorise the Rotherham Local Board to erect gas works on all or any of the lands so to be purchased, or on some part or parts thereof respectively, and to break up streets, roads, highways, and places, and to lay, re-lay, take up, remove, and repair mains, pipes, pillars, and other apparatus and things from time to time, and to manufacture and supply gas for public and private lighting within the district of the Rotherham Local Board and the several parishes or places of Rawmarsh, Greasborough, Brinsworth, Whiston, Dalton, Tinsley, Herringthorpe, and Aldwarke, all in the said West Riding, or some of them, or some part or parts thereof respectively, and to manufacture, or cause to be produced, other substances from the residual or other products evolved in the manufacture of gas, and to sell or otherwise dispose of all or any such residual or other products and substances, and to manufacture, purchase, sell, let, hire, and otherwise deal in meters, fittings, and other apparatus, articles, and things used in the manufacture, sale, supply, or

consumption of gas, residual, or other products and substances aforesaid, and to have, hold, enjoy, use, and exercise all powers, rights, privileges, and authorities, necessary, proper, or convenient, for the purposes aforesaid, whether usually conferred upon local authorities or companies with respect to the purposes aforesaid or otherwise.

And it is proposed by the intended Act to transfer and vest or to authorise and provide for the transfer and vesting or leasing of the undertaking, works, lands, property, (real and personal) powers, rights, privileges, and authorities of the Rotherham Gas Light and Coke Company (hereinafter called "The Company") to, in, and by the Rotherham Local Board, for such price or consideration, and upon such terms and conditions as may be agreed upon between the Company and the Rotherham Local Board, or as may be settled by arbitration, or as may be fixed and prescribed in or otherwise provided for by the intended Act, and to authorise the Rotherham Local Board and the Company, to enter into agreements with respect to the several matters aforesaid, or any of them, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to provide for the winding-up of the affairs of the Company and the distribution of their assets, and to dissolve the Company; and to authorise the Local Board to carry on the undertaking of the Company after the purchase or leasing thereof, and to exercise all the powers, rights, authorities, and privileges aforesaid, in like manner and to the same extent and throughout the same district as the Company might have exercised the same respectively.

And it is proposed by the intended Act to authorise the Rotherham Local Board and the local board for the district of Rawmarsh, in the West Riding of the county of York (hereinafter called "The Rawmarsh Local Board"), to make and enter into agreements from time to time for the supply of water and gas, or either of them, in bulk or otherwise by the Rotherham Local Board to the Rawmarsh Local Board, upon such terms and conditions as may be mutually agreed upon between them, and to confer upon the said Local Boards respectively all such powers, rights, authorities, and privileges as may be necessary, proper, or convenient for enabling them to carry every such agreement into complete effect, and for enabling the Rawmarsh Local Board to convey and distribute any water and gas so supplied wherever the same may be required within their district, and especially powers to the Rawmarsh Local Board to levy rates, rents, and charges, to alter existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, and charges, and to borrow money on mortgage or debentures or otherwise, and to charge the monies borrowed and the interest thereof, and all or any monies from time to time payable to the Rotherham Local Board under any such agreement on the estate, lands, property, rates, rents, charges, and revenues of the Rawmarsh Local Board, or on any of them, or on any part or parts thereof respectively, and to authorise the Rotherham Local Board and the several and respective local boards, or other local authorities, for or acting within all or any part or parts of the townships or places of Brinsworth, Tinsley, Whiston, Herringthorpe, Greasborough, Dalton, and Aldwarke, in the said West Riding, from time to time to enter into agreements with respect to the supply of water or gas, or either of them, in bulk or otherwise, by the Rotherham Local Board to

such local boards and local authorities respectively, and to confer all such powers, rights, authorities, and privileges as aforesaid, upon the parties to such last-mentioned agreements respectively for enabling them to carry the same into complete effect, and for the conveyance and distribution of the water and gas supplied within the districts of the Local Boards or other local authorities, parties to the agreements respectively, and to confirm all or any such agreements as are hereinbefore mentioned or referred to, as may have been entered into prior to the passing of the intended Act.

And it is proposed by the intended Act to authorise the Rotherham Local Board and any company, or any local board, turnpike trustees, surveyors of highways, highway boards, or other local authority, having the control of any streets, roads, highways, market, or other places, or buildings within the limits of the intended Act, from time to time to enter into contracts or agreements with respect to the supply of gas for lighting, and otherwise with respect to lighting, the same, or any district or place within the limits of the intended Act, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to confer upon all parties to every such agreement all such powers and authorities as may be necessary, proper, or convenient for carrying the same into full and complete effect, including powers to levy tolls, rates, rents, and charges, and to borrow money on mortgage.

And it is proposed by the intended Act to make provision for the winding-up of the affairs of the Company of proprietors of the Rotherham Market place, and for the distribution of their assets, and to dissolve the said Company, and to repeal or amend the Act passed in the forty-first year of the reign of King George the third, cap. 66, relating to the said Company.

And it is proposed by the intended Act to authorise the Rotherham Local Board to levy rates, rents, duties, and charges, to alter existing rates, rents, duties, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, duties, and charges, also to authorise the Rotherham Local Board to grant rent charges or annuities or other annual sums, and to borrow money on mortgage or debenture, and to charge as well the undertaking, revenues, and property which they may acquire under the intended Act as all other the estate, revenues, rates, and property of the Rotherham Local Board, or any part or parts thereof respectively, with all or any or any part of such rent charges, annuities, annual sums, or money to be borrowed as aforesaid.

And it is proposed by the intended Act to take powers to stop up, alter, or divert temporarily or permanently all turnpike and other roads, streets, highways, and places, sewers, mains, pipes, and works of every description, which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the intended Act, and to extinguish all rights and privileges connected with any land or building, or otherwise which would or might in any way prevent or interfere with or delay the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges, and to repeal, alter, or amend all or some of the provisions of "The Rotherham Gas Light Act, 1855," "The Rotherham and Kimberworth Local Board of Health Act, 1863," and all other Acts (if any) relating to or affecting any of the before-mentioned local boards, turnpike trustees, or other local authorities.

And notice is hereby also given, that a plan in duplicate showing the lands which will be subject to the compulsory powers to be conferred by the intended Act, and a book of reference to such plan, will be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield, and that a copy of the said plan and book of reference will be deposited with the Parish Clerks of the townships, parishes, or places of Rotherham and Kimberworth, in the said West Riding, at their respective residences, and that each such deposit will be made on or before the 30th day of November, 1869, and will be accompanied by a copy of this notice, and that printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1869.

Dated the twelfth day of November, 1869.

W. Whitfield, Solicitor for the Bill.

Sherwood, Grubbe, Pritt, and Cameron,  
7, Great George-street, Westminster,  
Parliamentary Agents.

#### In Parliament—Session 1870.

York Markets and Fairs and Improvements.  
(Erection of Market Hall; Alteration of Markets and Fairs; Markets and Fairs Powers; Alteration of Streets; Alteration of and New Tolls; Improvement of City; Police Regulations; Borrowing Powers; Repeal or Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next Session, for leave to bring in a Bill and pass an Act for (among others) the following objects, or some of them, namely:

1. To empower the Mayor, Aldermen, and Citizens of the City of York (hereafter in this Notice called the Corporation) to make and maintain a market hall or market place with all necessary and proper buildings, shops, rooms, appurtenances, conveniences and approaches (hereafter in this notice collectively called the New Market Hall), on the ground or part of the ground situate in the city of York and bounded by an imaginary line drawn as follows, namely:—commencing at the north-western corner of the junction of Swinegate with Grape-lane, otherwise Bennet's Rents, thence down the south-western side of Swinegate to the northern corner of the house now or lately occupied by Francis Rawling, in Swinegate, and thence in a general south-westerly direction to the north-western corner of the Mail Coach Inn, situate in St. Sampson's-square, following the eastern and southern boundaries of buildings and lands now or late in the respective occupations of William Bingley, Francis Rawling, Joseph Cockhill, and Thomas Lumley, then from the said north-western corner of the Mail Coach Inn to the corner of St. Sampson's-square at its junction with Davygate, thence along Davygate to the north-western corner of the house numbered 9 in Davygate, and now or late in the occupation of Thomas Glover, so as to include the house, yard, and buildings now or late in the occupation there of the said Thomas Glover, thence to and including the cottage occupied by Henry Roebuck, thence to the south-western corner of a workshop now or late in the occupation of Messrs. Kearsley, coach-builders, thence along the western and northern sides of buildings and lands now or late in the occupation there of the said Messrs. Kearsley, to the angle formed by the junction of Little Stonegate with Back Swinegate, thence in a north-westerly direction to the north-



western corner of the house now or late the residence of William Kearsley, in Little Stonegate, thence to the nearest point of Grape-lane, otherwise Bennet's-rents, thence along the south-western end of Grape-lane, otherwise Bennet's-rents, and thence along the south-eastern side of Grape-lane, otherwise Bennet's-rents, to the commencement of the said line at the junction of Grape-lane, otherwise Bennet's-rents, with Swinegate.

2. To empower the Corporation to appropriate or apply the new market hall, or part thereof, for the use of the following classes of persons, namely:—Greengrocers, fruiterers, butter and egg dealers, poulterers, bacon and cheese factors, game dealers, butchers, fishmongers, confectioners, florists, nurserymen and seedsmen, or some of them, or other classes of salesmen or traders, and to prohibit or restrict or to authorize the Corporation (by bye-law or otherwise) to prohibit or restrict the classes aforesaid, or some of them, or any other person or persons, either absolutely or without the leave of the Corporation (to be given by licence or otherwise), from exposing for sale in the now existing open market, or elsewhere in the city of York, commodities for which the new market hall, or part thereof, is so appropriated or applied.

3. To empower the Corporation to grant licences for the sale or exposure for sale of any commodity in any place in the city of York, not being a market hall, house, or place, or the hawking or selling thereof from door to door, or otherwise, and to take a fee or payment for the grant of any such licence, and to revoke any such licence.

4. To empower the Corporation from time to time, by bye-law or otherwise, to regulate the now existing open markets held in St. Sampson's-square, Parliament-street, Pavement, and the Cattle-market, and also the Potatoe-market, and the Hay-market respectively, now held on Peaseholme-green, and any other now existing market held in the city of York, and to regulate the now existing fairs held therein.

5. To empower the Corporation to establish in the city of York new markets for any purposes, and new fairs, and to provide places for the holding thereof, and to take stallages, rents, and tolls therein, and to regulate, remove, or discontinue those markets or fairs, or any of them.

6. To empower the Corporation to appoint the times for the holding of markets and fairs, whether now existing or to be established.

7. To empower the Corporation to establish new weighing places, and to abolish or alter weighing places for the time being existing, and to take tolls at any new or altered weighing place, and to prohibit or restrict, or to authorize the Corporation, by bye-law or otherwise, to prohibit or restrict any person or persons from weighing, within the Parliamentary boundary of the city of York, any produce, goods, wares, or merchandize usually weighed at the weighing places established and provided by the Corporation.

8. To empower the Corporation, in any market or fair, whether now existing or to be established, to take, or cause to be taken, such stallages, rents, and tolls as will be specified or referred to in, or authorized by or under the Bill.

9. To make better provision for the recovery by the Corporation of stallages, rents, and tolls, and other moneys accruing to them under the intended Act.

10. To empower the Corporation to lease the new market hall, or any market hall, house, or

place, weighing house, weighing place, or weighing machine, or any part thereof, or any stallages, rents, or tolls.

11. To confirm, extend, annul, or alter all or any of the chartered or prescriptive rights or privileges of the Corporation to or concerning all or any of the several markets or fairs that now exist or are held or may lawfully be held, or to or concerning the weighing of produce, goods, wares, and merchandize, or to or concerning any stallage, rent, toll, or due, arising out of any such market, fair, or weighing, or connected therewith.

12. To vest in the Corporation as part of their corporate estates all money received by them under the intended Act.

13. To empower the Corporation to shut up, divert, widen, or alter, permanently or temporarily, the following public streets or places, or some of them, or parts thereof, namely, Saint Sampson's-square, Davygate, Sweep-lane, Finkle-street, Swinegate, Back Swinegate, Little Stonegate, and Grape-lane, otherwise Bennet's-rents.

14. To vest in the Corporation, as part of their corporate estates, the sites of all streets or places so shut up, and of all parts of streets or places ceasing to be used as public ways after any such diversion or alteration.

15. To empower the Corporation for purposes of the intended Act, to acquire lands and hereditaments by compulsion or agreement, and to vest the same in the Corporation as part of their corporate estates.

16. To empower the Corporation for purposes of the intended Act, or any purpose connected with any market or fair, to appropriate any land or hereditaments for the time being vested in them as part of their corporate estates or otherwise, or to sell or dispose of any such land or hereditaments, and apply the proceeds thereof for any such purpose or purposes as aforesaid.

17. To empower the Corporation to hold permanently or to sell, lease, or otherwise dispose of lands and hereditaments acquired by or vested in them under the intended Act.

18. To empower the Corporation to apply for purposes of the intended Act any money now or hereafter to be vested in them or under their control as part of their Corporate estates or revenues or otherwise.

19. To empower the Corporation for purposes of the intended Act, to raise money by borrowing or otherwise, on the security of their corporate estates or revenues or of any part thereof, or of the city or borough rate, or on any other lawful security, with such provisions respecting the repayment of money so borrowed by means of a sinking fund or otherwise as may be contained in the Bill, and to make further provision respecting the borrowing of money by the Corporation for purposes of the intended Act, or other purposes of the Corporation, or respecting the repayment of money borrowed or to be borrowed by the Corporation.

All works intended to be authorized by the Act, will be made, maintained, varied, extended, or enlarged, and all lands and houses intended to be authorized by the Act to be taken are situate in the parishes of St. Sampson and St. Helen Stonegate, both in the city of York, or one of them.

The Act will incorporate or apply all or some of the provisions of all or some of the following Acts, namely, The Lands Clauses Consolidation Acts, 1845, 1860, and 1869, "The Markets and Fairs Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Towns Police Clauses Act, 1847," "The Commissioners

Clauses Act, 1847," and "The Regulation of Railways Act, 1868," and any Act amending the same, or any of them, and any other general or consolidation or clauses Act applicable for purposes of the intended Act.

The Act will repeal, amend, or otherwise affect all or some of the provisions of all or some of the following local and personal Acts (namely), 6 Geo. 4, cap. 127; 3 William 4, c. 62; 3 and 4 Victoria, c. 61; 9 and 10 Victoria, c. 123; and 16 and 17 Victoria, c. 66; and of the Public General Act, 13 and 14 Victoria, c. 32, as far as the same relates to the city of York, and of the provisional Order thereby confirmed, and of any other Act affecting the Corporation or the city of York.

The Act will alter existing tolls, rates, and duties, and will confer, vary, or extinguish exemptions from payment of tolls, rates, and duties, and will vary or extinguish all rights and privileges that would interfere with its objects, and will confer other rights and privileges.

Plans describing the lands and houses to be taken compulsorily under the intended Act, with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands and houses, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection at the office, in the city of York, of the Clerk of the Peace of the city and county of the city of York.

On or before the same day a copy of so much of the said plans and book of reference as relates to each parish in which lands or houses intended to be taken are situate, and a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his residence.

Printed copies of the Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1869.

*Jos. Wilkinson*, Town Clerk, York,  
Solicitor for the Bill.

*Hargrove, Fowler, & Blunt*, 3, Victoria-  
street, Westminster, Parliamentary  
Agents.

In Parliament.—Session 1870.

Cawood Bridge.

(Incorporation of Company; Construction of Bridge; Acquisition of Lands; Authorization of Tolls; Capital; Incorporation of Acts, and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill, and to pass an Act for (among other things) the following objects, or some of them, that is to say:

To incorporate a Company, hereafter called "The Company," and to enable them to make and maintain a Bridge for the passage of horses, carts, and carriages, and foot passengers, with all proper works and conveniences connected therewith and approaches thereto, commencing on the east side of the River Ouse, in the township of Kelfield, in the parish of Stillingfleet, in the East Riding of the County of York, at a point situated 110 yards, or thereabouts, from the line of the south-west front of the Ferry Boat Inn, measured along the centre of the Ferry-lane in a north-easterly direction, and thence passing in a southerly direction along the south-east side of the Ferry Boat Inn, to the said River Ouse, and

crossing the said River Ouse about the site of the present Ferry (known as Cawood Ferry) and terminating at a point on the west bank of the said river in the liberty of Cawood, Wistow, and Otley, in the parish and township of Cawood, in the West Riding of the said County of York, at the north-east end of High-street, about ten feet, measured in a south-easterly direction from the east corner of the house occupied by Joseph Watson.

To deviate in constructing the proposed bridge and approaches from the lines and levels laid down on the plans and sections thereof, to be deposited as hereinafter mentioned, to such extent as shall be defined on the said plans and sections, or authorized by the said Act.

To enable the Company to purchase, take on lease, or otherwise acquire, compulsorily or otherwise, the lands, houses, and other property, rights and interests in the said parishes, townships, and places required for the purposes of the said bridge and approaches, and to vary or extinguish all or any rights or privileges now existing or vested in any corporation, company, local board, or person or persons whatsoever.

To cross on the level or otherwise, and to alter, divert, and to stop up the highways and other roads, footpaths, mill-dams, streams, sewers, drains, and other works with which it may be necessary to interfere, for the purpose of making and maintaining, or for more conveniently making, maintaining, or using the said bridge and approaches.

To vary or extinguish all existing rights of ferry over the said river, and to confer exclusive rights of ferry, and all such other rights and privileges as may be necessary for the protection of the Company.

To levy tolls, rates, and charges for or in respect of the said intended bridge for the conveyance of traffic thereover and to vary, extinguish, and exempt from the payment of tolls, rates, and charges, and to confer other rights, and privileges.

To raise capital by the creation and issue of shares, and by borrowing on mortgage or otherwise.

To empower the Company to let or lease the said bridge, or the tolls, rates, and charges to be levied in respect thereof.

To create a sinking or other fund for the gradual or other extinction of any mortgage or other debt, and of the capital of the said Company.

To incorporate with the said Act all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," parts I. and III. of "The Companies Clauses Act, 1863," relating respectively to "Cancellation and Surrender of Shares," and to "Debenture Stock," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Lands Clauses Consolidation Act, 1869," and "The Regulation of Railways Act, 1868," and any Act amending the same or any of them, and any other General or Consolidation or Clauses Act applicable for the purposes of the intended Act, and all other statutes, powers, and provisions necessary for the purposes intended to be authorized by the said intended Act, with such modifications and alterations as may be deemed fit.

And notice is hereby given that duplicate Plans and Sections describing the lines, situations and levels of the said intended Works, and showing the lands and other property in and through which the same are intended to be made, with a Book of Reference to such plans containing the

names of the Owners, or reputed Owners, Lessees, or reputed Lessees, and occupiers of such ferry lands and other property, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of this instant November, be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield, in the said Riding, and with the Clerk of the Peace for the East Riding of the county of York, at his office in Beverley, in the said Riding.

And on or before the said 30th day of November a copy of so much of the said Plans, Sections, and Book of Reference as may relate to each parish, township, or other place in or through which the said works are intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Parish Clerk of each such parish at his residence in the said parish.

Printed copies of the intended Act or Bill, will, on or before the 23rd day of December, 1869, be deposited at the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1869.

*T. S. Noble*, York, Solicitor for the Bill.

*Hargrove, Fowler and Blunt*, 3, Victoria-street, Westminster, Parliamentary Agents.

#### Parliament—Session 1870.

##### Newport Pagnell Railway.

(Extension of time for purchase of Lands and Construction of Works; Alteration of Levels and of Capital; Creation of Preference Stock; Amendment of Acts.)

**N**OTICE is hereby given, that the Newport Pagnell Railway Company (who are herein referred to as "the Company") intend to apply to Parliament, in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. To extend the time granted by "The Newport Pagnell Railway (Extension to Olney) Act, 1865," for the construction of the Railway by that Act authorized.

2. To extend the time granted by "The Newport Pagnell Railway (Extension) Act, 1866," for the construction of the railways by that Act authorised, and to revive and extend the powers granted by that Act for the compulsory purchase of lands, houses and other property.

3. To authorize the Company to alter the levels of so much of the line of the railway authorized by "The Newport Pagnell Railway (Extension to Olney) Act, 1865," as according to the deposited plans referred to in the said Act would be made and be situate between the River Ouse, in the parish of Sherrington, and the same river in the parish of Emberton, and which said alteration of levels will be made in the parishes of Sherrington, Tyringham-cum-Filgrave and Emberton, in the county of Bucks.

4. Alterations in the levels of the Railway (No. 2), authorized by "The Newport Pagnell Railway (Extension) Act, 1866," first, between a turnpike road in the parish of Lavendon, No. 1 upon the deposited plans referred to in the said Act, and a field in the parish of Bozeat, No. 10 upon those plans (such alteration of levels to be made and be situate in the parishes and places of Lavendon, Warrington, and Olney, in Bucks, and of Easton Maudit and Bozeat, in the county of Northampton); second, between a field in the

said parish of Bozeat, numbered 22 upon those plans, and a field numbered 15, in the parish of Wollaston, and which said alteration of levels will be made, and be situate in the parishes of Bozeat, Grendon, Strixton, and Wollaston, in the county of Northampton.

5. To alter, re-arrange, and define the capital of the Company, and to make provision for their debts and liabilities, and to enable them to borrow money as their share capital is from time to time subscribed for and partially paid up.

6. To enable the Company to raise further capital by shares or stock, and by borrowing for the purposes of the before-mentioned extension to Olney, with such preferences and advantages and upon such terms and conditions as the Bill will or may define; with power also to apply to the same purposes a part of the capital authorized to be raised by the before-mentioned Act of 1866, and to issue such capital with such preference as to dividend, and upon such terms and with such advantages as the Bill may prescribe.

7. To authorize the Company to raise the necessary funds for the completion of the said extension to Olney, and for the payment of their debts and liabilities, other than their debenture debt by the creation and issue of debenture or other such like stock, and to declare that such stock shall be a first charge upon the undertakings of the Company, and be entitled to such other advantages as the Bill may define.

8. To enable the existing mortgagees of the Company to convert their mortgages and unpaid interest into debenture stock, or stock or shares of such amount, and bearing such interest, and to rank in such position as the Bill shall prescribe.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and of the several general railway Acts; and the Bill will amend and enlarge the powers and provisions of the following Acts relating to the Company, namely, "The Newport Pagnell Railway Act, 1863," "The Newport Pagnell Railway (Extension to Olney) Act, 1865," and "The Newport Pagnell Railway (Extension) Act, 1866."

Duplicate plans describing the lines of railway in respect of which the levels are proposed to be altered, and sections of those altered levels, together with a book of reference to such plans, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Bucks, at his office in Aylesbury and with the clerk of the peace for the county of Northampton, at his office at Northampton; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish, and a copy of this notice, will be deposited with the parish clerk of each such parish at his residence.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 10th day of November, 1869.

*Hargrove, Fowler, and Blunt*, 3 Victoria street, Westminster, Solicitors for the Bill.

*Dyson and Co.*, 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1870.

North Metropolitan Tramways.

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

**N**OTICE 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 street tramways hereinafter described (to be worked by animal power only), or some or one of such street tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences (that is to say):

A Tramway No. 1 and a Tramway No. 1A, wholly situate respectively in the parish of Saint Mary Islington, in the county of Middlesex, commencing respectively in the Highgate Archway-road, at a point distant 8 chains or thereabouts, measuring along the said Highgate Archway-road from the junction or intersection of Holloway-road, Junction road, and Saint John's-road, thence passing respectively along the said Highgate Archway-road and Holloway-road, and terminating respectively in the Holloway-road, at or near the end of Liverpool-road.

The centre line of the proposed Tramway No. 1 will be throughout its entire length on the north-east side of and at a distance of  $4\frac{1}{2}$  feet from the imaginary centre line, except that in passing the paved cabstand and public urinal in Holloway-road the distance from the imaginary centre line will be 10 feet.

The centre line of the proposed Tramway No. 1A will be at its commencement on the north-east side of and at a distance of  $4\frac{1}{2}$  feet from the imaginary centre line, and will thence gradually approach, and at a point distant 1 chain from such commencement, will intersect the imaginary centre line, and will thence gradually diverge south-westwards from the imaginary centre line to a point distant 2 chains from such commencement, where it will be and whence it will continue to be throughout its entire length to its termination on the south-west side of and at a distance of  $4\frac{1}{2}$  feet from the imaginary centre line, except that in passing the paved cab-stand and public urinal in Holloway-road the distance from the imaginary centre line will be 10 feet.

A Tramway No. 2, wholly in the parish of Saint Mary Islington aforesaid, commencing in Holloway-road by a junction with the proposed Tramway No. 1 at the point of termination thereof as above described, thence passing along the Holloway-road, Upper-street, Islington, and High-street, and terminating in High-street, at or near the end of White Lion-street.

The centre line of the proposed Tramway No. 2 will be as follows, that is to say: In Holloway-road it will be  $4\frac{1}{2}$  feet from and on the north-east side of the imaginary centre line; in Upper-street, Islington, between Holloway-road and Barnsbury-street, it will be on the east side of and at a distance of  $4\frac{1}{2}$  feet from the imaginary centre line between Barnsbury-street and the north end of Islington-green it will be in the centre of the street; and thence for a further length of 1 chain it will be at a gradually increasing distance from the imaginary centre line

of Upper-street aforesaid, until it attains in that length the distance of  $4\frac{1}{2}$  feet from and on the east side of the said imaginary centre line, and thence to the termination of the tramway, the centre line of the tramway will be on the east side of and at the distance of  $4\frac{1}{2}$  feet from the imaginary centre line, except that it will be at a distance of 15 feet from the imaginary centre line of Upper-street aforesaid, for the whole length of the paved cab-stand in that street, nearly opposite the end of Liverpool-road, and except that for a distance of 2 chains north-east from the north-east end of that cab-stand, and for a distance of 3 chains south or nearly south from the south-west end of the said cab-stand, it will be at a distance from the imaginary centre line gradually diminishing in each case from 15 feet to  $4\frac{1}{2}$  feet.

A Tramway No. 2A, wholly in the parish of St. Mary Islington aforesaid, commencing in Holloway-road by a junction with the proposed Tramway No. 1A at the termination thereof, as above described, thence passing along Holloway-road and Upper-street, Islington, and terminating by a junction with the proposed Tramway No. 2 in Upper-street aforesaid, at or near the end of Barnsbury-street.

The centre line of the proposed Tramway No. 2A will be as follows (that is to say): In Holloway-road it will be  $4\frac{1}{2}$  feet from and on the south-west side of the imaginary centre line, and in Upper-street, Islington, it will be  $4\frac{1}{2}$  feet from and on the west side of the imaginary centre line, except that from a point distant 2 chains from the termination of the proposed Tramway No. 2A, the centre line thereof, will gradually approach, and at a point distant 1 chain from such termination, will intersect the imaginary centre line, and from the latter point to such termination will gradually diverge eastwards from the imaginary centre line, and will at such termination be at a distance of  $4\frac{1}{2}$  feet from and on the east side of the imaginary centre line.

A Tramway No. 2B, wholly in Upper-street, in the parish of Saint Mary Islington aforesaid, commencing by a junction with the proposed Tramway No. 2, at a point  $3\frac{1}{2}$  chains from and south of the junction of Cross-street with Upper-street, and terminating by a junction with the same Tramway No. 2 at a point  $7\frac{1}{2}$  chains from and south of the said junction of Cross-street with Upper-street.

The centre line of the proposed Tramway No. 2B will throughout the entire length of the tramway be on the east side of and at the distance of 9 feet from the imaginary centre line, except that for a distance of 1 chain at the commencement and for a like distance at the termination of the tramway it will be at a gradually diminishing distance from, until at the commencement and termination respectively of the tramway it reaches the said imaginary centre line.

A Tramway No. 2C, wholly in the parish of Saint Mary Islington, commencing in Upper-street aforesaid, by a junction with the proposed Tramway No. 2 above described, at the north end of Islington-green, and passing thence along Upper-street into and terminating in High-street at or near the end of White Lion-street.

The centre line of the proposed Tramway No. 2C will, at the commencement of the tramway, be in the centre of Upper-street aforesaid, and for a distance of 1 chain from the commencement of the tramway it will be at a gradually increasing distance from the imaginary centre line, until it attains in that length the distance of  $4\frac{1}{2}$  feet from and on the west side of the said imaginary centre line, and thence to the termination of the tram-

way the centre line of the tramway will be on the west side of and at a distance of  $4\frac{1}{2}$  feet from the imaginary centre line, except that for the whole length of the paved cab-stand in Upper-street aforesaid, nearly opposite the end of Liverpool-road, the centre line of the tramway will be 6 feet from the imaginary centre line and on the east side thereof, and except that for a distance of 2 chains north-east from the north-east end of that cabstand, and for a distance of 3 chains south or nearly south from the south-west end of the said cab-stand the centre line of the tramway will in each case gradually diverge to the westward, from 6 feet on the eastward side of the imaginary centre line, until in each case it attains the distance of  $4\frac{1}{2}$  feet from and on the westward side of the imaginary centre line.

A Tramway No. 3 and a Tramway No. 3A, commencing respectively in the parish of Saint Mary Islington, in Holloway-road; as regards No. 3 by a junction with Tramway No. 1, and as regards No. 3A by a junction with Tramway No. 1A, at the terminations thereof respectively, as hereinbefore described, and thence passing into and along Liverpool-road and High-street, and terminating respectively in the same parish in High-street, as regards No. 3 by a junction with Tramway No. 2, and as regards No. 3A by a junction with Tramway No. 2C, at the terminations thereof respectively, as hereinbefore described, which said intended tramways respectively will be made or pass from, in, through, or into the following parishes, or one of them, videlicet: Saint Mary Islington, and Saint James, and Saint John Clerkenwell, in the county of Middlesex.

The centre lines of the proposed Tramways No. 3 and No. 3A will respectively be throughout at a distance of  $4\frac{1}{2}$  feet from, and as regards No. 3 on the east side, and as regards No. 3A on the west side of the imaginary centre line.

A Tramway No. 4 and a Tramway No. 4A, commencing respectively in the parish of St. Mary Islington, in High-street, as regards No. 4 by a junction with Tramway No. 2, and as regards No. 4A by a junction with Tramway No. 2C, at the points of termination thereof respectively as above described, thence passing respectively along High-street into and along City-road, and the western side of Finsbury-square and along Finsbury-place, and terminating respectively in the parish of St. Luke, Middlesex, in Finsbury-place aforesaid, at or near the south end thereof; which said intended tramways respectively will be made or pass from, in, through, or into the following parishes, or some of them, videlicet: Saint Mary Islington, Saint James and St. John Clerkenwell, Saint Leonard Shoreditch, and Saint Luke Middlesex, all in the county of Middlesex.

The centre lines of the proposed Tramways No. 4 and No. 4A will be respectively throughout at a distance of  $4\frac{1}{2}$  feet from, and as regards No. 4 on the easterly side of, and as regards No. 4A on the westerly side of the imaginary centre line, except that from a point distant 2 chains from the termination of the proposed Tramway No. 4 the centre line thereof will gradually approach and at a point distant 1 chain from such termination will intersect the imaginary centre line, and from the latter point to such termination will gradually diverge westwards from the imaginary centre line, and will at such termination be at a distance of  $4\frac{1}{2}$  feet from and on the west side of the imaginary centre line.

A Tramway No. 5 and a Tramway No. 5A, respectively commencing in the parish of St. Luke, Middlesex, in Finsbury-place as regards No. 5 by a junction with the proposed Tramway No. 4,

at a point thereon 2 chains from the termination thereof, as above described, and as regards No. 5A by a junction with the proposed Tramway No. 4A, at the termination thereof, as above described, thence passing respectively along Finsbury-place, into and along Finsbury-place South, Finsbury pavement, Moorgate, and Moorgate-street, and terminating respectively in the parish of Saint Margaret Lothbury, in the city of London, in Moorgate-street, at or near the south end thereof; which tramways respectively will be made or pass from, in, through, or into the following parishes, or some of them, videlicet: Saint Luke Middlesex, in the county of Middlesex, and Saint Stephen, Coleman-street, and Saint Margaret Lothbury, in the city of London.

The centre lines of the proposed Tramways No. 5 and No. 5A will be respectively throughout at a distance of  $4\frac{1}{2}$  feet from, and as regards No. 5 on the east side, and as regards No. 5A on the west side of the imaginary centre line, except that from a point distant 2 chains from the termination of the proposed Tramway No. 5, the centre line thereof will gradually approach and, at a point distant 1 chain from such termination, will intersect the imaginary centre line, and from the latter point to such termination will gradually diverge westwards from the imaginary centre line, and will at such termination be at a distance of  $4\frac{1}{2}$  feet from and on the west side of the imaginary centre line.

A Tramway No. 6 and a Tramway No. 6A, wholly in the parish of Saint Mary Islington aforesaid, commencing in the Seven Sisters'-road at the junction of Stroud-green-lane with that road, thence passing along Seven Sisters'-road into Holloway-road, and terminating in the last-mentioned road at a point about half a chain from and south of the junction of Seven Sisters'-road with Holloway-road, as regards No. 6 by a junction with the proposed Tramway No. 1A, and as regards No. 6A by a junction with the proposed Tramway No. 1.

The centre line of Street Tramway No. 6 will be at its commencement on the south side of and at a distance of  $4\frac{1}{2}$  feet from the imaginary centre line, and will thence gradually approach and, at a point distant 1 chain from such commencement, will intersect the imaginary centre line, and will thence gradually diverge northwards from the imaginary centre line to a point distant 2 chains from such commencement where it will be and whence it will continue to be throughout at a distance of  $4\frac{1}{2}$  feet from and on the north side of the imaginary centre line, except at its termination, where it will be on the west side of the imaginary centre line.

The centre line of Street Tramway No. 6A will be throughout at a distance of  $4\frac{1}{2}$  feet from and on the south side of the imaginary centre line, except at its termination, where it will be on the east side of the imaginary centre line.

A Tramway No. 7 and a Tramway No. 7A, commencing respectively in the parish of Saint Mary Islington, in Seven Sisters'-road, at or near the junction of that road with Holloway-road; and as regards No. 7 by a junction with the proposed Tramway No. 6, and as regards No. 7A by a junction with the proposed Tramway No. 6A, thence passing respectively into and along Park-road, Camden-road, High-street, Camden-town (as regards No. 7 on the west side of, and as regards No. 7A on the east side of the safety crossing and public urinal in the open space at the end of Park-street), and Hampstead-road, and terminating in the parish of Saint Pancras, in the last-mentioned road, at or near the south end thereof; which tramways respectively will be made or pass from

in, through, or into the following parishes, or one of them, videlicet, Saint Mary Islington, and Saint Pancras.

The centre line of the Street Tramway No. 7 will be in Seven Sisters'-road, Park-road, and Camden-road, on the north-west side of and in High-street, Camden-town, and Hampstead-road, on the west side of the imaginary centre line, and will be throughout at a distance of  $4\frac{1}{2}$  feet from the imaginary centre line.

The centre line of the Street Tramway No. 7A will be in Seven Sister's-road, Park-road, and Camden-road, on the south-east side of and in High-street Camden-town, and Hampstead-road on the east side of the imaginary centre line, except that from a point distant 2 chains from the termination of the said Street Tramway No. 7A, the centre line thereof will gradually approach, and at a point distant 1 chain from such termination will intersect the imaginary centre line, and from the latter point to such termination will gradually diverge westwards from the imaginary centre line, and will at such termination be at a distance of  $4\frac{1}{2}$  feet from and on the west side of the imaginary centre line, and (except as aforesaid) the centre line of Street Tramway No. 7A will be throughout at a distance of  $4\frac{1}{2}$  feet from the imaginary centre line.

A Tramway No. 8, commencing in the parish of Saint Pancras, in Hampstead-road by a junction with the proposed Tramway No. 7 at the point of termination thereof as above described, and thence passing into and along Tottenham Court-road, and terminating in the parish of Saint Giles-in-the-Fields, in and near the south end of Tottenham Court-road; which tramway will be made or pass from in through or into the following parishes or some of them, videlicet: Saint Pancras, Saint Marylebone, and Saint Giles-in-the-Fields, all in the county of Middlesex.

The centre line of the proposed Tramway No. 8 will be at its commencement at a distance of  $4\frac{1}{2}$  feet from and on the west side of the imaginary centre line, and will thence for a length of 1 chain gradually diverge until it reaches a distance of 9 feet from and on the west side of the imaginary centre line, and will so continue to the end of Chenies-street, and will thence for a further length of 1 chain gradually approach 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 the end of Bedford-street, and will thence for a further length of 1 chain gradually approach until it reaches the imaginary centre line, and will thence continue to be in the centre of the street to a point distant 1 chain from its termination, whence it will gradually diverge westwards from the imaginary centre line to its termination, where it will be  $4\frac{1}{2}$  feet from and on the west side of the imaginary centre line.

A Tramway No. 8A, commencing in the parish of Saint Pancras, in Hampstead-road, by a junction with the proposed Tramway No. 7A at a point thereon 2 chains from the termination thereof, as above described, and passing thence along Hampstead-road into and along Tottenham Court-road, and terminating in the parishes of Saint Pancras and Saint Giles-in-the-Fields, or one of them, in Tottenham Court-road, at a point 1 chain south of the end of Bedford-street, which said intended tramway will be made or pass from, in, through, or into the parishes of Saint Pancras and Saint Giles-in-the-Fields, or one of them, in the county of Middlesex.

The centre line of the proposed Tramway No. 8A will be from its commencement to the end of Hampstead-road on the east side of and at a

distance of  $4\frac{1}{2}$  feet from the imaginary centre line, and will thence for a length of 1 chain gradually diverge until it reaches a distance of 9 feet from and on the east side of the imaginary centre line, and will so continue to the end of Chenies-street, and will thence for a further length of 1 chain gradually approach the imaginary centre line 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 its termination, except that from a point distant 1 chain from its termination the centre line of the tramway will gradually approach until it reaches the imaginary centre line at its termination.

A Tramway No. 8B (being a short tramway, 1 chain in length), wholly in Tottenham Court-road, in the parish of Saint Giles-in-the-Fields, commencing by a junction with the proposed Tramway No. 8, at a point thereon distant 1 chain from its termination, as hereinbefore described, and ending at or near the south end of Tottenham Court-road.

The centre line of the proposed Tramway No. 8B will be in the centre of the street at its commencement, and will thence gradually diverge until at its termination it will be  $4\frac{1}{2}$  feet from and on the east side of the imaginary centre line.

A Tramway No. 9 and a Tramway No. 9A, respectively commencing in Whitechapel-road, in the parish of Saint Mary Whitechapel, in the county of Middlesex, at a point about  $3\frac{1}{2}$  chains from and north-east of the junction of that road and Church-lane, and as regards No. 9 by a junction with the Tramway No. 5, and as regards No. 9A by a junction with the Tramway No. 5A, respectively authorized by "The North Metropolitan Tramways Act, 1869," at a point thereon in each case 1 chain from the commencement of those authorised tramways respectively, thence passing along Whitechapel-road into and along Whitechapel High-street and Aldgate High-street and terminating respectively in Aldgate High-street, in the parish of Saint Botolph Aldgate, in the city of London, at or near the end of Minories; which tramways Nos. 9 and 9A respectively will be made or pass from, in, through, or into the following parishes, videlicet, Saint Mary Whitechapel, in the county of Middlesex, and Saint Botolph Aldgate, in the city of London.

The centre lines of the proposed Tramways No. 9 and No. 9A, will be throughout, as regards No. 9 on the north side, and as regards No. 9A on the south side of the imaginary centre line, and will be respectively at a distance of  $4\frac{1}{2}$  feet from the imaginary centre line, except in that portion of Whitechapel High-street between and including the Obelisk at the end of Commercial-street and the public urinal about 6 chains eastward thereof, where the distances from the imaginary centre line will be 14 feet, and except also at the public urinal at the east end of Aldgate High-street, where the distances from the imaginary centre line will be 9 feet, and except further that from a point distant 2 chains from its termination the centre line of the proposed Tramway No. 9A will gradually approach the imaginary centre line and will intersect it at a point distant 1 chain from such termination, and thence the centre line of the said Tramway No. 9A will gradually diverge from the imaginary centre line to such termination, where it will be at a distance of  $4\frac{1}{2}$  feet from and on the north side of the imaginary centre line.

A Tramway No. 9B (being a short junction 2 chains in length), wholly in Whitechapel High-street, in the parish of Saint Mary Whitechapel, commencing by a junction with the proposed Tramway No. 9 at a point thereon 2 chains west



of the end of Osborn-street, and passing thence across the imaginary centre line and terminating by a junction with the proposed Tramway No. 9A, at a point thereon opposite the end of Osborn-street.

A Tramway No. 10 and a Tramway No. 10A (being in substitution for the Tramways No. 6, No. 6A, No. 6B, No. 6C, and No. 6D, respectively authorized by the said North Metropolitan Tramways Act, 1869), respectively commencing in the parish of St. Mary Stratford-le-Bow in the county of Middlesex, in High-street, Bow, at a point about 6 chains from and north-east of the north-east end of Bow Churchyard, and as regards No. 10 by a junction with the said authorized Tramway No. 5, and as regards No. 10A by a junction with the said authorized Tramway No. 5A, at a point thereon in each case 1 chain from the termination thereof respectively, and thence passing along High-street, Bow, over and along Bow Bridge, into and along High-street, Stratford, and Stratford Broadway, and terminating respectively in the parish of West Ham, in the county of Essex, in Stratford Broadway, at a point about  $2\frac{1}{2}$  chains west of the Gurney Memorial Fountain; which tramways respectively will be made or pass from, in, through, or into the parishes and places following, or one of them, that is to say: Saint Mary Stratford-le-Bow, in the county of Middlesex, and West Ham, in the county of Essex.

The centre lines of the proposed Tramways No. 10 and No. 10A will be throughout, as regards No. 10 on the north, and as regards No. 10A on the south side of the imaginary centre line, and will be respectively at a distance of  $4\frac{1}{2}$  feet from the imaginary centre line.

A Tramway No. 10B (being a short junction, 2 chains in length), wholly in Stratford Broadway, in the parish of West Ham, commencing by a junction with the proposed Tramway No. 10 at a point 2 chains from its termination, as above described, and passing thence across the imaginary centre line and terminating by a junction with the proposed Tramway No. 10A at its termination, as hereinbefore described.

A Tramway No. 11 and a Tramway No. 11A, respectively commencing in the said parish of West Ham, in Stratford Broadway, as regards No. 11 by a junction with the proposed Tramway No. 10 at the termination thereof as hereinbefore described, and as regards No. 11A by a junction with the proposed Tramway No. 10A at the termination thereof as hereinbefore described, and thence passing along Stratford Broadway into and along High-street, Stratford (keeping on the north side of Stratford Church), The Grove, Maryland Point, and Leytonstone-road, and terminating respectively in the parish of Low Leyton, in the county of Essex, at a point in Leytonstone-road opposite or nearly opposite the Plough and Harrow Inn, which tramways respectively will be made, or pass from, in, through, or into the following parishes, or some of them, videlicet: West Ham, Wanstead, and Low Leyton, all in the county of Essex.

The centre lines of the proposed Tramways No. 11 and No. 11A will be throughout as regards No. 11 on the north-west, and as regards No. 11A on the south-east side of the imaginary centre line, and will be respectively at a distance of  $4\frac{1}{2}$  feet from the imaginary centre line, except that from a point distant 2 chains from its termination the centre line of the proposed Tramway No. 11 will gradually approach the imaginary centre line and will intersect it at a point distant 1 chain from such termination, and thence the centre line of the said Tramway No. 11 will gradually diverge

from the imaginary centre line to such termination, where it will be at a distance of  $4\frac{1}{2}$  feet from and on the south-east side of the imaginary centre line.

A Tramway No. 12 and a Tramway No. 12A, wholly in the said parish of West Ham, respectively commencing in Stratford Broadway, as regards No. 12 by a junction with the proposed Tramway No. 10 at the termination thereof, as hereinbefore described, and as regards No. 12A by a junction with the proposed Tramway No. 10A at the termination thereof, as hereinbefore described, and thence passing along Stratford Broadway into and along High-street, Stratford, (keeping on the south side of Stratford Church,) and into and along Romford-road and terminating in that road opposite or nearly opposite the Princess Alice Inn, at the end of Wood Grange-road.

The centre lines of the proposed Tramways No. 12 and No. 12A will be throughout as regards No. 12 on the north side and as regards No. 12A on the south side of the imaginary centre line, and will be respectively at a distance of  $4\frac{1}{2}$  feet from the imaginary centre line, except that from a point distant 2 chains from its termination, the centre line of the proposed Tramway No. 12 will gradually approach the imaginary centre line, and will intersect it at a point distant 1 chain from such termination, and thence the centre line of the said Tramway No. 12 will gradually diverge from the imaginary centre line to such termination, where it will be at a distance of  $4\frac{1}{2}$  feet from and on the south side of the imaginary centre line.

A Tramway No. 13, wholly in the parish of Low Leyton, commencing in Leytonstone-road by a junction with the proposed Tramway No. 11, at or near the end of Union-lane, and passing thence into and for a distance of about 21 chains along Union-lane, and passing thence into and terminating in the land on the north-east side of that part of Union-lane called or intended to be called Mornington-terrace, at a point about 1 chain from Union-lane.

The centre line of the proposed Tramway No. 13 will be in the centre of the street, except at its commencement in Leytonstone-road, where it will be  $4\frac{1}{2}$  feet from and on the north-west side of the imaginary centre line, and except from a point distant 2 chains from its termination, whence it will curve into the land aforesaid.

A Tramway No. 13A, wholly in the parish of Low Leyton, commencing in Union-lane by a junction with the proposed Tramway No. 13, at or near the end of Birkbeck-road, and passing thence into and for a distance of about 5 chains along Birkbeck-road, and passing thence into and terminating in the land on the north-west side of Birkbeck-road, at a point about 1 chain from that road.

The centre line of the proposed Tramway No. 13A will be throughout in the centre of the street, except from a point distant 2 chains from its termination, whence it will curve into the last-mentioned land.

A Tramway No. 13B (being a short junction and curve 3 chains in length), wholly in the said parish of Low Leyton, commencing in Leytonstone-road by a junction with the proposed Tramway No. 11A, at a point 2 chains south of the end of Union-lane, and passing thence across the imaginary centre line, and forming a junction with the proposed Tramway No. 11, and curving thence into and terminating in Union-lane by a junction with the proposed Tramway No. 13, at or near the end of that lane.

To authorize the Company to abandon and relinquish the construction of the several follow-

ing parts of their authorized undertaking, and all or any works and conveniences connected therewith respectively (that is to say) :

So much and such parts of the Tramways Nos. 5 and 5A, authorized by the North Metropolitan Tramways Act, 1869, as extend respectively for a distance of 1 chain from the commencements and terminations of those tramways respectively.

The whole of the Tramways Nos. 6, 6A, 6B, 6C, and 6D, respectively authorized by the North Metropolitan Tramways Act, 1869."

Each of the said intended street tramways hereinbefore described will occupy throughout a space of 5 feet 3 inches in width, and the distance thereof from the imaginary centre line hereinbefore stated, means the distance of the centre line of the tramway from the imaginary centre line, and the imaginary centre line means in all cases, except where otherwise stated, an imaginary line drawn along the centre of the carriage way of the street (by whatever name known or called) along which the street tramway is intended to be laid.

In all cases where it is stated that any street tramway is intended to be laid at a greater or less distance from the imaginary centre line than four and a-half feet, such street-tramway is intended (unless some other description is given) to be laid at a gradually varying distance from the imaginary centre line for a length of one chain before and after attaining the greater or less distance so stated, so as to make up in that length the difference between the distance of four and a-half feet and the greater or less distance (as the case may be) so stated.

To authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with, streets, turnpike-roads, highways, public roadways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, waterpipes, gaspipes, and electric telegraph pipes and apparatus, within all or any of the parishes and places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company, for all or any of the purposes of their undertaking, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, and to alter the tolls, rates, duties, and other charges which the Company are or may be authorized to take, and to confer exemptions from the payment of tolls, rates, or charges, and to confer, vary, or extinguish other rights or privileges.

To empower the Company to raise more money by new, ordinary, or preference shares, or by borrowing; to make regulations relating to their authorized capital, and to apply their authorized capital to the construction of the works to be authorized by the intended Act.

To provide for the maintenance and repair of such portions of the streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, as lie between and immediately adjoin such tramways, rails, and plates, and to exempt the Company from the payment of the whole or some part of any turnpike tolls, or of any highway or other rate or

assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on a grooved rail.

To prohibit, except by agreement with the Company, the use of the proposed tramways by persons or corporations other than the Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on a grooved or an edged rail, and to authorize and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To empower the Board of Trade in certain events, and upon certain terms and conditions, to be prescribed by this Bill, to grant licences to persons and bodies other than the Company to use the tramways, and to confer upon the Company all necessary powers for recovering and compelling payment of the tolls and charges, to be payable by any licensee of the tramways.

To enable the Company, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish, township, or place mentioned in this Notice, and maintain so long as occasion may require, a temporary tramway or temporary tramways, in lieu of the tramway or part of a tramway so removed, or discontinued to be used, or intended so to be.

To make provision for regulating the passage of traffic along streets, roads, or places in which the proposed tramways will be laid, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and all or any street authorities to make bye-laws, rules, and regulations, with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations.

To enable the Company and the Metropolitan Board of Works and any vestry, district board, trustees, commissioners of the metropolis turnpike roads, or other body corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places, respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same by means of animal power.

To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with any of the objects of the intended Act, and to confer other rights and privileges.

To extend and enlarge the powers of the Company with respect to the entering upon streets and roads and laying down tramways therein, and otherwise to alter, amend, and extend, or repeal, all or some of the provisions of the North Metropolitan Tramways Act, 1869.

And notice is hereby further given, that duplicate plans and sections of the proposed street



tramways and works, a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for Middlesex, at his office, in Clerkenwell, in the said county, and with the Clerk of the Peace for Essex, at his office, in Chelmsford, in that county, and with the Clerk of the Peace for the city of London, at his office in the Old Bailey, in the said city; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, townships, extra-parochial, and other places from, in, through, or into which the proposed tramways will be made or pass; and also a copy of this Notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection as follows (that is to say): for the parish of Saint Mary Islington, with the Vestry Clerk of that parish, at his office in Upper-street, Islington, for the parish of Saint James and Saint John Clerkenwell, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Upper Rosoman-street, Clerkenwell, for the parish of Saint Leonard Shoreditch, with the Vestry Clerk of that parish at his office at the Town Hall, Old Street-road, for the parish of Saint Luke Middlesex, with the Vestry Clerk of that parish, at the Vestry Hall in the City-road, for the parish of Saint Pancras, with the Vestry Clerk of that parish, at the Vestry Hall, King's-road, Saint Pancras, for the parish of Saint Marylebone, with the Vestry Clerk of that parish at his office at the Court House, Marylebone-lane, for the parish of Saint Giles-in-the-Fields, Middlesex, with the Clerk of the District Board of Works for the Saint Giles District, at his office, No 199, High Holborn, for the parish of Saint Mary Stratford-le-Bow, with the Clerk of the District Board of Works for the District of Poplar, at his office in the East India-road, Poplar, for the parish of Saint Mary Whitechapel, Middlesex, with the Clerk of the District Board of Works for the district of Whitechapel, at his office in Great Alie-street, Whitechapel, for the parishes of West Ham, Low Leyton, and Wanstead, in the county of Essex, and for the parishes of Saint Stephen Coleman-street, Saint Margaret Lothbury, and Saint Botolph Aldgate, in the city of London, with the parish clerks of those respective parishes, at their respective residences; and in the case of each extra-parochial place, with the parish clerk of some adjoining parish at his residence.

And notice is hereby further given that printed copies of the intended Bill will, on or before the 23rd day of December next be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1869.

*C. and H. Tahourdin*, 1, Victoria-street, Westminster, Solicitors for the Bill.

*Sherwood, Grubbe, Pritt, and Cameron*, 7, Great George-street, Westminster, Parliamentary Agents.

#### Dundee Harbour.

Transfer of Tay Ferries to Dundee Harbour Trustees; Working and Maintenance of Ferries; Construction of Pier at Broughty Ferry; Power to Levy and Alter Rates and to Borrow Money; Continuation, Amendment, and Repeal of Acts; and other purposes.

**NOTICE** is hereby given, that it is intended to apply to Parliament in the next session for a Bill to confer the powers and effect the

objects hereinafter mentioned, or some of them, that is to say:—

To transfer to, and vest in the Trustees of the Harbour of Dundee (hereinafter called the Trustees), the ferries and passages across the River Tay, between Newport and Woodhaven, in the county of Fife, and Dundee, in the county of Forfar, and along the coast, between Ferry-Port-on-Craig, and Balmerino, on the south, and from Broughty Castle to Invergowrie Burn, on the north (commonly known as, and hereinafter called, the Tay Ferries), and the rights of ferry, and rights of ferry harbours or landing places specified and described in the Local Acts relating to the said Tay Ferries, 59 Geo. III., cap. 113; 3 Geo. IV., cap. 76; 4 Geo. IV., cap. 88; and 6 and 7 Vict., cap. 84, or some of them, and the whole undertaking, piers, harbours, jetties, works, lands, houses, property, roads, and accesses, plant, matters, and things connected with the said Tay Ferries, and all powers, rights, privileges, and jurisdiction conferred by the said Acts on the Trustees constituted or appointed by, or acting under the said Acts, or any of them (hereinafter called the Tay Ferry Trustees), or on the Committee of Management of the said Tay Ferry Trustees, or on any other persons.

To authorise the Trustees to purchase, acquire, and take compulsorily, or by agreement, from the Tay Ferry Trustees, and the Committee of Management of the said Trustees, and from the Caledonian Railway Company, mortgagees or creditors, or alleged mortgagees or creditors in possession of the Tay Ferries or otherwise claiming right thereto or interest therein, and from all creditors of the Tay Ferry Trustees, or subscribers to, or creditors on the Tay Ferries, and all other persons interested in the Tay Ferries, and to enable and compel all or any of the said parties to sell or convey to the Trustees, for such price or consideration in money or revenue from the Tay Ferries, or other consideration, as may be agreed on, or settled by arbitration, or otherwise fixed or provided in or by the said Bill, all or any of the said ferries and passages, rights of ferry, and rights of ferry harbours or landing places, undertaking; piers, harbours, jetties, works, lands, houses, property, roads, and accesses, plant, matters, and things, powers, rights, privileges, and jurisdiction which are now vested in, or held, or possessed by the Tay Ferry Trustees, or the Committee of Management of the said Trustees, or the said Caledonian Railway Company, or any such subscribers, creditors, or other persons interested respectively, and all or any mortgages, assignments, bonds, debts, shares, or securities of, on, or affecting the Tay Ferries, or the harbours, piers, jetties, landing places, and other works and property of the said Ferries, or the funds, rates, duties, and revenues thereof, which are now owing to, or held, or possessed by the said Caledonian Railway Company, or any creditors or subscribers to or on the Tay Ferries, or creditors of the Tay Ferry Trustees.

To provide for fixing and ascertaining the amount and value of the said mortgages, assignments, bonds, debts, shares, and securities, and to authorise the Trustees to pay and discharge the said mortgages, assignments, bonds, debts, shares, and securities, or the value thereof, as so fixed and ascertained, from and out of the funds, rates, duties, and revenues belonging to or levied or received by them, under the authority of the Acts relating to the Tay Ferries, or the Harbour of Dundee respectively, or of the said Bill, or from and out of any monies to be borrowed

under the authority of the said Acts, or any of them, or the said Bill.

To authorise the Trustees to work, maintain, regulate, improve, and manage the Tay Ferries, and the works and property connected therewith; to provide, hire, and use steamboats and other vessels, and all necessary plant; to make bye laws, rules, and regulations; and to use and exercise all the powers, rights, privileges, and jurisdiction conferred by the said Acts relating to the Tay Ferries, and all other powers, rights, and privileges to be conferred by the said Bill, which may be necessary or expedient for the working, maintenance, regulation, improvement, and management of the Tay Ferries, and the works and property connected therewith.

To authorise the Trustees to make and maintain as part of their harbour undertaking, a pier at Broughty Ferry, commencing at a point on the foreshore of the River or Firth of Tay eight yards or thereabouts southwards from the southern termination of Ambrose-street, in the burgh of Broughty Ferry, and extending therefrom in a south-easterly direction into the said River or Firth of Tay, for a distance of eighty yards or thereabouts, and continuing from thence in an easterly direction in the said river or firth for a further distance of forty-five yards or thereabouts, and terminating in the bed or soil of the said River or Firth of Tay, at a point one hundred and thirty yards or thereabouts southwards from the southern termination of Gray-street, in the burgh of Broughty Ferry, which pier will be made or situate in the parish of Monifieth, and county of Forfar, and in the soil or bed of the said River or Firth of Tay, adjoining to the said parish of Monifieth, or one of them.

To deviate in the construction of the said pier from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to the extent defined upon the said plans and sections, or specified in the said Bill.

To make and maintain all necessary roads, accesses, and approaches, and other works and conveniences connected with the said pier, and so far as necessary for the purposes of the said Bill, to shut up, alter, divert, raise, lower, or cross all roads, streets, paths, passages, railways, tramways, rivers, streams, watercourses, bridges, sewers, drains, water pipes, and gas pipes.

To purchase, acquire, and take compulsorily, or by agreement, all lands, houses, and other property which will or may be required for the purposes of the said intended works, and of the said Bill, and to vary or extinguish all rights and privileges connected with such lands, houses, and other property which would interfere with or prevent the construction of the said intended works, or the execution of the provisions or purposes of the said Bill.

To authorise the trustees to enter into and execute all agreements, conveyances, contracts, leases, and other deeds necessary for the purposes of the Acts relating to the Tay Ferries or the Harbour of Dundee respectively, or of the said Bill, and to confirm any agreements, conveyances, contracts, leases, and other deeds which have been or may be entered into or executed for the said purposes.

To ratify and approve of all works executed and purchases made by the Trustees in connection with the said harbour, and to authorise the purchase by agreement of all such lands, houses, and other property, and execution of all such works as may be necessary and convenient for the carrying on of the trade of the said harbour.

To continue or to alter the existing tolls, rates,

and duties, or any of them, leviable under the authority of the Acts relating to the said harbour; and the existing tolls, rates, and duties, or any of them, leviable under the authority of the said Acts relating to the Tay Ferries, or to repeal the said several tolls, rates, and duties, or any of them, in whole or in part, and to levy new or increased tolls, rates, and duties, at and in respect of the said harbour, and at and in respect of the Tay Ferries, and at and in respect of the said pier, or any of them, and the docks, works, piers, conveniences, and accommodations therewith connected respectively, already made and provided, or to be made and provided, and to confer, vary, or extinguish exemptions from payment of the said several existing or new tolls, rates, and duties, or any of them.

To authorise the trustees to borrow money for the purposes of the Acts relating to the Tay Ferries, or the said harbour respectively, and of the said Bill, or any of them, on the security of their undertaking, lands, property, and works, acquired or constructed, or to be acquired or constructed, and of the tolls, rates, and duties which they are or may be authorised to levy under the authority of the said Acts or the said Bill: and to apply the funds, rates, duties, and revenues belonging to or levied or received by them under the authority of the Acts relating to the Tay Ferries, or the said harbour respectively, or of the said Bill, or so much thereof as may be required in and for defraying the expense of the said intended works, and the other purposes of the said Bill.

To continue the term of, and amend the said Acts relating to the Tay Ferries, viz., 59 Geo. III., cap. 113; 3 Geo. IV., cap. 76; 4 Geo. IV., cap. 88; and 6 and 7 Vict., cap. 84; or to repeal the said Acts in whole or in part, and to consolidate and re-enact the powers and provisions thereof, or some of them, with such new or additional powers and provisions as may be necessary or expedient for carrying into effect the purposes of the said Acts and of the said Bill; to amend or repeal the following Acts (local and personal) relating to the Harbour of Dundee, viz., 11 Geo. IV., cap. 119; 6 Wm. IV., cap. 61; 6 and 7 Vict., cap. 88; 19 Vict., cap. 11; and 32 and 33 Vict., cap. 114, so far as may be necessary for carrying into effect the purposes of the said Acts and the said Bill; and to amend or repeal, so far as may be necessary for the purposes of the said Bill, the following Acts (local and personal) relating to the Caledonian Railway Company, viz., "The Caledonian Railway Act, 1845;" "The Scottish Central Railway Act, 1845;" "The Scottish Central Railway Consolidation Act, 1859;" "The Caledonian and Scottish Central Railways Amalgamation Act, 1865;" and the several other Acts relating to the Caledonian Railway Company and their undertaking, and to the undertakings belonging to, and held in lease by them, passed in the Sessions of Parliament held respectively in the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, and the 32nd and 33rd years of the reign of Her present Majesty; "The Dundee Sea Wall, Esplanade, and Street Act, 1868;" "The Dundee and Arbroath Railway Act, 1836," being 6 Will. IV., cap. 82; "The Dundee and Perth Railway Act, 1845;" and

"The Dundee and Arbroath Railway (Dundee Station) Act, 1851;" and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the Tay Ferries, or the Tay Ferry Trustees, or the Caledonian Railway Company, or the said undertakings, or any of them; to vary or extinguish all rights or privileges which would interfere with or prevent the execution of the purposes of the said Acts relating to the Tay Ferries and the said Harbour respectively, or of the said Bill, and to confer all powers, rights, or privileges which may be necessary for carrying the same into effect.

Plans and sections, describing the line, situation, and levels of the said intended works, and the lands, houses, and other property which will or may be required to be taken for the purposes of the said intended works and of the said Bill, and a book of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, with a copy of this notice, as published in the Edinburgh Gazette, will be deposited for public inspection on or before the 30th day of November, 1869, in the offices at Dundee and Forfar respectively of the principal sheriff clerk of the county of Forfar, and with the schoolmaster, or, if there be no schoolmaster, with the session clerk of the parish of Monifieth, at his residence.

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1869.

*William Thoms*, Clerk to the Harbour Trustees.

*Pattullo and Thornton*, Dundee, Solicitors for the Bill.

*Loch and MacLaurin*, 8, Great George-street, Westminster, Parliamentary Agents.

Dundee, November 12, 1869.

#### In Parliament—Session 1870.

Metropolitan and St. John's Wood Railway.  
(Abandonment of Extension to Hampstead, and of part of Main Line, and construction of New Line to Kilburn; Amendment of Acts.)

NOTICE is hereby given, that the Metropolitan and Saint John's Wood Railway Company (who are herein referred to as "the Company") intend to apply to Parliament in the next Session for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. To authorise the Company to abandon the construction of the extension railway to Hampstead authorized to be constructed under the powers of "The Metropolitan and Saint John's Wood Railway (Extension to Hampstead) Act, 1865," and to vary and extinguish all rights, contracts, and agreements which may be necessary for the purposes of the said abandonment.

2. In like manner to abandon a portion of the railway authorized by "The Metropolitan and Saint John's Wood Railway Act, 1864," namely so much of the said line as is authorised to be constructed in the parish of Saint John, Hampstead, between the point up to which the line of Railway has been already constructed, in the field numbered 16, upon the deposited plans referred to in the said Act, and the authorised termination of the railway at or near the Finchley Road Station of the Hampstead and City Junction Railway, and instead of the said portion of railway so

to be abandoned to enable the Company to make and maintain in the said parish of Saint John, Hampstead, in the county of Middlesex, a new or substituted line of railway (with all necessary works, stations, and approaches), to commence by a junction with the existing railway of the Company in the Finchley Road, at or near a point marked two miles upon the said deposited plans, and to terminate on the eastern side of the Edgware Road, at a point about 35 yards south-east from the point of junction of Willesden-lane with the said Edgware-road.

3. To cancel the bond which has been given by the Company in respect of the said extension to Hampstead.

4. To enable the Company to cross, divert, alter or stop up, whether temporarily or permanently, roads, drains, sewers, pipes, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway and works; to deviate from the line of railway, both vertically and horizontally, to such an extent as may be necessary or expedient in the construction of the railway; to purchase lands, houses, and other property compulsorily, for the purposes of the said intended railway and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

5. To authorise the Company to apply their existing funds and any moneys which they have still power to raise, to the purposes of the said railway and works, and, for the same purposes, to raise additional capital by shares, or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define, and to authorise the Company to borrow money on mortgage as their share capital is from time to time subscribed for and paid up.

6. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of, amongst other Acts, "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Company, namely, "The Metropolitan and Saint John's Wood Railway Act, 1864," "The Metropolitan and Saint John's Wood Railway (Extension to Hampstead) Act, 1865," "The Metropolitan and Saint John's Wood Railway (Capital) Act, 1866," and "The Metropolitan and Saint John's Wood Railway Act, 1868," also "The Metropolitan Railway Act, 1867," and the several other Acts relating to the Metropolitan Railway Company.

Duplicate plans and sections describing the line, situation, and levels of the proposed new line of railway, and the lands, houses, and other property in or through which it will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map, with the line of railway delineated thereon, so as to shew its general course and direction, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County of Middlesex, at his office at Clerkenwell Green, and on or before the same day a copy of the said plans, sections, book of reference, and notices will be deposited with the Clerk of the Vestry of the Parish

of Saint John, Hampstead, at his office, at the Vestry Hall in Hampstead.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 18th day of November, 1869.

*Hargrove, Fowler, and Blunt*, No. 3, Victoria-street, Westminster, Solicitors for the Bill.

*Dyson and Co.*, No. 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1870.

Millwall Canal Company.

(Further powers to Company; Change of Name; Regulation of powers of borrowing, of leasing, and of application of Moneys; Provision as to London, Blackwall, and Millwall Extension Railway; Amendment of Acts, &c.)

NOTICE is hereby given, that the Millwall Canal Company (in this notice referred to as "The Company") intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following purposes, or some of them, that is to say:—To amend "The Millwall Canal, Wharfs, and Graving Docks Act, 1864," and "The Millwall Canal Act, 1866;" to change the name of the Company; to alter and regulate the period when the borrowing powers of the Company under the Act of 1866 may be exercised, and to amend and extend the provisions of that Act in relation to such powers; to define the undertaking of the Company for the purposes of which money may be applied; to authorize (subject to the redemption of the existing debentures) the application of money arising from sale of lands to the purposes to which capital is applicable, or for redemption of debenture stock; and to amend and extend the powers of leasing lands and of re-sale of lands.

To make further provision with reference to the portion of the London, Blackwall, and Millwall Extension Railway to be constructed by the Company, and the rights and powers of the Company in relation thereto, and the application of money for such purpose, and to amend the Acts relating to that railway, videlicet, 28 and 29 Victoria, chapters 100 and 116, and 31 and 32 Victoria, chapter 120.

Printed copies of the intended Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1869.

*Hargrove, Fowler, and Blunt*, 3, Victoria-street, Westminster, Solicitors to the Company.

Sheffield Corporation Gas.

Purchase of Gas Company's undertaking.

(Transfer of Sheffield Gaslight Company's undertaking to Corporation; Winding-up and Dissolution of Company; Powers to Corporation with respect to Manufacture and Supply of Gas; Residual Products, Meters, Fittings, &c.; Agreements with Local Authorities, &c., for Lighting Streets, &c.; Rates, Charges, &c.; Annuities, Borrowing Powers, &c.; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to transfer and vest, or to authorize and provide for the transfer and vesting

of the undertaking, works, lands, property (real and personal), powers, rights, privileges, and authorities of the Sheffield United Gaslight Company (hereinafter called "The Company"), to and in the mayor, aldermen, and burgesses of the borough of Sheffield (hereinafter called "The Corporation"), for such price or consideration, and upon such terms and conditions as may be expressed and contained in or provided for by the intended Act, or as may be agreed upon between the Corporation and the Company.

And it is proposed by the intended Act to authorize the Corporation to carry on the undertaking of the Company, and to break up streets, roads, highways, and places, and to lay, relay, take up, remove, and repair mains, pipes, pillars, and other apparatus, and things from time to time, and to manufacture and supply gas for public and private lighting within and throughout the whole of the Company's limits, or any part or parts thereof, and to manufacture, or cause to be produced, other substances from the residual or other products evolved in the manufacture of gas, and to sell or otherwise dispose of all or any such residual or other products and substances, and to manufacture, purchase, sell, let, hire, and otherwise deal in meters, fittings, and other apparatus, articles, and things used in the manufacture, sale, supply, or consumption of gas residual or other products and substances aforesaid, and to have and exercise all or any of the powers, rights, authorities, and privileges of the Company in as full and ample a manner in all respects as the Company could or might lawfully have exercised the same respectively; and also such further and other powers, rights, authorities, and privileges with respect to the several matters aforesaid as may be necessary, proper, or convenient for the Corporation to have and exercise, whether the same are or are not usually or ever have or have not been conferred upon a corporation or other local authority empowered to manufacture and supply gas, and are or are not necessarily incidental to such manufacture and supply.

And it is proposed by the intended Act to authorize the Corporation and the Company to enter into agreements with respect to the several matters aforesaid, or any of them, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to provide for winding up of the affairs of the Company and the distribution of their assets, and to dissolve the Company.

And it is proposed by the intended Act to authorize the Corporation and any local board of health, turnpike trustees, or other local authority having the control of any streets, roads, highways, places, or buildings, within the limits of the intended Act, from time to time to enter into contracts or agreements with respect to the lighting thereof, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to confer upon all parties to every such agreement all such powers and authorities as may be necessary, proper, or convenient for carrying the same into full and complete effect, including powers to levy rates, rents, and charges, and to borrow money on mortgage.

And it is proposed by the intended Act to authorize the Corporation to levy rates, rents, duties and charges, to alter existing rates, rents, duties, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, duties, and charges; also to authorize the Corporation to grant rent charges, or annuities, or other annual sums, and to borrow money on mortgage or debenture, and to charge as well the

undertaking, rates, revenues, and property which they may acquire under the intended Act, as all other the estate, rates, revenues, and property of the Corporation and the borough fund of the borough of Sheffield, or any of them, or any part or parts thereof respectively, with and as security for all or any, or any part of such rent charges, annuities, or annual sums, or money to be borrowed as aforesaid.

And it is proposed by the intended Act to take powers to stop up, alter, or divert temporarily or permanently, so far as may be necessary or convenient for any of the purposes of the intended Act, all or any turnpike or other roads, highways, footways, passages, and places, sewers, drains, mains, pipes, and works of every description, and to extinguish all existing rights and privileges which would or might in any way prevent or interfere with or delay the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges, and to repeal, alter, and amend all or some of the provisions of the several local Acts following, or some of them, that is to say, 7 and 8 Geo. IV., cap. 46; 1 and 2 Vic., cap. 34; 9 and 10 Vic., cap. 348; 15 and 16 Vic., cap. 49; and 28 and 29 Vic., cap. 41, relating to the Corporation; and 18 and 19 Vic., cap. 14, and 20 and 30 Vic., cap. 139, relating to the Company; and all other Acts (if any) relating to the Corporation and the Company or either of them.

Printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1869.

Dated the eleventh day of November, 1869.

*John Yeomans*, Town Clerk, Sheffield,  
Solicitor for the Bill.

*Sherwood, Grubbe, Pritt, and Cameron*,  
7, Great George-street, Westminster,  
Parliamentary Agents.

#### Wrexham Gas.

(Incorporation of Company with Powers for Manufacturing Gas, and Supplying the same within the Parliamentary Borough of Wrexham, and the Townships of Acton, Erthig, Esclusham Below, Stansty, Bersham, Broughton and Gwersyllt; Power to enlarge Existing Works, Regulation and Increase of Capital.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to dissolve "The Wrexham Gas and Coke Company," and to cancel the deed of settlement or other instrument, or instruments, under which they are at present acting, and to re-incorporate the shareholders into a Company by the same or another name, and to vest in the re-incorporated Company (hereinafter referred to as "The Company"), the lands, works, and buildings, and all other the real and present property, estate, interests, rights, powers, privileges, authorities, and easements, now belonging to the existing Company, or to any person or persons in trust for them or for their benefit.

Powers will also be taken by, and provisions will be inserted in the intended Act for all or some of the several objects and purposes following, that is to say:—

To confer upon the Company all necessary powers for lighting with gas the Parliamentary borough of Wrexham, and the townships of Wrexham Regis, Wrexham Abbot, Esclusham Below, Acton, Stansty, Broughton, and Bersham, all in the parish of Wrexham, and Erthig and

Gwersyllt in the parish of Gresford; all in the county of Denbigh.

To augment and to fix and regulate the capital of the Company, and if thought desirable, to capitalize all or any sums which the Company have expended on their works, and to fix and determine the amount of money, whether derived from capital or from profits, or from both conjointly, in respect of which the Company shall be entitled to receive dividends, and to authorize the Company to raise further money on mortgage or bond and by the creation and issue of shares, with or without preference or priority in payment of dividends, or other rights, privileges, or advantages attached thereto.

To authorize the Company to maintain and from time to time to improve, alter, extend, enlarge, and renew their existing gas and other works, or to erect new and additional gas and other works, buildings, apparatus, and meters, upon the lands following, or some of them, or some part or parts thereof, now belonging to the said Wrexham Gas and Coke Company, situate within the township of Wrexham Regis, parish of Wrexham, and county of Denbigh, that is to say,—1. A piece of land abutting upon a certain street in the town of Wrexham, called the Willow-road, measuring 47 yards and 2 feet, or thereabouts, along the said road, and extending backwards therefrom to a depth of 40 yards and 2 feet, or thereabouts, such piece of land being bounded on the north by the said Willow-road, on the east by land and property belonging to Michael Gummow, on the south by lands and property belonging to the said Michael Gummow, and Emma Edisbury, and on the west by land and property belonging to Thomas Edward Rowland, Samuel Rowland, William Rowland, and Diana Bithell. 2. A piece of land, within the said town of Wrexham, abutting on and bounded on the west by the road or street called Salop-road, and by land and property belonging to John Dale, John Bury, and John Jones, and in the occupation of the said John Dale, Hugh Price, George Hix Sallery, George Wynn, Caroline Luck, and Robert Hughes; on the north by land and property belonging to Charles Potts, Arthur Potts, Charles William Potts, and Frederick Potts, and to the said John Jones, and in the occupation of Robert Jones and the said John Jones, Robert Price, Thomas Thomas, Sarah Parker, Richard Hughes, and Ann Williams; on the east by land and property belonging to the said Charles Potts, Arthur Potts, Charles William Potts, and Frederick Potts, and John Bury, and in the occupation of the said Robert Jones and John Bury, and on the south by land and property belonging to the representatives of the late Mary Ann Bennion, in the occupation of Henry Phillips, Thomas Williams, Henry Rogers, and John Smith, and by land and property belonging to Thomas Hughes, in his own occupation.

To empower the Company to purchase and take and hold additional lands and houses, and to authorize the Company and all corporations and public bodies, commissioners, companies, or persons, to make and carry into effect contracts and agreements for the sale of such additional lands and houses upon such terms and conditions as they shall respectively think fit.

To extend and define the limits within which the Company may supply gas.

To authorize the Company to manufacture, and store, and to sell and supply, and light with gas produced from coal or other materials, and to manufacture and sell and dispose of coal, coke, tar, and other residuum and products arising from the manufacture of gas, and to make or convert

tar, pitch, ammoniacal liquors, and any residuum into dye wares or other materials, and to sell and deal in the same, and to acquire, hold, use, and exercise patent rights and licences in relation to the manufacture and distribution of gas and the utilization of the residuum and products, and also to lay down and maintain pipes in, through, across, and under streets, roads, lanes, bridges, rivers, and other public passages and places within any of the parishes, townships, districts, and places supplied or to be supplied with gas by the Company, and for that purpose to break up and interfere with such streets, roads, lanes, bridges, rivers, and other public passages and places, and also with any sewers, drains, and pipes in, over, or under the same, and generally to carry on the business usually carried on by gas Companies.

To authorize the Company and all Corporations and public bodies, Commissioners, Companies, or other legal authorities and all persons whomsoever to make and carry into effect contracts and agreements for lighting any public place, thoroughfare, building, or otherwise upon such terms and conditions as they shall respectively think fit.

To authorize the Company to manufacture, purchase, or hire gas meters and gas apparatus, and to sell or let the same, and to levy rents, charges, or other remuneration, and rates for the sale and supply of gas, and of gas meters and fittings, to alter existing rates or rents, to confer, vary, or extinguish exemptions from payment thereof, and to confer, vary, or extinguish other rights and privileges, and to confer upon the Company all necessary powers and authorities for the purposes of the intended Act.

To incorporate therewith all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Gas Works Clauses Act, 1847," the Acts for regulating measures used in sales of gas, passed in the years 1859 and 1860 respectively, and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869."

Printed copies of the Bill will on or before the 23rd day of December next be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1869.

*Acton and Bury, Wrexham, Solicitors for the Bill.*

*Martin and Leslie, 27, Abingdon-street, Westminster, Parliamentary Agents.*

In Parliament.—Session 1870.

#### Severn Tunnel Railway.

(Incorporation of Company for making Railway from Bristol and South Wales Union Railway, under the Severn, to the South Wales Railway, and of Railway from intended Railway to the Bristol Port Railway; Powers to Great Western Railway, Bristol and Exeter Railway, Bristol Port Railway and Pier, and Bristol Port and Channel Dock Companies; and Powers as to Bristol Port Railway and Channel Dock.)

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session for leave to bring in a Bill for the following or some of the following among other purposes:—

To incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain the railways hereinafter mentioned, or one of them, or some part or parts thereof respectively, with all needful works, stations,

approaches, and conveniences connected therewith respectively (that is to say):—

A railway, commencing in the parish of Almondsbury, in the county of Gloucester, by a junction with the Bristol and South Wales Union Railway, at a point measuring about 130 yards west of the mile-post, on the said Bristol and South Wales Union Railway, denoting the distance of  $8\frac{1}{2}$  miles from Bristol, passing thence through or into the several parishes and places following, or some of them, viz.:—Almondsbury, Compton Greenfield, and Henbury, in Gloucestershire, then by tunnel under the Severn, and through or into Portskewitt, Caldicott, and Rogiet, and Ifton, otherwise Ifton with Rogiet, in Monmouthshire, and terminating in the said parish of Rogiet by a junction with the South Wales Railway at or near the mile-post on that railway denoting the distance of 148 miles and three quarters of a mile from London.

A railway (wholly situate in Gloucestershire) to commence by a junction or junctions with the said intended railway, in the said parish of Almondsbury, in or near a field numbered 73 upon the deposited plans referred to in "The Bristol and South Wales Union Railway Act, 1857," to pass thence through or into the parishes and places following, or some of them (that is to say): Almondsbury, Henbury, Compton Greenfield, and Westbury-upon-Trym, and to terminate in the said parish of Westbury-upon-Trym, by a junction or junctions with the railway of the Bristol Port Railway and Pier Company, at or about the north end of the passenger platform at the Avonmouth station of the said last-mentioned railway.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, drains, sewers, pipes, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works, to deviate from the lines of railway both vertically and horizontally, to purchase lands, houses, and other property, compulsorily, for the purposes of the said intended railways and works, and to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To enable the Company, on the one hand, and the Great Western, Bristol and Exeter Railway, Bristol Port Railway and Pier, and the Bristol Port and Channel Dock Companies, or any one or more of those Companies, on the other hand, from time to time, to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or of either of those railways, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said railways, or either of them, the payments to be made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and apportionment of the revenue arising from such traffic, or for the payment of any fixed or contingent rent, and to authorise the appointment of joint committees for carrying into effect any such agreement, and to confirm any agreement which previously to the passing of the Bill may be made touching any of the matters aforesaid.

To enable the Company, and all Companies and persons lawfully using either of the railways of the Company to run over and use with their



engines and carriages of every description, and with their clerks, officers and servants, and upon such terms and conditions and on payment of such tolls, rates, and charges, as may be agreed upon or be settled by arbitration, or defined by the Bill, the respective railways, tramways, and undertakings hereafter mentioned, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively, that is to say :—

So much of the Bristol Port Railway as will be situate between the proposed junction therewith of the intended railway secondly hereinbefore described, and the junction of the railway or tramway of the Bristol Port and Channel Dock Company with the said Bristol Port Railway.

The railways and tramways of the Bristol Port and Channel Dock Company.

To require the Companies or persons owning or working the said railways or undertakings respectively, to receive, book through, forward, accommodate, and deliver, on and from the same, and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description coming from, or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill, and if need be, to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the 20 and 21 Vict., cap. 54, and of the several other Acts relating to the Bristol and South Wales Union Railway, the 5 and 6 William 4th, cap. 107, 26 and 27 Vict., caps. 113 and 198, 32 and 33 Vict., cap. 109, and of the several other Acts relating to the Great Western Railway Company, the 6 William 4th, cap. 36, and of the several other Acts relating to the Bristol and Exeter Railway Company, the 25 and 26 Vict., cap. 159, 28 and 29 Vict., cap. 155, and the 30 and 31 Vict., cap. 204, and of any other Acts relating to the Bristol Port Railway and Pier Company, and the 27 and 28 Vict., cap. 241, and of any other Acts relating to the Bristol Port and Channel Dock Company.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map, with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this Notice, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, and with the Clerk of the Peace for the county of Monmouth, at his office at Newport; and on or before the same day a copy of so much of the said

plans, sections, and book of reference as relates to each parish in or through which the intended railways and works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this Notice will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 9th day of November, 1869.

*Fussell and Prichard*, Bristol, Solicitors for the Bill.

*Dyson and Co.*, 24, Parliament-street, Westminster, Parliamentary Agents.

### Sheffield Corporation Gas.

(New Works.)

(Purchase of Land and Construction of New Gas Works; Powers for Corporation to Manufacture and Supply Gas; Residual Products; Meters, &c.; Purchase of Gas Company's Undertaking; Rates, Rents, &c.; Annuities, Borrowing Powers, &c.; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize the mayor, aldermen, and burgesses of the borough of Sheffield (hereinafter called "The Corporation") to purchase by compulsion or agreement the following land, or some part or parts thereof; that is to say :—

A plot or plots of land belonging to the Right Honourable Earl Fitzwilliam, William Pashley Milner, Esquire, Robert Thomas Eadon, Esquire, and others, situate in the township of Attercliffe-cum-Darnall, in the parish and borough of Sheffield, containing together 14 acres, or thereabouts, bounded on the north-east side by the South Yorkshire Railway, on the south-west and west sides partly by garden allotments belonging to William Pashley Milner, Esquire, and others, and partly by a stream called the Kirk Bridge Dyke, on the north side partly by a new road called Eadon-road, and partly by lands belonging to the Right Honourable Earl Fitzwilliam and Robert Thomas Eadon, Esquire, and by a lane called Potlouse-lane, and a plot or plots of land belonging to the trustees of the hospital of Gilbert, Earl of Shrewsbury, situate at or near Blackburn Forge, partly in the township of Brightside Bierlow, in parish and borough of Sheffield, and partly in the township of Kimberworth, in the parish of Rotherham, all in the county of York, containing together 17 acres, or thereabouts, bounded towards the west by a road called Meadow Hall-road, leading from Brightside to Kimberworth, on the north-west side by the Sheffield and Rotherham Branch of the Midland Railway, on the north-east and east side by the Sheffield Extension of the South Yorkshire Railway, and on the south partly by the river Dun and partly by the Tail Gait of the Brightside Mills. Together with that part of the Meadow Hall-road extending from the public highway near Brightside Mills aforesaid to Blackburn Forge aforesaid.



And it is proposed by the intended Act to authorize the Corporation to erect Gas Works on the said plots of land, or on some part or parts thereof.

And it is proposed by the intended Act to authorize the Corporation to break up streets, roads, highways, and places, and to lay, re-lay, take up, remove, and repair, mains, pipes, pillars, and other apparatus and things from time to time, and to manufacture and supply gas for public or private lighting within all or any part or parts of the limits of the borough of Sheffield, and to manufacture or caused to be produced other substances from the residual or other products evolved in the manufacture of gas, and to sell or otherwise dispose of all or any of such residual or other products and substances; and to manufacture, purchase, sell, let, hire, and otherwise deal in meters, fittings, and other apparatus, articles, and things used in the manufacture, sale, supply, or consumption of gas, residual, or other products and substances aforesaid, and to have, hold, enjoy, use, and exercise all powers, rights, privileges, and authorities necessary, proper, or convenient for the purposes aforesaid, whether usually conferred upon local authorities or companies, with respect to the purposes aforesaid or otherwise.

And it is proposed by the intended Act to authorize and provide for the transfer to the Corporation of the undertaking, lands, property (real and personal), powers, rights, privileges, and authorities of The Sheffield United Gas-Light Company (hereinafter called "The Company"), upon such terms and conditions as may be agreed upon between the Company and the Corporation, or as may be settled by arbitration, or as may be fixed and prescribed in or otherwise provided for by the intended Act, and to authorize the Company and Corporation to enter into agreements with respect to the matters aforesaid, or any of them, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to provide for the winding-up of the affairs of the Company and the distribution of their assets, and to dissolve the Company, and to authorize the Corporation to carry on the undertaking of the Company after the purchase thereof, and to exercise all the powers, rights, authorities, and privileges aforesaid, in like manner, and to the same extent and throughout the same area, as the Company might have exercised the same respectively.

And it is proposed by the intended Act to authorize the Corporation to levy rates, rents, duties, and charges, to alter existing rates, rents, duties, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, duties, and charges, also to grant rent-charges, annuities, or other annual sums, and to borrow money on mortgage or debenture, and to charge as well the undertaking, revenues, and property which they may acquire under the intended Act, as all other the estate, rates, revenues, and property of the Corporation and the borough fund of the borough of Sheffield, or any of them, or any part or parts thereof respectively, with and as security for all or any, or any part of such rent-charges, annuities, or annual sums, or money to be borrowed as aforesaid.

And it is proposed by the intended Act to authorize the Corporation to stop up, alter, or divert, temporarily or permanently, all turnpike or other roads, highways, and places, sewers, mains, pipes, buildings, and works of every description, which it may be necessary or convenient to stop up, alter, or divert, for any of the pur-

poses of the intended Act, and to extinguish all rights and privileges which would, or might, in any way prevent or interfere with, or delay, the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges, and to repeal, alter, or amend all, or some, of the provisions of the several local Acts following, or some of them; that is to say:—7 and 8 Geo. IV., cap. 46; 1 and 2 Vic., cap. 34; 9 and 10 Vic., cap. 348; and 15 and 16 Vic., cap. 49, relating to the Corporation; and 18 and 19 Vic., cap. 14; and 29 and 30, Vict., cap. 193, relating to the Company; and of the Public General Act, 28 Vic., cap. 41, and of all other Acts (if any) relating to the Corporation and the Company, or either of them.

And notice is hereby also given, that a plan in duplicate showing the land which may be taken under the compulsory powers of the intended Act, and a book of reference thereto, will be deposited for public inspection, with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield; and that a copy of the said plan and book of reference will be deposited with the parish clerk of the parish of Sheffield, at his residence, and also with the parish clerk of Rotherham, at his residence, and that each such deposit will be made on or before the 30th of November, 1869, and will be accompanied by a copy of this Notice; and that printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1869.

Dated the Eleventh day of November, 1869.

*John Yeomans*, Town Clerk, Sheffield,  
Solicitor for the Bill.

*Sherwood, Grubbe, Pritt, and Cameron*,  
7, Great George-street, Westminster,  
Parliamentary Agents.

#### The Burry Port and Gwendreath Valley Railway Company.

(Notice of Application to the Board of Trade to Cancel Existing Powers to Raise Capital by Ordinary Shares or Bond, and to Raise further Capital.)

**T**HE Burry Port and Gwendreath Valley Railway Company, hereinafter called "the Company," intend to apply to the Board of Trade for a Certificate under "The Railway Companies Powers Act, 1864," cancelling the existing powers of the Company to raise capital by ordinary shares or bond, and for powers to raise additional capital partly by the issue of new shares or new stock, either ordinary or preference, or partly ordinary, or partly preference, and partly by borrowing on mortgage, and with power to create and issue debenture stock.

Copies of the Draft Certificate, as proposed by the Company, will be supplied at the offices of the Company, 80, Coleman-street, in the city of London, to all applicants, at the price of sixpence each.

All persons desirous of making to the Board of Trade any representation, or of bringing before them any objection respecting this application, may do so by letter addressed to the Secretary of the Board of Trade, Whitehall-gardens, London, on or before the 1st day of January next succeeding the date of this advertisement.

Dated this 15th day of November, 1869.

*Sutton and Ommanney*, 80, Coleman-street,  
London, E.C., Solicitors for the Com-  
pany.

## North London Tramways.

(Incorporation of Company for making tramways along Marylebone-road, Euston-road, King's-cross-road, part of Pentonville-road, and of Farringdon-road; also of Tramways along part of Uxbridge-road between Addison-road North and Marble Arch; also along Grand Junction-road, the Edgware-road, from near North London Railway to Marble Arch; from Swiss Cottage to Marylebone-road at Baker-street, along Great Portland-street; also from the Adelaide Tavern along the Hampstead-road; and thence along Tottenham-court-road.

**N**OTICE is hereby given, that it is intended to apply to Parliament in the next Session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes:

To incorporate a Company (hereinafter referred to as "the Company"), and to enable them to make and maintain the tramways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all needful works connected therewith respectively (that is to say):

No. 1. Tramway No. 1, situate in the parishes of Willesden, Saint John Hampstead, Paddington, Marylebone, or some or one of them, commencing at a point opposite the principal side entrance of the Lord Palmerston Tavern in the Edgware-road, in the parish of Saint John Hampstead, and passing along the Edgware-road, and terminating in the Edgware-road in the parishes of Paddington and Marylebone, or one of them, fifty yards measured in a north-westerly direction from where an imaginary line drawn down the centre of Oxford-street and the Uxbridge-road would cut an imaginary line drawn down the centre of the Edgware-road:

The centre line of the tramway will be throughout its entire length on the east side of, and at a distance of four-and-a-half feet from the imaginary centre line of the Edgware-road, except that in passing the lamp standard and posts in the centre of the road, at the junction of Chapel-street, and the Edgware-road, the centre line of the tramway will be ten feet on the east side from the imaginary centre line of the Edgware-road; and also that in passing the lamp standard and posts in the centre of the road at the junction of the Marylebone and Edgware roads the centre line of the tramway will be ten feet on the east side of the imaginary centre line of the Edgware-road:

No. 1a. Tramway No. 1a, situate in the parishes of Willesden, Saint John Hampstead, Paddington, and Marylebone, or some or one of them, commencing in the parish of Saint John Hampstead, by a junction with Tramway No. 1, at a point twenty yards, measured along the said Tramway No. 1, from the commencement thereof, in a southerly direction, thence passing along the Edgware-road and terminating in the Edgware-road, in the parish of Marylebone, by a junction with Tramway No. 1, at a point twenty yards, measured in a northerly direction, from the termination of Tramway No. 1:

The centre line of Tramway No. 1a will be, throughout its entire length, on the west side of and at a distance of four-and-a-half feet from the imaginary centre line of the Edgware-road, except that in passing the lamp standard and posts at the junction of Chapel-street and Edgware-road, the centre line of the tramway will be ten feet on the west side from the imaginary centre line of the Edgware-road; and also that in pass-

ing the lamp standard and posts in the centre of the road at the junction of the Marylebone and Edgware-roads, the centre line of the tramway will be ten feet on the west side from the imaginary centre line of the Edgware-road, and except that at a distance of one-and-a-half chains from its commencement and termination the centre line of Tramway No. 1a will be at a gradually diminishing distance from the imaginary centre line of the Edgware road until it crosses such centre line, and thence at a gradually increasing distance up to the points of junction with Tramway No. 1:

No. 2. Tramway No. 2, situate in the parishes of Paddington, Marylebone, Saint Mary Abbot Kensington, and Saint George Hanover-square, or some or one of them, commencing in the Uxbridge-road, in the said parish of Saint Mary Abbot Kensington, at a point twelve yards, measured in an easterly direction, from where an imaginary line drawn down the centre of the Uxbridge-road would intersect an imaginary line drawn down the centre of the Addison-road North, thence passing along the Uxbridge-road and the Edgware-road, and terminating in the Edgware-road, in the parish of Paddington, by a junction with Tramway No. 1 at the termination of that tramway. The centre line of Tramway No. 2 will be situate throughout its entire length on the imaginary centre lines of the Uxbridge and Edgware-roads respectively, excepting in passing the lamp standard and posts nearly opposite the Palace Houses in the Uxbridge-road, where it will be ten feet, measured in a southerly direction, from the imaginary centre line of the Uxbridge-road.

No. 2a. Tramway No. 2a, situate wholly in the said parish of Saint Mary Abbot Kensington, commencing by a junction with Tramway No. 2, at a point ten yards east of the commencement thereof. For the length of one chain, measured in an easterly direction, the centre line of the tramway will be at a gradually increasing distance from the imaginary centre line of the Uxbridge-road, until the centre line of the tramway attains in that length the distance of ten feet in a northerly direction, thence running parallel to the imaginary centre line for half a chain, and thence for a further length of one chain the centre line of the tramway will be at a gradually diminishing distance from until it reaches the imaginary centre line of the Uxbridge-road, and forms a junction with Tramway No. 2.

No. 2b. Tramway No. 2b, situate wholly in the parish of Paddington, commencing by a junction with Tramway No. 2 at a point fifteen yards, measured in an easterly direction, from the point where an imaginary line drawn down the centre of Kensington Palace Gardens-road would intersect an imaginary line drawn down the centre of the Uxbridge-road. For the length of one chain, measured in an easterly direction, the centre line of the tramway will be at a gradually increasing distance from the imaginary centre line of the Uxbridge-road, until the centre line of the tramway attains in that length a distance of ten feet in a southerly direction, thence running parallel to the imaginary centre line of the Uxbridge-road for the distance of half a chain, and thence for a further length of one chain the centre line of the tramway will be at a gradually diminishing distance from until it reaches the imaginary centre line of the Uxbridge-road and forms a junction with Tramway No. 2:

No. 2c. Tramway No. 2c, situate wholly in the parish of Paddington, commencing by a junction with Tramway No. 2 opposite the

central entrance of the Swan Public-house near No. 1, Lancaster-gate, in the Uxbridge-road. For the length of one chain, measured in an easterly direction, the centre line of the tramway will be at a gradually increasing distance from the imaginary centre line of the Uxbridge-road until the centre line of the tramway attains in that length a distance of ten feet in a northerly direction, thence running parallel to the imaginary centre line of the Uxbridge-road for the distance of half a chain, and thence for a further length of one chain the centre line of the tramway will be at a gradually diminishing distance from until it reaches the imaginary centre line of the Uxbridge-road, and forms a junction with Tramway No. 2:

No. 3. Tramway No. 3, situate in the parishes of Paddington and Marylebone, commencing in the parish of Paddington by a junction with Tramway No. 2 at a point ten yards, measured in a westerly direction, from the point where imaginary lines drawn down the centres of the Uxbridge-road and Kensington Gardens-terrace would intersect; which point is situate in the parish of Paddington; passing along Kensington Garden-terrace, Sussex-gardens, Grand Junction-road and the Marylebone-road; and terminating in the Marylebone-road in the parish of Marylebone by a junction with Tramway No. 4, at a point fifteen yards, measured in an easterly direction, from the point where imaginary lines drawn down the centres of the Edgware and Marylebone-roads would intersect: The centre line of the tramway will be throughout its entire length on the imaginary centre line of the roads through which it passes, excepting at its termination when passing the paved cabstand and public urinal in the Marylebone-road near the Edgware-road, where it will be ten feet, measured in a northerly direction, from the imaginary centre line of the road:

No. 4. Tramway No. 4, situate in the parishes of Paddington and Marylebone, or one of them, commencing in the Edgware-road by a double junction with Tramways No. 1 and No. 1a at a point in the parishes of Paddington and Marylebone, twelve yards measured in a northerly direction, from a point where imaginary lines drawn down the centres of Marylebone-road and Edgware-road would intersect, thence passing along the Edgware and Marylebone-roads, and terminating in the parish of Marylebone by a junction with Tramways No. 5 and 6, at a point in the Marylebone-road, twelve yards, measured in an easterly direction, from a point where imaginary lines drawn down the centres of Upper Baker-street and Marylebone-road would intersect: The centre line of the tramway will be, throughout its entire length, on the imaginary centre lines of the Marylebone and Edgware-roads respectively, excepting that in passing the paved cab-stand and public urinal at the junction of Marylebone-road and Edgware-road it will be ten feet, measured in a northerly direction, from the centre line of the Marylebone-road; and, at its termination, and in passing the lamp standard and posts at the junction of Baker-street and Marylebone-road, it will be a distance of ten feet, measured in a southerly direction, from the imaginary centre line of the Marylebone-road:

No. 5. Tramway No. 5, situate in the parishes of Saint John Hampstead and Marylebone, commencing in the New Finchley-road, in the parish of Saint John Hampstead, at a point opposite the north-west angle of the Swiss Cottage Tavern, passing along the New Finchley-road, Finchley-road, Wellington-road, Park-road, Taunton-place,

Blandford-place, Park-place, Upper Baker-street, and Marylebone-road, and terminating in the Marylebone-road by a junction with the Tramway No. 4 at its termination: The centre line of Tramway No. 5 will be throughout its entire length on the imaginary centre line of the roads and streets before mentioned, except that in passing Park-place, at its north end, the centre line of the tramway will be thirteen feet on the east side of the imaginary centre line of the road, and will proceed in a straight line to the southern end of Park-place, where the centre line of the tramway will have attained a distance of twelve feet from the imaginary centre line of the road on its western side, and except that for a distance of half a chain at the termination by curving it will gradually attain a distance of ten feet, measured in a southerly direction, from the imaginary centre line of the Marylebone-road.

No. 5a. Tramway No. 5a, wholly situate in the parish of Saint John, Hampstead, commencing by a junction with Tramway No. 5, twenty-five yards, measured in a southerly direction, from the commencement of Tramway No. 5, and passing along the New Finchley-road, and terminating opposite the north-west angle of the Swiss Cottage Tavern. The centre line of Tramway No. 5a will, in a length of twelve yards, measured in a northerly direction, attain a distance of nine feet, measured in an easterly direction, from the imaginary centre line of the road, and from the distance of twelve yards before-mentioned to its termination will run parallel with the imaginary centre line of the road:

No. 5b. Tramway No. 5b, situate wholly in the parish of Marylebone, commencing by a junction with Tramway No. 5, at a point opposite the south-east angle of the Byre Arms Hotel, and passing along the Finchley-road, and terminating by a junction with Tramway No. 5, at a point situate three chains, measured in a northerly direction, from the point of junction and the commencement of Tramway No. 5b. The centre line of the tramway will be at a gradually increasing distance from the imaginary centre line of the Finchley-road, until the centre line of the tramway attains in the length of one chain, measured in a northerly direction, from its commencement, ten feet measured in a westerly direction, from the imaginary centre line of the Finchley-road, thence running parallel for one chain to the imaginary centre line of road, and thence for a further length of one chain the centre line of tramway will be at a gradually diminishing distance from until it reaches the imaginary centre line of the Finchley-road, and forms a junction with Tramway No. 5.

No. 5c. Tramway No. 5c, situate wholly in the parish of Marylebone, commencing by a junction with Tramway No. 5, at a point fifteen yards, measured in a northerly direction, from where imaginary lines drawn down the centres of the Wellington and Saint John's Wood roads would intersect, and passing along the Wellington-road, and terminating by a junction with Tramway No. 5, three chains, measured in a northerly direction, from the point of junction and the commencement of Tramway No. 5c. The centre line of the tramway will be at a gradually increasing distance from the imaginary centre line of the Wellington-road until the centre line of the tramway attains in the length of one chain, measured in a northerly direction from its commencement, ten feet, measured in an easterly direction, from the imaginary centre line of the Wellington-road, thence running parallel for one chain to the imaginary centre line of the road, and thence for a further distance of one chain

the centre line of tramway will be at a gradually diminishing distance from until it reaches the imaginary centre line of the Wellington-road and forms a junction with Tramway No. 5:

No. 6. Tramway No. 6, situate in the parishes of Marylebone and Saint Pancras, commencing in the parish of Marylebone, by a junction with Tramways Nos. 4 and 5, in the Marylebone-road, at the terminations of those tramways, thence passing along the Marylebone and Euston-roads, and terminating in the parish of Saint Pancras at a point fifteen yards, measured in a westerly direction, from where imaginary lines drawn down the centres of the Hampstead and Euston-roads would intersect: The centre line of the tramway will be, throughout its entire length, on the imaginary centre lines of the Marylebone and Euston-roads respectively, excepting in passing the lamp standard and posts in the centre of the Marylebone-road nearly opposite the intersection of Park-crescent (on the east side) and the Marylebone-road, the centre line of tramway will be nine feet, measured in a northerly direction, from the imaginary centre line of the Marylebone-road:

No. 6a. Tramway No. 6a, wholly situate in the parish of Marylebone, commencing by a junction with Tramway No. 6, in the Marylebone-road, at a point ten yards, measured in a westerly direction, from where imaginary lines drawn down the centres of Northumberland-street and Marylebone-road would intersect, passing along the Marylebone-road and terminating, by a junction with tramway No. 6 three chains, measured in a westerly direction, from the commencement of Tramway No. 6a. The centre line of Tramway No. 6a, will be at a gradually increasing distance from the imaginary centre line of the Marylebone-road until the centre line of Tramway No. 6a attains in the length of one chain, measured in a westerly direction, from its commencement, nine feet, measured in a southerly direction, from the imaginary centre line of the Marylebone-road, thence running parallel for one chain to the imaginary centre line of the Marylebone-road, and thence for a further distance of one chain the centre line of tramway will be at a gradually diminishing distance from until it reaches the imaginary centre line of the Marylebone-road and forms a junction with Tramway No. 6:

No. 7. Tramway No. 7, situate wholly in the parish of Marylebone, commencing by a junction with Tramway No. 6 at a point fifteen yards, measured in a westerly direction, from where imaginary lines drawn down the centres of Albany-street and Marylebone-road would intersect, thence passing along Marylebone-road and Great Portland-street, and terminating in Great Portland-street at a point fifteen yards, measured in a northerly direction, from where imaginary lines drawn down the centres of Great Portland-street and Oxford-street would intersect: The centre line of the tramway will be situate throughout its entire length on the imaginary centre lines of the Marylebone-road and Great Portland-street, excepting in passing the cab-stand situate on the south side of the junction of Carburton-street and Great Portland-street the centre line of the tramway will be nine feet on the east side of the imaginary centre line of Great Portland-street, and opposite Saint Paul's Chapel, for about one and a half chains, the centre line will be ten feet on the east side of the imaginary centre line of Great Portland-street:

No. 7a. Tramway No. 7a, situate wholly in the parish of Marylebone, commencing in Great Portland-street by a junction with Tramway No. 7 at a point two chains, measured in a northerly direction, from the termination of Tramway No. 7,

thence passing along Great Portland-street, and terminating in Great Portland-street at a point nine feet west of the termination of Tramway No. 7. The centre line of the tramway will in a length of one chain, measured in a southerly direction from its commencement, attain a distance of nine feet, measured in a westerly direction, from the imaginary centre line of Great Portland-street, and for the further length of one chain to its termination will run parallel at that distance to the imaginary centre line of Great Portland-street.

No. 7b. Tramway No. 7b, situate in the parishes of Marylebone and Saint Pancras, or one of them, commencing in the said parishes, or one of them, by a junction with Tramway No. 6, twelve yards, measured in an easterly direction, from where imaginary lines drawn down the centres of Osnaburgh-place and Marylebone and Euston-roads would intersect; thence passing along the Euston-road and Great Portland-street, and terminating in the parish of Marylebone, by a junction with Tramway No. 7, opposite the north-west corner of the Albany Tavern, at the north end of Great Portland-street: The centre line will be throughout its entire length on the imaginary centre lines of Euston-road and Great Portland-street respectively.

No. 8. Tramway No. 8, situate wholly in the parish of Saint Pancras, commencing by a junction with the termination of Tramway No. 6 in Euston-road, thence passing along Euston-road, Hampstead-road, High-street, and Chalk Farm-road, and terminating in the Chalk Farm-road at a point where imaginary lines drawn down the centres of the Adelaide and Chalk Farm-roads would intersect, nearly opposite the Adelaide Tavern: The centre line of Tramway will be situate throughout its entire length on the imaginary centre lines of the Hampstead-road, High-street, and Chalk Farm-road respectively, excepting that in passing the paved cab-stand and public urinal nearly opposite the Mother Red Cap public-house the centre line of tramway will be eleven feet on the west side of the imaginary centre line of the road:

No. 8a. Tramway No. 8a, situate wholly in the parish of Saint Pancras, commencing by a junction with Tramway No. 8, at a point two chains measured in a south-easterly direction, from the termination of Tramway No. 8, thence passing along Chalk Farm-road and terminating at a point nine feet, measured in a south-westerly direction, from the termination of Tramway No. 8. The centre line of Tramway No. 8a will in a length of one chain, measured in a north-westerly direction from its commencement, attain a distance of nine feet, measured in a south-westerly direction, from the imaginary centre line of the Chalk Farm-road, and from that point to its termination will run parallel to the imaginary centre line of the Chalk Farm-road.

No. 8b. Tramway No. 8b, situate wholly in the parish of Saint Pancras, commencing by a junction with Tramway No. 8 at a point fifteen yards, measured in a southerly direction, from where imaginary lines drawn down the centres of York-street (Camden Town) and High-street (Camden Town) would intersect, thence passing along High-street and terminating at a point three chains, measured in a southerly direction, from the commencement of Tramway No. 8b by a junction with Tramway No. 8: The centre line of the tramway will be at a gradually increasing distance from the imaginary centre line of High-street until the centre line of the tramway attains in the length of one chain, measured in a southerly direction, from its commencement nine feet,

measured in an easterly direction, from the imaginary centre line of High-street, thence running parallel for one chain to the imaginary centre line of High-street, and thence for a further length of one chain the centre line of tramway will be at a gradually diminishing distance from until it reaches the imaginary centre line of High-street, and forms a junction with Tramway No. 8 :

No. 9. Tramway No. 9, wholly situate in the parishes of Saint Pancras and Saint Giles-in-the-Fields, or one of them, commencing in the parish of St. Pancras by a junction with Tramway No. 8, at a point twelve yards, measured in a northerly direction, from where imaginary lines drawn down the centres of Euston-road and Hampstead-road would intersect, thence passing along Hampstead-road and Tottenham-court-road, and terminating at a point in Tottenham-court-road thirty yards, measured in a southerly direction, from where imaginary lines drawn the centres of Tottenham-court-road and Bedford-street would intersect. The centre line of tramway will at its commencement for half a chain be on the imaginary centre line of the Hampstead-road, thence proceeding in a gradually increasing distance for one and a half chains from its commencement it will have attained a distance of ten feet on the east side of Tottenham-court-road, and from this point to the termination of the tramway this distance will be gradually decreased till at the termination it will be eight feet east of the imaginary centre line of Tottenham-court-road.

No. 9a. Tramway No. 9a, situate in the said parishes of Saint Pancras and St. Giles-in-the-Fields or one of them, commencing in the said parish of St. Pancras by a junction with Tramway No. 9, at a point seven yards, measured in a southerly direction from the commencement of that tramway, thence passing along Tottenham-court-road and terminating by a junction with Tramway No. 9, ten yards, measured in a northerly direction, from the termination of Tramway No. 9: the centre line will, at about twenty yards after its commencement, have attained a distance of ten feet on the west side of the imaginary centre line of Tottenham-court-road, and will, by gradually diminishing that distance, at eighty yards, measured in a northerly direction from its termination, be eight feet on the west side of Tottenham-court-road, then gradually diminishing the distance until it crosses the centre line of the road it will form a junction with Tramway No. 9 on the east side of the street :

No. 10. Tramway No. 10, situate in the parishes of Saint Pancras, Saint Mary Islington, Saint James Clerkenwell, Saint Andrew Holborn, and the liberties of Saffron-hill and Ely-place, or some of them, commencing in the parish of Saint Pancras by a junction with Tramway No. 6 at the termination of that tramway in the Euston-road, thence passing along Euston-road, Pentonville-road, King's-cross-road, and Farringdon-road, and terminating in Farringdon-road, at a point twelve yards, measured in a northerly direction, from where imaginary lines drawn down the centres of Farringdon-road and Charles-street would intersect: The centre line of tramway will be throughout its entire length on the imaginary centre lines of Euston-road, Pentonville road, King's-cross-road, and Farringdon-road respectively, excepting in passing the lamp standard and posts in the Euston-road nearly opposite Saint Pancras Church, and when passing the lamp standard and posts opposite the intersection of Judd-street and Euston road, in each of which cases the centre line of tramway will be nine feet, measured in a northerly direction from the imaginary centre line of Euston-road, and except

that in passing the lamp standard and posts at the intersection of Pentonville-road and Euston-road the centre line of tramway will be 10 feet, measured in a southerly direction from the imaginary centre line of the Euston and Pentonville-roads :

No. 10a. Tramway No. 10a, situate wholly in the parish of Saint Pancras, commencing by a junction with Tramway No. 10, at a point seven yards, measured in a westerly direction, from where imaginary lines drawn down the centre of Euston-road and the east side of Euston-square, would intersect passing along the Euston-road and terminating by a junction with Tramway No. 10, at a point three chains, measured in a westerly direction, from the commencement of Tramway No. 10a: The centre line of the tramway will be at a gradually increasing distance from the imaginary centre line of Euston-road until the centre line of the tramway attains in the length of one chain, measured in a westerly direction, from its commencement, nine feet, measured in a southerly direction, from the imaginary centre line of Euston-road, thence running parallel to the centre line of the road for one chain, and thence for a further distance of one chain the centre line of tramway will be at a gradually diminishing distance from until it reaches the imaginary centre line of Euston-road, and forms a junction with Tramway No. 10.

No. 10b. Tramway No. 10b, situate in the parishes of Saint Mary Islington, Saint James Clerkenwell, and Saint Pancras, or some or one of them, commencing by a junction with Tramway No. 10, at a point three chains, measured in a south-easterly direction, from where imaginary lines drawn down the centres of King's-cross-road, and Pentonville-road would intersect, thence passing along King's-cross-road and terminating by a junction with Tramway No. 10, at a point three chains, measured in a south-westerly direction, from the commencement of Tramway No. 10b: The centre line of the tramway will be at a gradually increasing distance from the imaginary centre line of the King's-cross-road until the centre line of the tramway attains in the length of one chain, measured in a south-westerly direction, from its commencement nine feet, measured in a north-easterly direction, from the imaginary centre line of the King's-cross-road, thence running parallel for a length of one chain to the imaginary centre line of the road, and thence for a further distance of one chain the centre line of tramway will be at a gradually diminishing distance from until it reaches the imaginary centre line of the King's-cross-road and forms a junction with Tramway No. 10 :

No. 10c. Tramway No. 10c, situate in the before-mentioned parishes of Saint James Clerkenwell, Saint Andrew Holborn, and the liberties of Saffron-hill and Ely-place, or some of them, commencing by a junction with Tramway No. 10, at a point opposite the most northerly angle of Clerkenwell Prison, passing along the King's-cross-road and Farringdon-road, or one of them, and terminating three chains, measured in a southerly direction, from its commencement by a junction with Tramway No. 10: The centre line of the tramway will be a gradually increasing distance from the imaginary centre line of the road until the centre line of the tramway attains in the length of one chain from its commencement, measured in a southerly direction, nine feet, measured in an easterly direction, from the imaginary centre line of the road, thence running parallel for a length of one chain to the imaginary centre line of the road, and thence for a further distance of one chain the centre line of the tram-

way will be at a gradually diminishing distance from until it reaches the imaginary centre line of the road and forms a junction with Tramway No. 10:

No. 10d. Tramway No. 10d, wholly situate in the parishes of Saint James Clerkenwell, Saint Andrew Holborn, and the liberties of Saffron-hill and Ely-place, or some or one of them, commencing by a junction with Tramway No. 10, at a point thirty yards or thereabouts, measured in a northerly direction, from the termination of Tramway No. 10, passing along Farringdon-road and terminating nine feet, measured in a westerly direction, from the termination of Tramway No. 10: The centre line of tramway will in a length of fifteen yards, measured in a southerly direction, from the commencement attain a distance of nine feet, measured in a westerly direction, from the imaginary centre line of Farringdon-road, and from the distance of fifteen yards before mentioned to its termination will run parallel to the imaginary centre line of Farringdon-road:

Each of the said intended street tramways herein before described will occupy throughout a space of five feet three inches in width. The imaginary centre line of any street means in all cases, except where otherwise stated, an imaginary line drawn along the centre of the carriage way of the street (by whatever name known or called) along which the street tramway is intended to be laid:

To authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, roads, footpaths, sewers, drains, pipes, and electric telegraphs within any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, or altering the proposed tramways, or for other the purposes of the Bill:

To enable the Company for all or any of the purposes of their undertaking to purchase or to take easements over lands, and to erect offices, buildings, and other conveniences.

To enable the Company to levy tolls and charges for the use of the tramways.

To provide for the maintenance and repair of such portions of the streets and roads upon or along which any of the proposed tramways may be laid as lie between and immediately adjoin such tramways, rails, and plates, and to exempt the Company from the payment of the whole or some part of any rate or assessment in respect of any portion or part of any street or road upon or along which any of the proposed tramways may be laid.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail.

To prohibit, except by agreement with the Company, the use of the proposed tramways by persons or corporations other than the Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, and to authorize and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To make provision for regulating the passage of traffic along streets, roads, or places in which

the proposed tramways will be laid, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and all or any street authorities to make bye-laws, rules, and regulations, with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations.

To enable the Company, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway, or any part thereof, to lay down and maintain temporarily a tramway in the same or any adjacent street, road, or thoroughfare, in any of the before-mentioned parishes or places.

To confer on the Company all rights, powers, and privileges necessary or convenient for carrying into effect the objects of the Bill, and to vary and extinguish all existing rights, powers, and privileges which will interfere with any of its objects.

The Bill will incorporate with itself such provisions as may be thought necessary of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845 and 1869," and of any other Acts applicable to the objects of the Bill.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, books of reference to such plans, and a copy of the notice as published in the London Gazette, will be deposited, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell, in the said county; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes from, in, through, or into which the intended tramways will be made or pass, and a copy of the said notice will, on or before the said 30th day of November, be deposited for public inspection as follows (that is to say): for the parish of St. John, Hampstead, with the vestry clerk of that parish, at his office at the Vestry Hall, Hampstead; for the parish of Paddington, with the vestry clerk of that parish, at his office at the Vestry Hall, Paddington-green; for the parish of St. Mary Abbot, Kensington, with the vestry clerk of that parish, at his office at the Vestry Hall, High-street, Kensington; for the parish of Marylebone, with the clerk of the vestry of that parish, at his office at the Court House, Marylebone-lane; for the parish of St. Pancras, with the vestry clerk of that parish, at his office at the Vestry Hall; for the parish of St. Mary, Islington, with the vestry clerk of that parish, at his office at the Vestry Hall, Upper-street, Islington; for the parish of St. George, Hanover-square, with the vestry clerk of that parish, at the Board Room, Mount-street, Grosvenor-square; for the parish of St. James, Clerkenwell, with the vestry clerk of that parish, at his office in Upper Rosoman-street, Clerkenwell; for the parish of St. Giles-in-the-fields, with the clerk of the District Board of Works for the district of St. Giles, at his office, 199, High Holborn; for the parishes or places of St. Andrew, Holborn, and the liberties of Saffron-hill and Ely-place,



with the clerk of the District Board of Works for the district of Holborn, at his office at No. 47, Chancery-lane; and in the case of the parish of Willesden, with the parish clerk of that parish, at his residence.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 12th day of November, 1869.

*Mathews and Mathews*, 29, Bedford-row,  
Solicitors for the Bill.

*Dyson and Co.*, 24, Parliament-street,  
Parliamentary Agents.

In Parliament—Session 1870.

Fosdyke Bridge.

(Vesting of same and Approaches thereto and Property of Bridge Company in inhabitants of the Parts of Holland, in Lincolnshire, as a county bridge—Repeal of Fosdyke Bridge Act 51 George III., cap. 71—Dissolution of Bridge Company—Extinction of Debt—Levying of Tolls—Power to Borrow Money.)

**A**PPPLICATION is intended to be made to Parliament in the next Session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. To transfer to and vest in the inhabitants of the Parts of Holland, in Lincolnshire, or to vest in the Clerk of the Peace of the said Parts of Holland, in trust for and on behalf of the said inhabitants, the bridge known as Fosdyke Bridge, erected under the powers of the (personal) Act 51, George III., cap. 71, together with the roads, ways, approaches, toll-houses, yards, lands, and other property now belonging to the Company of Proprietors of Fosdyke Bridge, so that the same bridge and the approaches thereto shall be to all intents and purposes a county bridge, to be repaired or repairable at the expense of the said inhabitants, and shall be free from all debts, liabilities, liens, or control of or by the said Company or any mortgagees or creditors thereof or the shareholders therein, and shall have all the incidents of county bridges in the said Parts of Holland, and be repaired and maintained or re-built by the inhabitants of the said Parts of Holland, and be subject to the provisions of the Act 43, George III., cap. 59, intituled "An Act for remedying certain defects in the Laws relative to the building and repairing of County Bridges and other works maintained at the expense of the inhabitants of counties in England," and to the provisions of any other Act or Acts now in force relating to County Bridges.

2. To authorise the levying of tolls and charges for the use of the said bridge.

3. To enable the Justices at any General Quarter Sessions of the Peace, to be holden in and for the said Parts of Holland, to borrow money upon the credit of the county rates, and also upon the security of the said or any new bridge, and the property connected therewith, and the tolls arising therefrom, for the purposes of the said Bill, and of repairing, improving, or re-building the said bridge and the approaches thereto, and acquiring the necessary property for those purposes, and to apply any monies now or hereafter to be in the hands of the treasurer or treasurers of the Parts of Holland, or under the control of the said Justices, to all or any of the said purposes, and to enable the Justices to vary and increase any county or other rates now levied or leviable by them in the said Parts of Holland, and applicable to the repair and maintenance of county bridges.

4. The Bill will repeal the said Act, 51 George III., cap. 71, intituled "An Act for repealing so much of an Act of his present Majesty as relates to making a public way over Fosdyke Wash, in the county of Lincoln, and for granting further powers for building a bridge over the said Wash;" and will also alter and amend the provisions of the Act 7 George IV., cap. 83 (personal), "For making into a turnpike road a road leading from the Cross-gate, in the parish of Swineshead, to the southern extremity of the parish of Fosdyke, in the county of Lincoln, and repairing and maintaining the same;" and it will vary or extinguish any rights and privileges which may interfere with its objects, especially all rights, powers, and privileges of the said Company of Proprietors and the mortgagees and other claimants thereon with respect to Fosdyke Bridge and the approaches thereto, and the revenues arising therefrom, and it will confer other rights and privileges, and it will dissolve the said Company of Proprietors.

5. The Bill will preserve and maintain in the Trustees or other body exercising the powers of the said Act, 7 George IV, cap. 83, or having the control of the turnpike-road thereby authorised, the duty and liability of repairing and maintaining the same as fully to all intents and purposes as the said duty and liability have hitherto attached to them; and it will furthermore impose upon the parishes of Fosdyke and Moulton, in the said Parts of Holland, or the surveyor or surveyors of the highway thereof respectively for the time being, the duty and liability of henceforth maintaining and repairing the embankment and roadway thereon, on the south side of the aforesaid bridge, constructed by the said Bridge Company under the powers of the said Act 51 George III., cap. 71; and will enable the said parishes and surveyors respectively to charge in such proportions as the Bill shall define the cost of such maintenance and repair on the highway rates leviable within the same parishes respectively.

6. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated the 9th day of November, 1869.

*Maples and Son*, Spalding, Solicitors.

*Dyson and Co.*, 24, Parliament-street,  
Westminster, Parliamentary Agents.

North British and Edinburgh and Bathgate Railway Companies.

Alteration of Rent payable by first-named Company for Edinburgh and Bathgate Railway; Assumption of Mortgages, Debts, and Annual Burdens affecting that Railway; Provisions as to Capital and Revenue; Power to Borrow on Mortgage; Arrangements between Companies; Power to Hold and Dispose of Lands; Amendment of Acts.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill for carrying into effect an agreement between the North British Railway Company (hereinafter called "The North British Company") and the Edinburgh and Bathgate Railway Company (hereinafter called "The Bathgate Company"), for converting the fixed and fluctuating or contingent rents payable by the North British Company to the Bathgate Company under the provisions of "The Edinburgh and Bathgate Railway Act, 1846," and of "The North British and Edinburgh and Glasgow Railways Amalgamation Act, 1865," during the



remainder of the term of the lease of the Edinburgh and Bathgate Railway, under the first-mentioned Act, into a fixed rent of such amount as has been agreed upon between the two Companies, payable at the same terms, and secured in the same manner, and with the same priority as the rents payable under the provisions of the first-mentioned Act are now payable and secured or otherwise secured in the same manner and with the same priority as aforesaid, and also over the remainder of the undertaking of the North British Company, postponed only to the mortgages and debenture stock affecting that undertaking at the passing of the said Bill; and for sanctioning and requiring the assumption and payment by the North British Company of, and for relieving the Bathgate Company from the whole or such portion as has been agreed upon between the two Companies of the mortgages and other debts of the Bathgate Company and interest thereon, and of the public, parochial, and other annual or local burdens affecting the undertaking of the Bathgate Company, and the owners and occupiers thereof, except the property tax payable in respect of the rent during the remainder of the term of the said lease; and for sanctioning and requiring, as agreed upon between the two Companies, the calling up by the Bathgate Company of the unpaid portion of their share capital, and the application thereof towards the payment of their existing mortgage and other debts; and for enabling the North British Company to borrow, upon mortgage of their own undertaking, or of the undertaking of the Bathgate Company, or both, as has been or may be agreed upon between the two Companies, the amount authorised by the first-mentioned Act to be borrowed by the Bathgate Company; and for enabling the two Companies to enter into further agreements with each other with reference to the matters aforesaid, and confirming any such agreements which have been or may be entered into; and for conferring on the two Companies respectively all powers, and making all provisions requisite for carrying such agreements into complete effect; as also for enabling the North British Company and the Bathgate Company for their respective rights and interests to retain and hold, or in such manner as may have been or may be agreed on between them, to sell and dispose of any lands acquired by the Bathgate Company, which may have ceased or may cease to be required for the purposes of their undertaking. As also for enabling the Bathgate Company, or the Directors of that Company, to retain and set apart the undivided revenue in their hands, or part thereof, and to invest the same for the purpose of meeting the expenses annually incurred by the Bathgate Company during the remainder of the term of the said lease, as also for reducing the number of the Directors of the Bathgate Company. And it is proposed by the said Bill to vary or extinguish all existing rights and privileges which would or might in any way prevent, interfere with, or delay the accomplishment of any of the objects aforesaid, and to confer all powers, rights, and privileges necessary or expedient for effecting the said objects, or in relation thereto; and to amend, enlarge, or repeal certain of the powers and provisions of the Acts hereinbefore mentioned, and of the other Acts of Parliament hereinafter specified, relating to the said Companies and their undertakings respectively, that is to say:—49 Geo. III, cap. 83; 54 Geo. III, cap. 138; 57 Geo. III, cap. 56; 59 Geo. III, cap. 29; and 2 Geo. IV, cap. 122; 4 Geo. IV, cap. 18; 7 Geo. IV, cap. 45; 11 Geo. IV and 1 William IV, cap.

115; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 8 and 9 Vict., cap. 148; 9 and 10 Vict., caps. 81, 107, 202, 263, 332, and 377; 10 and 11 Vict., caps. 83, 245, and 246; 11 and 12 Vict., caps. 44, 70, 116, 118, 127, 134 (and the several Acts therein recited, in so far as not repealed thereby), and 160; 12 and 13 Vict., caps. 39, 72, and 86; 14 and 15 Vict., cap. 55 (and the provisions unrepealed of the Acts referred to in the schedule of such Act) and 62; 15 Vict., cap. 109; 16 and 17 Vict., caps. 90, 151, and 152; 17 and 18 Vict., caps. 199 and 212; 18 and 19 Vict., caps. 30, 127, 153, 158, and 190; 19 and 20 Vict., caps. 98 and 106; 20 and 21 Vict., caps. 78, 91, 124, and 129; 21 and 22 Vict., caps. 64, 65, 109 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), 145, and 165; 22 and 23 Vict., caps. 14, 24, 83, 85, and 96; 23 and 24 Vict., caps. 140, 145, 159, 178, and 195; 24 and 25 Vict., caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25 and 26 Vict., caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26 and 27 Vict., caps. 187, 194, 213, 223, 226, and 237; 27 and 28 Vict., caps. 81, 84, 100, 248, 271, 279, 286, and 292; 28 and 29 Vict., caps. 125, 152, 186, 200, 201, 202, 206, 213, 217, 308, 309, 328, and 356; 29 and 30 Vict., caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30 and 31 Vict., caps. 145 and 198; 31 and 32 Vict., caps. 63 and 139; and 32 and 33 Vict., cap. 119; and all other Acts relating to the North British Company; Acts relating to the Devon Valley Railway Company, 21 and 22 Vict., cap. 122; 24 and 25 Vict., cap. 200; 26 and 27 Vict., cap. 124; 29 and 30 Vict., caps. 277 and 326; 31 and 32 Vict., cap. 2; and all other Acts (if any) relating to the Devon Valley Railway Company; Acts relating to the Bathgate Company, 9 and 10 Vict., cap. 332; 10 and 11 Vict., cap. 246; 11 and 12 Vict., caps. 116 and 160; and all other Acts (if any) relating to the Bathgate Company; the Act relating to the City of Glasgow Union Railway Company, 27 and 28 Vict., cap. 286; and 28 and 29 Vict., cap. 247; 30 and 31 Vict., cap. 166; and 32 and 33 Vict., cap. 81; Glasgow Corporation Water Works Act, 1855; the Glasgow Corporation Gas Act, 1869; the Acts 16 and 17 Vict., cap. 119; and 23 and 24 Vict., cap. 134; 25 and 26 Vict., cap. 48, and all other Acts relating to the Port-Carlisle Dock and Railway Company; Acts relating to the Carlisle and Silloth Bay Railway and Dock Company, viz.:—16 and 17 Vict., cap. 118; 18 and 19 Vict., cap. 153; 23 and 24 Vict., cap. 134; 25 and 26 Vict., caps. 45 and 47; the Esk Valley Railway Act, 1863; the Esk Valley Railway (Lease) Act, 1866; the Leslie Railway Act, 1857; the Berwickshire Railway Act, 1862; the Berwickshire Railway Act, 1866; the Peebles Railway Act, 1853; and the Acts 20 and 21 Vict., cap. 14; and 24 and 25 Vict., cap. 114, relating to the Peebles Railway Company; the Saint Andrews Railway Act, 1851; the Act relating to the Glasgow and Milngavie Junction Railway Company, 24 and 25 Vict., cap. 198; the Acts relating to the Blane Valley Railway Company, 24 and 25 Vict., cap. 248; and 28 and 29 Vict., cap. 356; Acts relating to the Perth General Railway Station, 28 and 29 Vict., caps. 252 and 253; the Burntisland Harbour and Dock Act, 1866; Acts relating to the Solway Junction Railway Company, 27 and 28 Vict., cap. 158; 28 and 29 Vict., cap. 186; 29 and 30 Vict., cap. 243; and 30 and 31 Vict., cap. 116; Acts relating to the trustees of the Clyde Navigation, 21 and 22 Vict.,

cap. 149, and the provisions unrepealed of the Acts referred to in the schedule to that Act; 27 and 28 Vict., cap. 248; 31 and 32 Vict., cap. 124; Acts relating to the Ardmore Harbour, 29 and 30 Vict., cap. 337; and 31 and 32 Vict., cap. 147; the Scottish North-Eastern Railway Act, 1863; the Caledonian and Scottish North-Eastern Railways Amalgamation Act, 1866; the Broxburn Railway Act, 1867; the Dundee Sea Wall, Esplanade, and Street Act, 1868; the Bo'ness and Grangemouth Railway Act, 1866; and the several other Acts recited in such Acts, or any of them, and now in force; and any other Act or Acts in relation to the North British Company or the Bathgate Company, or to any railway, canal, or other work forming part of the undertaking of the North British Company, or held in lease by that Company, or to any company or body who or whose property and interest may be affected by the provision of the said Bill.

Printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1869.

Dated this 10th day of November, 1869.

*Adam Johnstone*, Solicitor, 1, Register-  
place, Edinburgh.

*Sherwood, Grubbe, Pritt, and Cameron,*  
*Grahames and Wardlaw,*

Westminster.

#### Penicuik Railway.

Incorporation of Company: Construction of Railway from the Peebles Railway near Hawthornden Station to Penicuik: Purchase of Lands: Tolls: Powers to enter into Traffic and Working or other Arrangements with the Peebles and North British Railway Companies: Amendment of Acts: other purposes.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill for an Act to incorporate a Company (hereinafter called "The Company") to make and maintain a railway, with all proper stations, junctions, sidings, roads, accesses, and other works and conveniences connected therewith, to commence in the parish of Lasswade and county of Edinburgh, by a junction with the Peebles Railway at the south-westward end of the passenger platform of the Hawthornden Station of the said Peebles Railway, and to terminate at or near the village of Penicuik at a point in the parish of Penicuik and county of Edinburgh thirty-five yards or thereby northwards of the arch carrying the Peebles and Penicuik Turnpike Road over the North Esk, near to the mill called Bank Mill, in the occupation of Alexander Cowan and Sons, Paper Manufacturers; and which proposed line of railway will pass through or into the parishes of Lasswade, Glencross, and Penicuik, or some of them, in the county of Edinburgh.

The following powers, or some of them, will be conferred on the Company by the said intended Bill:—

To purchase, compulsorily or otherwise, for the purposes of the proposed works or any of them, lands, houses, and other property; to vary, extinguish, or alter all or any existing rights and privileges connected therewith, or which would in any manner interfere with the construction, maintenance, and use of the proposed railway and works or any parts thereof.

To deviate in the construction of the said intended railway and works, from the lines and levels delineated on the plans and sections to be

deposited as aftermentioned, to such extent as may be defined on the said plans and sections, or provided by the said Bill; to make such openings in, and alterations of the line of the Peebles Railway and Works and roads adjoining the same, and to cross, alter, divert, or stop up, either temporarily or permanently, all such highways, turnpikes, or other roads, streets, bridges, footpaths, passages, ways, rights of way, railways, tramways, rivers, brooks, streams, waters, water courses, sewers, drains, pipes, and others, as may be necessary for the purpose of making, maintaining, and using the said railway or works therewith connected.

To enable the Company and the North British Railway Company (with or without the consent of the Peebles Railway Company) respectively, from time to time, to enter into, and carry into effect, contracts, agreements, and arrangements with respect to the working, use, management, and maintenance and repair by the North British Railway Company of the said proposed railway, stations and works, or any part or parts thereof, the supply of engines, rolling and working stock, plant, machinery, and of officers and servants; the allowances and payments to be made, and the conditions to be performed with respect to such working, use, management, maintenance, and services; the regulation, management, interchange, accommodation, conveyance, apportionment, transmission, and delivery of traffic; the levying, fixing, collection, payment, division, appropriation, and distribution of the tolls, rates, fares, charges, and revenues, and any other objects and purposes, necessary and proper, in relation thereto as may be provided in the said intended Act; and to authorise the appointment of Joint Committees for carrying into effect any such contracts, agreements, or arrangements, and to confirm any contract, agreement, or arrangement touching any of the matters aforesaid, which has been made, or may be entered into, prior to the passing of the said intended Act.

To enable the Company to levy tolls, rates, duties, and charges in respect of the use of such proposed railway and works, and of the conveyance of passengers, animals, and goods thereon; and also to enable the Company and the said North British Railway Company and the Peebles Railway Company to alter existing tolls, rates, duties, and charges, and to levy new tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to alter, repeal, or extinguish all rights, privileges, and exemptions which may in any manner interfere with the objects of the said intended Act, and to confer, vary, or extinguish other rights and privileges.

To raise money by the creation and issue of shares, and by borrowing on mortgage or bond, or cash credit, or by funding or issuing Debenture Stock.

To incorporate with the intended Act all or some of the provisions of the "Companies Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation (Scotland) Act, 1845," "The Railways Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Companies Clauses Act, 1863," "The Railways Clauses Act, 1863," and "The Railway Companies Powers Act, 1864."

To alter, amend, or repeal for the purposes of the said intended Bill, and railway and works, hereby authorised, all or some of the following local and personal Acts of Parliament, viz., "The Peebles Railway Act, 1853," "The Peebles Railway Amendment Act, 1857," "The North British

Peebles Railway (Lease) Act, 1861," "The Esk Valley Railway Act, 1863," "The North British Railway (Esk Valley Lease) Act, 1866," Acts relating to the North British Railway, viz., 49 Geo. III. cap. 83; 54 Geo. III. cap. 138; 57 Geo. III. cap. 56; 59 Geo. III. cap. 29; 1 and 2 Geo. IV. cap. 122; 4 Geo. IV. cap. 18; 7 Geo. IV. cap. 45; 11 Geo. IV. and 1 Will. IV. cap. 115; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 8 and 9 Vict., cap. 148; 9 and 10 Vict., caps. 81, 107, 202, 263, 332, and 377; 10 and 11 Vict., caps. 83, 245, and 246; 11 and 12 Vict., caps. 44, 70, 116, 118, 127, 134 (and the several Acts therein recited in so far as not repealed thereby), and 160; 12 and 13 Vict. caps. 39, 72, and 86; 14 and 15 Vict. cap. 55 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), and 62; 15 Vict. cap. 109; 16 and 17 Vict. caps. 90, 151, and 152; 17 and 18 Vict. caps. 199 and 212; 18 and 19 Vict. caps. 30, 127, 153, 158, and 190; 19 and 20 Vict. caps. 98 and 106; 20 and 21 Vict. caps. 78, 91, 124, and 129; 21 and 22 Vict. caps. 64, 65, 109 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), 145, and 165; 22 and 23 Vict., caps. 14, 24, 83, 85, and 96; 23 and 24 Vict. caps. 140, 145, 159, 178, and 195; 24 and 25 Vict. caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25 and 26 Vict. caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26 and 27 Vict. caps. 187, 194, 213, 223, 226, and 237; 27 and 28 Vict. caps. 81, 84, 100, 248, 271, 279, 286, and 292; 28 and 29 Vict. caps. 125, 152, 186, 200, 201, 202, 206, 213, 217, 308, 309, 328, and 356; 29 and 30 Vict. caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30 and 31 Vict. caps. 145 and 198; 31 and 32 Vict. caps. 63 and 139; 32 and 33 Vict. cap. 119; Acts relating to the Devon Valley Railway Company, 21 and 22 Vict. cap. 122; 24 and 25 Vict. cap. 200; 26 and 27 Vict. cap. 124; 29 and 30 Vict. caps. 277 and 326; 31 and 32 Vict. cap. 2; and all other Acts (if any) relating to the Devon Valley Railway Company; Acts relating to the Bathgate Railway Company, 9 and 10 Vict. cap. 332; 10 and 11 Vict. cap. 246; 11 and 12 Vict. caps. 116 and 160, and all other Acts (if any) relating to the Edinburgh and Bathgate Railway Company; the Acts relating to the City of Glasgow Union Railway Company, 27 and 28 Vict. cap. 286; and 28 and 29 Vict. cap. 247; 30 and 31 Vict. cap. 166; and 32 and 33 Vict. cap. 81; the Acts 16 and 17 Vict. cap. 119; and 23 and 24 Vict. cap. 134; 25 and 26 Vict. cap. 48, and all other Acts relating to the Port-Carlisle Dock and Railway Company; Acts relating to the Carlisle and Silloth Bay Railway and Dock Company, viz., 16 and 17 Vict., cap. 118; 18 and 19 Vict. cap. 153; 23 and 24 Vict. cap. 134; 25 and 26 Vict. caps. 45 and 47; the Leslie Railway Act, 1857; the Berwickshire Railway Act, 1862; the Berwickshire Railway Act, 1866; the Saint Andrew's Railway Act, 1851; the Act relating to the Glasgow and Milngavie Junction Railway Company, 24 and 25 Vict. cap. 198; the Acts relating to the Blane Valley Railway Company, 24 and 25 Vict. cap. 248; and 28 and 29 Vict. cap. 356; Acts relating to the Perth General Railway Station, 28 and 29 Vict. caps. 252 and 253; the Burntisland Harbour and Dock Act, 1866; and the several other Acts recited in such Acts, or any of them, and now in force; and any other Act or Acts in relation to the North British Railway Company, or to any railway, canal, or other work forming part of their undertaking, or to any Company or body who or whose property and interests

may be affected by the provisions of the said intended Act.

On or before the 30th day of November, 1869, duplicate plans and sections of the intended railway and works, describing the lines, situation, and levels thereof, and the lands and property to be taken under the compulsory powers of said intended Act, together with a book of reference thereto, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and property, together with a published map, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and a copy of this notice will be deposited for public inspection in the Office in Edinburgh, of the principal Sheriff-Clerk of the county of Edinburgh; and a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes before-mentioned, together with a copy of this notice, will also, on or before the 30th day of November, be deposited with the schoolmaster, or if there be no schoolmaster, with the Session-Clerk of each such parish, at the usual place of abode of such schoolmaster or Session-Clerk.

Printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1869.

Dated this 11th day of November, 1869.

*Tho. F. Weir*, S.S.C., Edinburgh.

*R. M. Gloag*, 19, Great College-street, Westminster.

In Parliament.—Session 1870.

Sheffield Corporation (Water).

(Purchase of Waterworks Company's Undertaking; Transfer of Sheffield Waterworks Company's Undertaking to Corporation; Winding-up and Dissolution of Company; Powers to Corporation with respect to Purchase of Undertaking.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to transfer and vest, or to authorise and provide for the transfer and vesting of the undertaking, works, lands, streams, property (real and personal), powers, rights, privileges, and authorities of the Company of Proprietors of the Sheffield Waterworks (hereinafter called "the Company") to and in the Mayor, Aldermen, and Burgesses of the borough of Sheffield (hereinafter called "the Corporation"), for such price or consideration, and upon such terms and conditions, as may be expressed or contained in, or provided for by the intended Act, or as may be agreed upon between the Corporation and the Company.

And it is proposed by the intended Act to authorise the Corporation to carry on the undertaking of the Company, and to break up streets, roads, highways, and places, and to lay, re-lay, take up, remove, and repair reservoirs, conduits, and other works, and mains, pipes, and other apparatus and things, from time to time, and to construct and maintain works, and supply water within and throughout the whole of the Company's limits, or any part or parts thereof, and to purchase, sell, let, hire, and otherwise deal in meters, fittings, and other apparatus, articles, and things, used in the sale, supply, or consumption of water; and to have and exercise all or any of the powers, rights, authorities, and privileges of the Company, in as full and ample a manner in all respects as the Company could or

might lawfully have exercised the same respectively; and also such further and other powers, rights, authorities, and privileges, with respect to the several matters aforesaid, as may be necessary, proper, or convenient for the Corporation to have and exercise, whether the same are or are not usually, or ever have, or have not been conferred upon a corporation or other local authority empowered to construct and maintain waterworks and supply water, and are or are not necessarily incidental to such construction and maintenance of waterworks and supply of water.

And it is proposed by the intended Act to authorise the Corporation and the Company to enter into agreements with respect to the several matters aforesaid, or any of them, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to provide for the winding-up of the affairs of the Company, and the distribution of their assets, and to dissolve the Company.

And it is proposed by the intended Act to authorise the Corporation to levy rates, rents, duties, and charges, to alter existing rates, rents, duties, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, duties, and charges; also to authorise the Corporation to grant rent-charges or annuities, or other annual sums, and to borrow money on mortgage or debenture, and to charge as well the undertaking, rates, revenues, and property which they may acquire under the intended Act, as all other the estate, rates, revenues, and property of the Corporation and the Borough Fund of the borough of Sheffield, or any of them, or any part or parts thereof respectively, with and as security for all or any, or any part of such rent-charges, annuities, or annual sums, or money to be borrowed as aforesaid.

And it is proposed by the intended Act to take powers to stop up, alter, or divert, temporarily or permanently, so far as may be necessary or convenient, for any of the purposes of the intended Act, all or any turnpike or other roads, highways, footpaths, passages and places, sewers, drains, mains, and works of every description, and to extinguish all existing rights and privileges which would or might in any way prevent or interfere with or delay the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges, and to repeal, alter, amend, and enlarge all or some of the provisions of the several local Acts following, or some of them, that is to say—8 and 9 Vict., cap. 175; 16 and 17 Vict., cap. 22; 23 and 24 Vict., cap. 70; 27 and 28 Vict., cap. 324; 29 and 30 Vict., cap. 286; 30 Vict., cap. 87; and 30 Vict., cap. 97, relating to the Company; 7 and 8 Geo. IV., cap. 46; 1 and 2 Vict., cap. 34; 9 and 10 Vict., cap. 348; and 15 and 16 Vict., cap. 49, relating to the Corporation; and all other Acts (if any) relating to the Corporation and the Company, or either of them, and to incorporate with the intended Act, as far as applicable to the Corporation, and to all or any of the objects of the intended Act, with such modifications as may be requisite, all or some of the provisions of "The Waterworks Clauses Act, 1847 and 1863;" "The Lands Clauses Consolidation Acts, 1846, 1860, and 1869," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869," as well as all Acts relating to the Corporation, or such parts of them as may be applicable to the intended Act.

Printed copies of the Bill for effecting the objects aforesaid, or some of them, will be de-

posited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1869.

Dated the 19th day of November, 1869.

*John Yeomans*, Town Clerk, Sheffield,  
Solicitor for the Bill.

*Sherwood, Grubbe, Pritch, and Cameron*, 7,  
Great George-street, Westminster, Par-  
liamentary Agents.

#### Caledonian and Glasgow and South-Western Railway Companies.

(Vesting in Caledonian Railway Company, jointly with Glasgow and South-Western Railway Company, the Glasgow Paisley and Johnstone Canal, and the Canal Debts and Shares acquired by the last-named Company; Joint Committee for Managing Canal; Agreements; Application of Funds; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for the following purposes, or some of them; that is to say:—

To vest or make provision for vesting in the Caledonian Railway Company (hereinafter called "the Caledonian Company"), jointly with the Glasgow and South-Western Railway Company (hereinafter called "the South-Western Company"), from and after such date, and upon such terms and conditions, and subject to such burdens and obligations, as have been agreed upon between those Companies (hereinafter called "the two Companies"), or as may be fixed by or under the provisions of the Bill, the undertaking which previously to the passing of the "Glasgow and South-Western Railway (Paisley Canal, &c.) Act, 1869," belonged to the Company of Proprietors of the Glasgow Paisley and Ardsrossan Canal (hereinafter called "the Canal Company," comprising the canal which extends between Glasgow Paisley and Johnstone, and the warehouses, buildings, wharves, lands, works, and conveniences, plant, horses, boats, and other moveable chattels, debts, claims, and moneys, and generally the whole property and effects, and powers, rights, and privileges, which previously to the passing of the said Act were vested in or belonged to or were exigible by the Canal Company, and were by that Act transferred to and vested in the South-Western Company, and such further property and effects, powers, rights, and privileges as were by that Act conferred on the South-Western Company, or are now vested in or belong to or are exigible by that Company in connection with the said undertaking, as the same existed or may exist at the date at which the vesting in the two Companies takes place; as also to vest or make provision for vesting in the two Companies jointly, from and after such date, and upon such terms and conditions and on and subject to such payments by the Caledonian Company to the South-Western Company, as have been agreed upon between those Companies, or as may be fixed by or under the provisions of the Bill, such of the debts affecting the said undertaking, and of the shares in the capital stock of the Canal Company, or of the interests of the holders of such debts and shares, as have been or may be acquired by or on behalf of the South-Western Company; and to empower the two Companies jointly to acquire and hold an additional amount of such debts, shares, or interests; and, if thought fit, to assign, or to pay off and extinguish all or any of such debts, shares, or interests.

To empower the two Companies jointly, or

either of them on behalf of the two Companies, to levy and recover the tolls, rates, water rents, and charges which the South-Western Company are empowered to levy and recover by the said Act, and the Acts therein recited relating to the said undertaking; to alter, so far as may be considered expedient, such tolls, rates, water rents, or charges; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, water rents, or charges.

To provide for the appointment, by the two Companies respectively, or by their respective Boards of Directors, of a Joint Committee for managing, maintaining, and working the said undertaking, and exercising all or any of the powers vested in the two Companies jointly by the Bill; or for vesting the management, maintenance, and working of the said undertaking, and the said powers, in any existing or authorised Joint Committee appointed by the two Companies respectively, or by their respective Boards of Directors; and to provide, if thought expedient, for the appointment of a standing arbitrator for determining any differences arising in any such Joint Committee.

To confirm any agreements which may have been or may be entered into between the two Companies with reference to the matters aforesaid, or any of them, and to empower those Companies to enter into and carry into effect further arrangements and agreements with reference thereto.

To authorise the two Companies respectively to apply to all or any of the purposes of the Bill any capital, funds, or revenues belonging to or authorised to be raised by them, and which may not be required for the purposes for which the same were authorised to be raised; and to provide, if thought expedient, for the application of the moneys payable by the Caledonian Company to the South-Western Company under the provisions of the Bill.

To vary or extinguish all existing rights and privileges which might in any manner interfere with any of the objects aforesaid, and to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto.

To amend or repeal, so far as may be necessary or desirable for the purposes aforesaid, the "Glasgow and South Western Railway (Paisley Canal, &c.), Act, 1869," and the following local Acts—that is to say: the Acts 46 George III, chapter 75; 7 and 8 George IV., chapter 87; 3 and 4 Victoria, chapter 104; 10 and 11 Victoria, chapter 168; 27 and 28 Victoria, chapter 286; 28 and 29 Victoria, chapter 247; and 32 and 33 Victoria, chapter 81—so far as relating to the Canal Company or the said undertaking; as also "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Company, and to the undertakings belonging to and held in lease by them, passed in the sessions of Parliament held respectively in the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, and the 32nd and 33rd years of the reign of Her present Majesty; as also "The Glasgow and South-Western Railway Consolidation Act, 1855," and the several Acts therein recited, and the several other Acts relating to the South-Western Company, and to the undertakings belonging to and held in lease by them,

passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th, the 26th and 27th, the 27th and 28th, the 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, and the 32nd and 33rd years of the reign of Her present Majesty; and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the before-mentioned Companies and undertakings or any of them.

And notice is further given, that on or before the 23rd day of December, 1869, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 13th day of November, 1869.

*James Kerr*, 219, Hope-street, Glasgow,  
*Thomas Brunton*, 16, Bridge-street, Glasgow.

*Grahames* and *Wardlaw*, 30, Great George-street, Westminster.

*Sherwood*, *Grubbe*, *Pritt*, and *Cameron*, 7, Great George-street, Westminster.

#### Ilfracombe Pier and Harbour.

(Application for Provisional Order for Power to Erect or Build a Quay, Pier or Jetty, and to Repair and otherwise Improve the existing Harbour, Quay, and Pier at Ilfracombe, and to Levy Tolls; Amendment of Act).

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade, on or before the 23rd day of December, 1869, by Sir Bouchier Palk, Wrey, of Tawstock, in the county of Devon, Baronet, hereinafter called "the Promoter," to make a Provisional Order, pursuant to the provisions of the "General Pier and Harbour Act, 1861," and the "General Pier and Harbour Act, 1861, Amendment Act," for all or some of the following, among other powers, that is to say:—

To widen the existing quay on the south side thereof, from the slip in front of the Britannia Hotel to the present pier in front of the Pier Hotel, and to construct a pile quay or pier in an easterly direction from the south-east corner of the present quay, near the Golden Lion Hotel, in a straight line to the east end of Warphouse Quay adjoining the present line of steps at the end of the same quay.

To clear and remove all rock, stone, and other obstructions outside or on the southern side of the proposed line of quay, and erect a jetty at the east end of the said Warphouse Quay, commencing from the eastern extremity of the before-described quay, running in an easterly direction 150 feet, or thereabouts, and then in a northerly direction 250 feet, or thereabouts, and in a westerly direction 250 feet, or thereabouts, to the Benrick Rock; also to construct a slipway for launching the life boat.

And to construct, in connection with the proposed quays or piers, and within the limits of the harbour, any warehouses, offices, sheds, weighing machines, landing places, roads or approaches, cranes, and other works and conveniences for the embarking and landing of passengers, goods, and merchandize, and to improve and repair the existing harbour. All which works so proposed to be carried out as aforesaid are situate in the parish of Ilfracombe, in the county of Devon.

To borrow on mortgage, bond, or debenture, any monies which may be required for the purposes of the said Provisional Order.

To levy tolls, rates, and duties upon or in respect of the said quay, piers, or harbour, works, and conveniences, and to alter existing tolls, rates, or duties.

To amend, repeal, alter, extend, or enlarge the Act made and passed in the fourth year of His late Majesty King George the 2nd, intituled "An Act for repairing and keeping in repair the Pier and Harbour of Ilfordcombe, in the county of Devon," and all other Acts relating to the existing harbour of Ilfracombe aforesaid, if any.

And notice is hereby further given, that before the 30th day of November, 1869, proper plans and sections of the proposed quay or pier, harbour, and works, and also a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Devon, at his office at Exeter, at the Custom Houses at Ilfracombe aforesaid, and Barnstaple, in the said county of Devon, and at the office of the Board of Trade, Whitehall, London.

And notice is hereby further given, that on or before the 23rd day of December next printed copies of the proposed Provisional Order will be furnished to all persons applying for the same, at the price of one shilling each, by the Solicitors for the Promoter, at their offices as under.

Dated this fourth day of November, 1869.

*J. C. Gribble*, Barnstaple and Ilfracombe, Solicitor.

*Surr and Gribble*, 12, Abchurch-lane, London, Solicitors.

In Parliament.—Session 1870.

Aire and Calder Conservancy.

(Constitution and Incorporation of Commissioners for Conservancy of Rivers Aire and Calder and their Tributaries; Execution of Works for intercepting Sewage, &c.; Prohibition of Obstruction by solid matter; Powers to tax places within area; Suspension of legal proceedings during execution of Works.)

**A** PPLICATION is intended to be made to Parliament, in the next Session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. The appointment and incorporation of Conservancy Commissioners, consisting of persons to be named or designated in the Bill, and of persons representing, in such proportion as the Bill shall define, the owners of property, corporations, local boards, and other interests, within the basin drained by the Rivers Aire and Calder, in the West Riding of Yorkshire, together with Commissioners nominated by the Crown, for the protection of the said rivers and the tributaries thereof, from pollution, diversion, or abstraction. The said basin (which is hereinafter called "the Conservancy Area") will commence, on the north-west, at Malham Tarn, and will include the towns of Skipton, Keighley, Todmorden, Halifax, Bradford, Huddersfield, Dewsbury, Batley, Leeds, Wakefield, Pontefract, Castleford, Knottingley, Snaith, and Goole, and the Bill will confer on the said Commissioners the following among other powers:—

(a). To construct the necessary works for the intercepting of all polluted water hereinafter called sewage, whether from towns, villages, or manufactories, flowing into the Rivers Aire and Calder, or into any streams tributary to those rivers, so that the said sewage may be purified and returned into the said rivers or streams, or may be conveyed either into the River Ouse or the River Humber, below the town of Goole, or

may be applied to the fertilization of any lands which the Commissioners may acquire, or may contract so to fertilize.

(b). The execution of such works as will enable the said sewage to be distributed over the lands traversed by the proposed works of sewage, and to authorise the Commissioners to sell and dispose of such sewage or of the deposits or residuum thereof to any persons desirous of availing themselves of such sewage or residuum, and the purchase of any patent rights or any licences connected with the objects of the Bill.

(c). To make and enforce bye-laws, and to exercise the necessary superintendence for the purpose of preventing, after such work shall have been completed, or partially completed, the discharge of any sewage as aforesaid into the said rivers or their tributaries; and to prevent also from the time of the passing of the Bill, or from times to be fixed in the Bill, the permanent abstraction of any water from the said rivers or tributaries, unless such abstraction shall have been already authorised by Parliament, or shall be compensated by pecuniary payment or by a supply of water from other sources, and to prevent the casting of any solid matter into the said rivers or tributaries; or the doing of anything whereby the waters thereof may be lessened or obstructed, or the beds thereof rendered more shallow.

(d). The construction of reservoirs for the impounding of flood waters within the Conservancy area, and the application, at the discretion of the Commissioners, of the water so impounded to supply any deficiencies in the said rivers or their tributaries.

(e). To enable the Commissioners to avail themselves of any existing works of drainage; and to delegate to any corporation, local board, or district, the power to execute the works of sewage within their own limits, according to plans prescribed or approved by the Commissioners.

(f). To levy rates or taxes upon the owners and occupiers of lands, houses, or property within the Conservancy area; such taxes being graduated or modified, according to the benefit received, or according to the extent of the works required, in consequence of the position or the acts of the parties to be taxed, or according to such other measure as the Bill may define; and to enforce the payment of such rates by distress or otherwise; or the Bill will authorise the Commissioners to assess on the towns and places within the Conservancy area the sums to be contributed by such towns and places; and will give the necessary means of enforcing such assessment.

(g). To borrow money upon the credit of such rates, or upon any property or revenue acquired by the Commissioners; or created under the powers of the Bill.

(h). To take lands, houses, and other property compulsorily or by agreement for the purposes of the said works, and other the purposes of the Bill; but subject, nevertheless, if any lands or property are purchased by compulsion, to a provisional order from one of Her Majesty's Secretaries of State, and the confirmation of that order by Parliament.

2. The Bill will provide that, during a period to be defined in the Bill, the compliance with its provisions shall be an answer to any proceedings which may have been or may be commenced (whether by way of injunction, information, or otherwise) against any corporation, town, or place, or persons, within the conservancy area, for the use of the said rivers or their tributaries for the discharge of sewage; and shall suspend



the operation of any injunctions or proceedings already obtained or commenced, subject, nevertheless, to conditions to be prescribed by the Bill.

3. The Bill will vary or extinguish all claims of right to obstruct or pollute the waters within the Conservancy area, or the use of the beds or banks of the rivers, or tributaries within the same, so as to occasion such pollution or obstruction.

4. The Bill will incorporate with itself the necessary provisions of "The Commissioners Clauses Act, 1847," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Acts Amendment Act, 1860."

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 17th day of November, 1869.

*Barr, Nelson, and Barr*, Solicitors, Leeds.  
*Dyson and Co.*, Parliamentary Agents,  
24, Parliament-street, Westminster.

In Parliament, Session 1869-70.

King's Lynn Consumers' Gas.

(Incorporation of Company; Power to construct Gas Works and supply Gas; Purchase of Lands; Purchase of Existing Works; Levying of Rates; Power to the Mayor, Aldermen and Burgesses of King's Lynn, &c.; Amendment of Acts.

**A** PPLICATION is intended to be made to Parliament in the next Session for leave to bring in a Bill for all or some of the following (amongst other) purposes, that is to say: To incorporate a Company (hereinafter referred to as "The Company") and to confer upon the Company the following and all other necessary powers for carrying into effect the intended objects and provisions of the Bill:

To erect, maintain and use gas works, with all necessary buildings, gasholders and apparatus upon the lands hereinafter described, or some part thereof, that is to say: A piece of land containing 2 acres, or thereabouts, situate in the parish of South Lynn All Saints, in the county of Norfolk, belonging to John Custance Leak and Herbert Jarrett Johnson, and occupied by William Bennett, bounded northwardly by land belonging to Charles Henry Holman, or to the Great Eastern Railway Company; southwardly and eastwardly by other land, belonging to the said John Custance Leak and Herbert Jarrett Johnson; and westwardly, partly by land in the parish of West Lynn Saint Peter, belonging to William Dunham Bushel, and partly by the bank of the river Ouze.

And also a piece of land, containing 2 acres or thereabouts, in the said parish of South Lynn All Saints, belonging to Jacob Mason Bird, and occupied by John White, bounded northwardly by the turnpike road leading from King's Lynn to Wisbech; southwardly, by other land of the said Jacob Mason Bird; eastwardly, by the bank of the river Nar; and westwardly, by the Harbour Branch of the Great Eastern Railway.

To purchase and to hold, on lease or otherwise, but only by agreement, lands, tenements, and buildings, in the parishes of Saint Margaret, King's Lynn, South Lynn All Saints, West Lynn Saint Peter, North Lynn Saint Edmund and Gaywood, all in the county of Norfolk, for all or any of the purposes of the Company, and to acquire easements over or under lands and other property in the said parishes.

To purchase by agreement, or take on lease, and to maintain, alter, enlarge, and use the

existing gas works, situated in the said parish of South Lynn All Saints, and the lands, mains, pipes, apparatus, and buildings connected therewith, and belonging, or deputed to belong, to John Malam, which gas works and lands are situate as follows, that is to say: Land occupied by gas works and other buildings, and land used in connection therewith, situate in the said parish of South Lynn All Saints, bounded northwardly by the turnpike road aforesaid; southwardly and eastwardly, by land belonging to the Mayor, Aldermen, and Burgesses of King's Lynn; and westwardly, by the bank of the river Nar. And also a certain triangular-shaped piece of land, containing 1,000 square yards or thereabouts, in the said parish of South Lynn All Saints, belonging to the common right owners of South Lynn All Saints aforesaid, bounded north-westwardly, partly by the bank of the river Nar, and partly by property belonging to William Burkitt; southwardly, by the said turnpike road; and north-eastwardly, by property also belonging to the said William Burkitt; and, if necessary, to confer on the said John Malam or other the owner or owners thereof, power to sell or lease such gas works, lands, mains, pipes, apparatus, and buildings respectively.

To authorise the Company to manufacture gas and the residual products of such manufacture, and to manufacture and sell the several things produceable from the residual products resulting from the manufacture of gas, or used in connection therewith, and to acquire and hold patent rights and licences to use patent rights for the manufacture and distribution of gas or the utilization of the residual products obtainable therefrom, and generally to carry on a business usually carried on by gas companies, or which is or may become incidental thereto; and to light and supply gas for public and private lighting, and for other purposes within the said parishes of Saint Margaret, King's Lynn, South Lynn All Saints, West Lynn Saint Peter, North Lynn Saint Edmund and Gaywood, and to lay down, remove, renew, maintain, repair and use mains, pipes and other works, in, through, across and under, and for that purpose to break up and interfere with streets, roads, rivers, bridges and other public ways, passages and places within the said limits; and to interfere with sewers, drains, water pipes and gas pipes within the said limits; to manufacture, sell, purchase or let gas meters, fittings and other gas apparatus; and to levy and recover rates, rents and charges for the sale and supply of gas for public and private lighting and for other purposes; and of gas-meters, pipes, apparatus and fittings; and to exercise all such powers, rights and privileges as are usually conferred on gas companies or which may be necessary or expedient in carrying into execution any of the objects of the intended Act. To authorise the Company and all corporations, commissioners, local boards, or other parochial or legal authorities within the said limits, to make and carry into effect contracts and agreements for lighting and for supplying all things and performing all acts incidental to lighting any public streets, places or buildings within such limits and under their jurisdiction upon such terms and conditions as they shall respectively agree upon, and if necessary to enable such corporations, commissioners, local boards, or other parochial or legal authorities, to appropriate and apply funds, and to raise additional funds by rates or otherwise for such purposes. To enable the Company to sell their works, lands, gas, mains and undertaking, and the property connected therewith, to the



Mayor, Aldermen and Burgesses of King's Lynn (hereinafter called "The Corporation,") the King's Lynn Paving Commissioners, or other bodies who may be willing to purchase the same, and to empower the said Corporation or Paving Commissioners, or such other bodies to purchase the before-mentioned works, lands, gas, mains and undertaking.

The Bill will incorporate with itself the necessary provisions of "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Gas Works Clauses Act, 1847," or some of them.

To alter, amend, repeal, and extend the powers and provisions of the King's Lynn Water Works and Borough Improvement Act, 1859, and the several Acts mentioned therein, and of the Acts relating to the Conservators of the Ouze Outfall, the Eau-Brink Navigation Commissioners, the Harbour Mooring Commissioners, the Ouze Bank Commissioners, the Haling Commissioners, and the Select Trustees of Lynn Harbour, the Lynn Eastgate Turnpike Road Trustees and the Lynn Southgate Turnpike Road Trustees.

To confer, vary and extinguish exemptions from payment of rates, rents and charges, and to vary and extinguish all existing rights and privileges which may interfere with and to confer all such powers, rights and privileges as may be usual or expedient for the attainment of any of the objects of the Bill or in relation thereto.

Printed copies of the intended Bill, will on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1869.

*Partridge and Edwards*, Solicitors, King's Lynn.

*Henry Cruse*, Parliamentary Agent, 23, Parliament-street, Westminster.

In Parliament.—Session 1870.

Midland Railway.  
(Additional Powers.)

(New Branch and Junction Railways and Acquisition of existing Railways, and Alterations of Roads and other Works, and Additional Lands in the counties of Derby, Leicester, Warwick, Westmorland, York (West Riding), and Nottingham, and Abandonment of authorized Railways; Stopping up of Footpaths in counties of Gloucester, Derby, and Nottingham; Extension of Time for Construction of the Settle and Carlisle Railway and Railways in counties of Nottingham and Gloucester; Removal of Roof over portion of Company's London Extension Railway; Agreements with Great Eastern and Tottenham and Hampstead Junction Railway Companies, or with latter Company as to working of Railway of that Company; Agreements with Manchester Buxton Matlock and Midlands Junction Railway Company for Purchase, Lease, or Amalgamation of that Company's Undertaking; Additional Capital; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Midland Railway Company, (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):

To empower the Company to make and maintain the railways following, or some or one of them, with all proper approaches, stations, sidings,

works, and conveniences connected therewith (that is to say):

A railway (to be called "the Coton Park Branch") two miles two furlongs or thereabouts in length, to commence in the parish of Church Gresley, in the county of Derby, by a junction with the Leicester and Swanington branch of the Midland Railway, at or near the Church Gresley Station, and to terminate at or near the Coton Park colliery, in the township of Nether-Seal and Over-Seal, in the parish of Seal, in the county of Leicester; which said intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following or some of them (that is to say): Drakelow, Linton, Coton, Castle Gresley, Swadlincote, Oakthorpe, Donnithorpe, Church Gresley, and Cauldwell, in the county of Derby; and Coton, Coton Park, Nether-Seal, and Over-Seal, in the county of Leicester; and a railway five furlongs or thereabouts in length, to be situate wholly in the said township of Nether-Seal and Over-Seal, and to commence by a junction with the last-mentioned intended railway at the terminus thereof above described, and to terminate in a field belonging to Major Mowbray, and in the occupation of Thomas Elton, which field is situate five furlongs or thereabouts to the south-east of Coton Park Colliery aforesaid:

A railway (to be called "the Staveley Springwell Curve"), three furlongs two chains or thereabouts in length, to be situate wholly in the parish of Staveley, in the county of Derby, commencing by a junction with the Springwell branch of the Staveley railways at a point thereon thirty-two chains or thereabouts north-west of the Staveley station, and terminating by a junction with the line of the Midland railway between Derby and Leeds at a point thereon thirty-four chains or thereabouts south-west of the same station:

A railway (to be called "the Pilsley Branch Extension"), five miles or thereabouts in length, to be situate wholly in the county of Derby, commencing in the parish of North Wingfield by a junction with the Pilsley branch of the Midland Railway at a point thereon ten chains or thereabouts north of the point where the public highway from Morton to Hardstoft crosses the said railway, and terminating in the parish of Wingerworth by a junction with the line of the Midland railway between Derby and Leeds at a point thereon thirty chains or thereabouts south of the Avenue colliery; which intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): North Wingfield, Ault-Hucknall, Pilsley Heath, Temple Normanston, Tupton, Williamthorpe, Chesterfield, and Wingerworth:

And to empower the Company to abandon and discontinue the maintenance, as a railway, of so much of the branch railway of the Company, in the said parish of North Wingfield, known as the Williamthorpe Incline, as lies between a point thereon near the foot of the incline where it is crossed by the highway leading from Woodthorpe to North Wingfield, and another point thereon near the summit of the incline where it is crossed by the highway leading from Chesterfield to North Wingfield:

To empower the Company to acquire, by com-

pulsion or agreement, and to hold as part of their undertaking, the railways next described (to be called "the Sheepbridge Railways") and all or any estate and interest in the lands on which the same are constructed, and all stations, works and conveniences connected therewith (that is to say) :

A railway commencing in the township of Newbold and Dunston, in the parish of Chesterfield, in the county of Derby, by a junction with the main line of the Midland Railway, at a point thereon fifteen chains or thereabouts north of the bridge carrying the Midland Railway over the Chesterfield Canal, and terminating at or near the Monkwood colliery, in the township of Great Barlow, in the parish of Staveley, in the county of Derby; which said railway passes from, in, through, or into the several parishes, townships, and extra-parochial or other places following or some of them (that is to say) : Tapton, Brimington, Newbold and Dunston, Chesterfield, Whittington, Great Barlow, Little Barlow, Staveley and Dronfield, in the county of Derby :

A railway commencing in the said township of Newbold and Dunston, by a junction with the railway lastly above described, at a point thereon near to Cobnar Wood Colliery, and terminating in the township of Great Barlow, in the parish of Staveley, in the county of Derby, at or near the Nesfield Colliery; which said railway passes from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say) : Newbold and Dunston, Chesterfield, Great Barlow, Staveley, Little Barlow, and Dronfield, in the county of Derby :

To empower the Company to make an alteration or diversion, in the county of Derby, of the line and levels of so much of the turnpike road between Chesterfield and Sheffield as extends from a point thereon in the parish of Whittington eight chains or thereabouts south of the crossing of the said turnpike road on the level by the first of the two last above-mentioned railways, to another point in the said parish of Whittington on the said turnpike road seven chains or thereabouts north of the said level crossing; which said alteration or diversion will be situate within the said parish of Whittington, and the said township of Newbold and Dunston, in the parish of Chesterfield :

To empower the Company, to abandon the Sheepbridge Branch, in the county of Derby, being the railway sixthly described in and authorized by "The Midland Railway (Branches, &c.) Act, 1866:"

To empower the Company to alter, within the parish of Aston-juxta-Birmingham, in the county of Warwick, the levels of so much of the line of the Midland Railway between Derby and Birmingham leading into the goods station at Lawley-street, Birmingham, as lies between a point thereon twenty-three chains or thereabouts north of the level crossing by that railway of the Duddeston Mill-road, and another point thereon sixteen chains or thereabouts south of the said level crossing; and of so much of the line of the Midland Railway between Derby and Birmingham leading to the New-street passenger station of the London and North Western Railway as lies between a point thereon six chains or thereabouts north of the said level crossing and another point thereon two chains or thereabouts south of the said level crossing; and of so much of the line of the Midland Railway between Derby and

Gloucester as lies between a point thereon one chain or thereabouts south of the said level crossing and another point thereon three chains or thereabouts south of the said level crossing :

To empower the Company to alter, within the said parish of Aston-juxta-Birmingham, the line and levels of so much of the public carriage road known as the Duddeston Mill-road, as lies between a point thereon eight chains or thereabouts west of the said level crossing of that road by the Midland Railways, and another point thereon seven chains or thereabouts east of the same level crossing :

To empower the Company within the said parish of Aston-juxta-Birmingham to make alterations and diversions of and in the line of, and to deepen and widen the bed or channel of the Duddeston Mill Stream, and to continue and extend the course of the said mill stream from the mill pond thereof to and into the river Rea at a point thereon ten chains or thereabouts south of the bridge carrying the Saltley-road over the said river; and at and from the sluices and weir at the east corner of the goods yard of the Midland Railway at Lawley-street to conduct and divert the waters of the said river Rea to and into the said mill stream so to be altered, diverted, and extended; and to stop up such parts of the said river Rea and the bed and channel thereof and such of the byewashes and mill races connected with the said mill stream as lie between the said sluices and weir and the junction of the said mill stream as proposed to be extended with the said river, or as may become unnecessary by reason of such alterations, diversions, and extension; and to empower the Company to appropriate to the purposes of their undertaking some portions of the parts of the said river and byewashes so proposed to be stopped up :

To empower the Corporation of Birmingham to contribute towards the costs and expenses attending the execution of all or any part of the before mentioned works in the parish of Aston-juxta-Birmingham, or by agreement with the Company to undertake the execution thereof themselves, and to apply to the purposes aforesaid their corporate funds, and to raise money by borrowing or otherwise, and (if necessary) to make and levy rates for the purpose; and to empower the Company and the Corporation to make agreements in reference to the matters aforesaid, and to confirm and give effect to any agreement which may be made between them :

To empower the Company to make an occupation road in the county of Derby, commencing in the parishes of Osmaston and Saint Peter Derby, or one of them, at the point of junction of the London-road with the lane known as Dead Man's-lane, and terminating in the parish of Saint Peter Derby, by a junction with the existing occupation road leading through the meadows lying between the Derby canal and the river Derwent, at a point on that occupation road seventeen chains or thereabouts, measured along that road in an easterly direction from the bridge known as Stand-bridge; and to empower the Company to stop up and discontinue and extinguish all rights of way over, and to vest in and appropriate to the purposes of the Company so much of the said existing occupation road as lies between the London-road and the Derby canal ;

To empower the Company to make a new road in the township and parish of Long Marton, in the county of Westmoreland, commencing from out of the public carriage road leading from Appleby to Long Marton, at a point thereon near the entrance lodge of Marton House, and terminating at another point on the same road

eleven chains or thereabouts measured along the said road in a southerly direction from the said lodge; and to stop up and discontinue and extinguish all rights of way over, and to vest in and appropriate to the purposes of the Company that portion of the said public carriage road which is intended to be crossed by the Settle and Carlisle Railway:

To empower the Company to alter and divert in the parish of Mangotsfield, in the county of Gloucester, through or over lands belonging to the Company, the course and direction of so much of a certain footpath leading from Pucklechurch to Mangotsfield as lies between the public carriage road leading over Rodway Hill to Mangotsfield, and the occupation road which is crossed by the Midland Railway between Gloucester and Bristol, at a point on that railway measured along the railway twenty-two chains or thereabouts south-west of the crossing of the same railway by the said public carriage road; and to stop up and discontinue and extinguish all rights of way over so much of the said footpath as lies between the points aforesaid:

To empower the Company to stop up and discontinue and extinguish all rights of way over so much of the existing footpath in the township and parish of Wirksworth, in the county of Derby which now crosses the Midland Railway at the Wirksworth-station as lies between the boundaries of the Company's property at that station:

To empower the Company to stop up and discontinue and extinguish all rights of way, if any, over or along that portion of the Company's railway, works, and lands in the parish of Normanton-on-Soar, in the county of Nottingham, which lies between the public carriage road leading from Normanton-on-Soar to Rempstone, and the occupation road called Far-lane:

To empower the Company to purchase by compulsion or agreement and to hold lands and houses for all or any of the purposes aforesaid, and also to purchase in like manner and to hold for purposes connected with their undertaking, the lands and houses following, or some of them (that is to say):

Certain lands and houses in the township and parish of Chesterfield, in the county of Derby, fronting to, and lying on the east side of, Eyre-street, and between Eyre-street, and the Chesterfield-station of the Midland Railway;

Certain lands and houses in the township and parish of North Wingfield, in the county of Derby, lying on the east side of and adjoining the Erewash Valley Branch of the Midland Railway, and between the River Rother and the public highway leading from Claycross to North Wingfield;

Certain lands and houses in the parishes of Spondon and Chaddesden, in the county of Derby, lying on the south side of and adjoining or near to the Midland Railway between Spondon and the Chaddesden sidings of the Company, and extending from the Spondon Junction for a distance of one mile and twenty-one chains or thereabouts in a westerly direction: and certain other lands and houses in the parish of Spondon lying between the Derby canal and the said railway thirty-five chains or thereabouts west of the Spondon Junction;

Certain lands and houses in the parish of Great Bowden, in the county of Leicester, lying between the public highway leading from Thorpe Langton to Market Harborough and the Midland Railway from Leicester to

Hitchin, and near to and on the north side of the junction between that railway and the Midland Railway from Rugby to Stamford; and certain other lands and houses in the same parish lying on the west side of and adjoining the said Leicester and Hitchin Railway and near to the same junction;

Certain lands and houses in the parish of Saint Margaret, Leicester, in the county of Leicester, lying between and adjoining the railway and station of the Company and Station-street, Leicester;

Certain lands and houses in the township of Swinton, in the parish of Wath-upon-Dearne, in the West Riding of the county of York, lying near to Kilmhurst-station, on the east side of and adjoining the Midland Railway from Derby to Leeds, and on the south side of the turnpike road leading from Wentworth to Houghton Roberts;

Certain lands and houses in the township and parish of Rawmarsh, in the West Riding of the county of York, lying on the east side of and adjoining the Midland Railway from Derby to Leeds, and on the north side of a private colliery railway belonging to Messrs. Charlesworth;

Certain lands and houses in the township of Holbeck in the parish of Leeds, in the West Riding of the county of York, lying on the south-west side of Nineveh-lane, and on the south side of and adjoining the Midland Railway from Derby to Leeds;

Certain lands and houses in the parishes of Lenton and Beeston, in the county of Nottingham, lying on both sides of and adjoining or near to the Midland Railway from Derby to Nottingham, and between the mile-post on that railway denoting one mile and three quarters from Nottingham and the road crossing that railway called Padge-lane;

Certain lands and houses in the parish of North Collingham, in the county of Nottingham, lying on the north-west side of and adjoining the Nottingham and Lincoln Branch of the Midland Railway, and on the north side of the Collingham Station:

To make provision for the repair of all or any of the new roads or diversions of roads to be made under the authority of the intended Act, by the same persons and by the same means as other like roads in the parishes townships, or places within which the intended roads or diversions of roads respectively will be situate are for the time being legally repairable:

To vary and extinguish all existing rights and privileges connected with the lands and houses proposed to be purchased or taken under the powers of the intended Act which would in any manner impede or interfere with the purposes of the intended Act or any of them, and to confer other rights and privileges:

To authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, tramways, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, or other places, which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act:

To empower the Company to levy tolls, rates, or duties for or in respect of the intended railways and works and to grant exemptions from the payment of tolls, rates, and duties:

To extend the time limited by "The Midland Railway (Settle to Carlisle) Act 1866," for the

construction of the railways and works by that Act authorized:

To extend the time limited by "The Midland Railway (Branches, &c.) Act 1866," for the construction of the railway from Radford to Trowell, in the county of Nottingham, being the railway firstly by that Act authorized:

To extend the time limited by "The Midland Railway (Bath and Thornbury Lines) Act, 1864," and "The Midland Railway (Additional Powers) Act, 1869," for the construction of so much of the authorized Branch Railway to Thornbury, in the county of Gloucester, as extends from the crossing of the River Laden to Thornbury:

To empower the Company to remove the roof or covering over that portion of the railway first described in and authorized by "The Midland Railway (Extension to London) Act 1863," which lies between Camden Mews South and the junction of Saint Augustine's-road, Murray-street, and Saint Paul's-road, and to maintain the same as open cutting; and, if necessary, to alter, amend, or repeal so much of Section 67 of that Act as relates to that portion of railway:

To confirm and give effect to any agreement or agreements in reference to the management, use, and working of the Tottenham and Hampstead Junction Railway, which have been or may be made between the Company and the Great Eastern Railway Company jointly, or the Company alone on the one hand, and the Tottenham and Hampstead Junction Railway Company on the other hand:

To empower the Company and the Manchester Buxton Matlock and Midlands Junction Railway Company (hereinafter called "the Matlock Company"), to make and carry into effect contracts and agreements for the purchase or lease by the Company of the undertaking of the Matlock Company, and all their railways, canals, and works, lands, property, and effects, rights, powers, and privileges of whatever description, including the power of fixing, receiving, and recovering rates, tolls, and charges; or for the amalgamation of the undertaking of the Matlock Company with the undertaking of the Company; and to confirm and give effect to any agreement which may be made between the two Companies with respect to any of the matters aforesaid:

To effect or provide for the vesting of the undertaking of the Matlock Company in the Company, or for the amalgamation or the undertaking of the Matlock Company with the undertaking of the Company, and for the dissolution of the Matlock Company:

To enable executors or trustees to invest trust moneys in the purchase of debenture stock of the Company, where such executors or trustees are authorized to invest such moneys in railway mortgages, debentures, or bonds:

To empower the Company to raise a further sum of money for all or any of the purposes of the intended Act, and for the general purposes of the Company, by the creation of new shares, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, or by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company:

And notice is hereby further given, that maps, plans, and sections relating to the objects of the intended Act, and a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November in this present year, be deposited for public inspection as follows (that is

to say): As regards the works partly in the county of Derby and partly in the county of Leicester, and the other works and lands wholly in the county of Derby, with the clerk of the peace for the county of Derby, at his office at Derby; as regards the said works partly in the county of Derby and partly in the county of Leicester, and the lands wholly in the county of Leicester, with the clerk of the peace for the county of Leicester, at his office at Leicester; as regards the works and the lands in the county of Warwick, with the clerk of the peace for that county, at his office at Stratford-on-Avon; as regards the works and the lands in the county of Westmorland, with the clerk of the peace for that county, at his office at Appleby; as regards the lands in the West Riding of the county of York, with the clerk of the peace for that riding, at his office at Wakefield; and as regards the lands in the county of Nottingham, with the clerk of the peace for that county, at his office at Newark; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference respectively as relates to the several parishes within which the said works and lands will be situate, together with a copy of this notice, will be deposited for public inspection, with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at the place of abode of such parish clerk:

And it is proposed by the said intended Act to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them: Acts relating to the Midland Railway Company, 7 and 8 Vict. caps. 18 and 59; 8 and 9 Vict. caps. 38, 49, 56, 90, and 181; 9 and 10 Vict. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict. caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict. caps. 21, 88, and 131; 14 and 15 Vict. caps. 57, 88, and 113; 16 Vict. cap. 33; 16 and 17 Vict. cap. 108; 19 and 20 Vict. cap. 54; 22 and 23 Vict. caps. 40, 130, and 136; 23 and 24 Vict. caps. 52, 65, 67, 72, and 91; 24 and 25 Vict. caps. 57, 106, and 139; 25 and 26 Vict. caps. 81, 90, 91, and 173; 26 and 27 Vict. caps. 74, 82, 182, and 183; 27 and 28 Vict. caps. 164, 230, 231, and 245; and 28 and 29 Vict. caps. 98, 327, 335, and 359; 29 Vict. cap. 90; 29 and 30 Vict. caps. 175, 191, 192, 196, 223, 294, 298, 315, and 351; 30 and 31 Vict. caps. 27, 170, 185, and 207; 31 and 32 Vict. caps. 43 and 49; and 32 and 33 Vict. caps. 25, 83, and 115; and any other Acts relating to the Midland Railway Company:

"The Great Eastern Railway Act, 1862;" and all other Acts relating to the Great Eastern Railway Company:

"The Tottenham and Hampstead Junction Railway Act, 1862;" and all other Acts relating to the Tottenham and Hampstead Junction Railway Company:

"The Manchester Buxton Matlock and Midlands Junction Railway Act, 1846;" "The Cromford Canal Sale Act, 1846;" "The Cromford Canal Sale Act, 1851;" "The Manchester Buxton Matlock and Midlands Junction Railway, and Cromford Canal Leasing Act, 1852" and all other Acts relating to the Manchester Buxton Matlock and Midlands Junction Railway Company, and the Cromford Canal Company, or either of them.

And notice is hereby further given, that copies of the intended Act will, on or before the 23rd

day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1869.

*Beale, Marigold, and Beale, 10, Park-street, Westminster, Solicitors.*

In Parliament—Session 1870.

Yeovil Improvement.

(Supply of Water to Borough and vicinity—Construction of Waterworks—Compulsory Purchase of Gas Works, and of Lands for Waterworks, Market Places, and Fair Grounds, and Street Improvements—Amendment of existing Acts affecting the borough of Yeovil—Qualification for Municipal Franchise—Further Provisions for Improvement of Borough—New and Altered Rates, Tolls and Stallages—Further Borrowing Powers—Corporation may undertake Insurance against Fire.)

**A** PPLICATION is intended to be made to Parliament next Session for an Act to effect the objects, or some of the objects, following, viz. :—

1. To empower the Mayor, Aldermen, and Burgesses of the borough of Yeovil (hereinafter called the Corporation) to supply with water, for public and private and business and other purposes, the borough and parish of Yeovil, in the county of Somerset, and also the parishes or places of Melbury Bubb, Chetnole, Yetminster, Ryme Intrinsic, Bradford Abbas, and Clifton-Maybank, in the county of Dorset, and the parishes of Barwick, otherwise Berwick, and Preston Plucknett, in the county of Somerset, or any of them.

2. To empower the Corporation to make and maintain the following works, or some of them, viz. :—

(A). A tank or reservoir (No. 1) to be situate wholly in the parish of Melbury Bubb, in the county of Dorset, in an enclosure called Spring Pond Plantation, belonging to the Right Honorable the Earl of Ilchester, and numbered 140 on the tithe commutation map for that parish, and at or near the northern end of the pond situate in the said plantation.

(B). A conduit (Conduit No. 1) commencing in the said Tank or Reservoir No. 1, and terminating in the service reservoir hereinafter described, which Conduit No. 1 will be made or pass from, in, through, or into the parishes and places of Melbury Bubb, Batcombe, Stockwood, otherwise Stokewood, Chetnole, Yetminster, Leigh, Ryme Intrinsic, Beerhackett, Clifton-Maybank, and Bradford Abbas, all in the county of Dorset, and Barwick, otherwise Berwick, and Yeovil, in the county of Somerset, or some of them.

(C). A tank or reservoir (No. 2) to be situate wholly in the said parish of Melbury Bubb, and belonging to the Great Western Railway Company, and forming part of, or adjoining to, their Wilts, Somerset, and Weymouth Railway, at a point to the east of, and distant about 5 chains from, the eastern entrance to the Holywell Tunnel on that railway.

(D). A conduit (Conduit No. 2) to be situate wholly in the said parish of Melbury Bubb, commencing in the said Tank or Reservoir No. 2, and terminating by a junction with the said Conduit No. 1 in a field belonging to the said Earl of Ilchester, and occupied by Charles Henry Warren, and numbered

139 on the tithe commutation map for that parish.

(E). A service reservoir to be situate wholly in the said parish of Yeovil, in a field on Newton Hill, called Five Acres, belonging to George Harbin, Esquire, and occupied by Henry Bown, and numbered 818 on the tithe commutation map for that parish.

(F). A conduit (Conduit No. 3) to be situate wholly in the said parish of Yeovil, commencing in the said service reservoir, and terminating in Middle-street, in the borough of Yeovil, at or near to its junction with Vicarage-street.

(G). To cover over, repair and maintain the existing watercourse, or watercourses, in the said Holywell Tunnel, and in the cutting west thereof, through or along which the waters of the several springs, streams, and sources of water which rise in or near to or flow into or out of the said Holywell Tunnel, now flow or pass, which said covering over will commence at or near to the bridge crossing the said Wilts, Somerset, and Weymouth Railway between the said Holywell Tunnel and the Evershot Station, and terminate in the said Tank or Reservoir No. 2, and which said covering over will be situate in the parishes of Frome Saint Quintin and Melbury Bubb, in the county of Dorset, or one of them.

(H). All embankments, dams, byewashes, culverts, cuttings, bridges, communications, approaches, drains, sluices, filtering beds, engines, pumps, conduits, catchwaters, tanks, pipes, sluices, and other apparatus and conveniences in the parishes and places before mentioned, requisite in connection with the works before described, or for the distribution of water within the limits which the Corporation may be authorized to supply.

3. To empower the Corporation to take and divert into their said intended waterworks and to use the waters of the said pond, and of the several springs, streams, and sources of water which rise in or near to, or flow into or from the said pond, and of the several springs, streams, and sources of water which rise in or near to or flow into or out of the said Holywell Tunnel, and any which can be collected by or in the course of the said conduits (the waters of which said streams, springs, and sources, or some of them, directly or derivatively flow or proceed to and into the river Yeov, and thence into the river Parret); and also to make provision, so far as it may be necessary, for protecting and preserving the purity of the water to be taken from the said pond, springs, streams, and sources, for the purposes of the intended Act.

4. To authorize the Corporation, for the purposes of the waterworks, and the other purposes of the intended Act, to break up, alter, divert, or stop up, either temporarily or permanently, turnpike and other roads, streets, ways, bridges, quays, canals, towing paths, railways, tramroads, sewers, drains, telegraphs, streams, and watercourses within the borough and the several parishes and places before mentioned.

5. To authorize the Corporation, in the construction of the waterworks and other works, to deviate from the line and levels thereof as shewn on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be deemed expedient, and whether or not within the limits of deviation allowed by the Waterworks Clauses Acts, 1847 and 1863.

6. To embody in the intended Act, and apply

for the purposes of the waterworks, the parts of the Railways Clauses Consolidation Act, 1845, relating to the temporary occupation and use of lands and roads.

7. To authorize the Corporation, for the purposes of the waterworks and other works, to purchase, compulsorily or by agreement, springs, streams, waters, and water rights, lands, houses, and other property within the borough, and the parishes and places before mentioned, or easements in, under, or over the same. And to confer upon the Corporation all needful powers for preventing their water from being fouled or wasted, and to provide for the making of proper regulations, and for the due strength and maintenance of the supply pipes, cisterns, meters, and other apparatus to be provided and used by the consumers of the water of the Corporation, and for the prevention of the fouling, misuse, and abuse of the water of, or supplied by, the Corporation.

8. To authorize the Corporation, for the purpose of providing, enlarging, and improving market-places and fair-grounds, to purchase, compulsorily or by agreement, lands and houses in the parish and borough of Yeovil, adjoining or near unto the existing cattle market-place, and for the purpose of improving the London-road, and the Newton-road, to purchase compulsorily or by agreement, lands, houses, and buildings situate in the same parish and borough at or near the junction of those two roads.

9. To empower the Corporation for the purpose of widening or improving streets and roads from time to time to purchase compulsorily or by agreement any other lands and houses within the borough and parish of Yeovil.

10. To amend "The Borough of Yeovil Extension and Improvement Act, 1854" (hereinafter called the existing Improvement Act) and to make other provision with respect to the better draining, cleansing, paving, watching, lighting, supplying with water, and otherwise improving the borough of Yeovil.

11. To embody in the intended Act, either at length or by reference, and with such variations as may be thought expedient, the provisions of the Public Health Act, 1848, the Local Government Act, 1858, the Local Government Act (1858) Amendment Act, 1861, and other Acts relating to public health or local government, the Towns Improvement Clauses Act, 1847; the Commissioners Clauses Act, 1847; the Markets and Fairs Clauses Act, 1847, the Towns Police Clauses Act, 1847; the Gasworks Clauses Act, 1847; the Waterworks Clauses Acts, 1847 and 1868, and the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, or of some of the said Acts or some of such provisions.

12. To give other and more effectual powers for the compulsory purchase, by the Corporation of the undertaking, works, and property of the Yeovil Gas and Coke Company, and to amend sections 46, and 47, and 48 of the existing Improvement Act, and to repeal absolutely the last proviso to section 46 of that Act, and to enable the Corporation to exercise their powers as to gas and gas refuse, at any time, and for any purposes, and to repeal the restrictions contained in section 74 of that Act as to borrowing money.

13. To amend section 49 of the existing Improvement Act relating to supplies of water, and to repeal absolutely the proviso to that section.

14. To levy new tolls, rates, stallages, rents, and dues, to alter and extend those now leviable and payable, and to confer, vary, or extinguish exemptions from the payment thereof.

15. To authorize the Corporation to apply, for

the purposes of the intended Act, the borough rate and other rates, tolls, funds, lands, hereditaments, property, and revenues, and to borrow money thereon, and on the rates and other revenues to arise under the intended Act, and to grant rent charges and annuities payable thereout, and also to extend and amend their borrowing powers under the existing Improvement Act and to remove restrictions thereon, and to extend the time limited by that Act for repayment of money borrowed by them.

16. To empower the Corporation to undertake the insurance against fire of all or any of the houses and buildings within the borough of Yeovil, and to reinsure and to levy insurance rates on houses and buildings, and other property therein, and to raise money by mortgage or otherwise thereon and on the borough rate for such purposes.

17. To declare the qualification for the municipal franchise in and for the borough of Yeovil, to be that required by the Municipal Franchise Act, 32 and 33 Victoria, chapter 55, and to declare the borough rate and other rates leviable under the existing Improvement Act and the intended Act, to be borough rates within the meaning of the 1st section of the said Municipal Franchise Act.

18. To vary or extinguish all rights and privileges which would interfere with the objects of the intended Act, and to confer other rights and privileges.

19. On or before the 30th day of this present November, plans and sections of the intended waterworks, and also plans of the lands and houses intended to be compulsorily taken for market places, and the improvement of London-road and Newton-road, with books of reference to all the said plans respectively, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Dorset, at his office, at Sherborne, in that county, and with the Clerk of the Peace for the county of Somerset, at his office at Wells, in that county. And on or before the said 30th day of November, a copy of so much of the said plans and sections and plans and books of reference respectively as relates to each parish and extra-parochial place in or through which the intended waterworks will be made or pass, or in which any lands or houses so intended to be taken are situate, with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

On or before the 23rd day of December next printed copies of the proposed Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1869.

In Parliament.—Session 1870.

Severn and Wye Railway and Canal.  
(Extension of Railway to Ross and Monmouth Railway; Powers as to Tramways; Additional Capital; Amendment of Acts.)

APPLICATION is intended to be made to Parliament in the next session thereof, by the Severn and Wye Railway and Canal Company (who are hereinafter referred to as the Company) for leave to bring in a Bill for the follow-



ing; or some of the following; among other purposes:

1. To enable the Company to make and maintain, in the county of Gloucester, the railways hereinafter mentioned, or one of them, with all useful works, stations, approaches, and conveniences connected therewith respectively; that is to say:

(a.) A railway commencing in the townships of East Dean and West Dean, or one of them, by a junction with the authorized line of the railway firstly described in the 4th section of "The Severn and Wye Railway and Canal Act, 1869," at or near a point measuring 5 miles 3 furlongs and 5 chains upon the deposited plans referred to in the said Act, passing through or into the following parishes, townships, and places, or some of them, that is to say, East Dean, West Dean, Ruedean, Newland, and English Bicknor, and terminating in the said last-mentioned parish by a junction with the authorized line of the Ross and Monmouth Railway by two junctions, one at a point about 100 yards south-west of Stowfield Farmhouse, and the other at a point about 300 yards north of the said farmhouse:

(b.) A railway to commence in the said township of East Dean by a junction with the before-mentioned authorized line of the Severn and Wye Railway, at or near a point marked upon the said deposited plans 4 miles and 5 furlongs, and to terminate in the said townships of East Dean and West Dean; or one of them, by a junction with the intended railway firstly hereinbefore described, at a point about 460 yards south of where the turnpike-road from Mitchel Dean to Coleford crosses the Severn and Wye Railway at Mirey Stock.

2. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges:

3. To authorize the Company to apply their existing funds, and any moneys which they have still power to raise, to the purposes of the said railways and works; and for the same purposes to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define:

4. To enable the Company for the purposes of the said intended railways, or either of them, to convert any existing tramway of the Company into a railway, and to abandon any tramway which may become useless by the construction of either of the said railways, and to empower the Company to construct the said intended railways of the broad gauge, or of the narrow, or of a mixed gauge.

5. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation

Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the following; and of any other Acts relating to the Company, namely 49 Geo. 3, cap. 159; 50 Geo. 3, cap. 215; 51 Geo. 3, cap. 193; 54 Geo. 3, cap. 42; 3 Geo. 4, cap. 75; 16 and 17 Vict. cap. 196; 32 and 33 Vict., cap. 137.

6. Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map with the lines of railway delineated thereon, so as to show their general course and direction; and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, and a copy of those documents will also be deposited at the Speech House, in the Forest of Dean, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and township in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice, will be deposited with the parish clerk of each such parish at his residence; and with the clerks of the district churches of East Dean and West Dean, at their respective residences; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

7. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next:

Dated this 12th day of November, 1869.

*Windle and Maule*, Solicitors, Newnham.

*Dyson and Co.*, 24, Parliament-street, Parliamentary Agents.

#### Clyde Navigation.

Construction of Dock or Tidal Basin, Quays, Wharfs, Tramways, Road or Street, and other Works; Diversion of and Tramway on Point-house-road; Abandonment of authorized Wet Dock or Tidal Basin at Stobcross and other Works; Contribution to North British Railway Company for Stobcross Undertaking; Agreements with North British Railway Company, and Proprietors of Lands of Stobcross and Overnewton; Confirmation of Agreements; Extension of Time for Completion of Harbour Tramways; Power to levy and alter Rates, and borrow Money; Attainment of Acts, and other Purposes.

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 the objects and purposes aftermentioned, or some of them, that is to say:—

To authorise the Trustees of the Clyde Navigation (hereinafter called the Trustees) to make and maintain the dock or tidal basin, quays, or wharfs, tramways, and road or street hereinafter described, or some of them, and all necessary and proper approaches, communications, and other works and conveniences connected therewith, viz.:

First: A dock or tidal basin on the north side of the River Clyde and Harbour of Glasgow, commencing one hundred and forty-five feet or



thereabouts, south-eastwards from the east side of Sandyford-street, at the southern end of that street, extending in an easterly direction in or through parts of the lands of Overnewton and Stobcross, with two branches or divisions, and terminating as follows, viz.:—The northern branch or division of the said dock or tidal basin terminating two hundred and eighty-five feet or thereabouts westward from the west side of Finnieston-street, measured from a point on the west side of that street, three hundred and forty-eight feet or thereabouts southwards from the south side of Stobcross-street; and the southern branch or division of the said dock or tidal basin, terminating two hundred and five feet or thereabouts north-west of the north-western corner of Stobcross shipbuilding yard, occupied by Messrs. Barclay, Curle, and Company; with an entrance to the said dock or tidal basin from the said River and Harbour, commencing at a point eighty feet or thereabouts south-west of the south-western corner of the southmost shipbuilding shed of Kelvinhaugh Slip Dock, occupied by Messrs. Alexander Stephen and Sons, and extending thence in an easterly direction to the western end of the said dock or tidal basin before described; and all necessary walls, culverts, buildings, quays, wharfs, rails, tramways, approaches, and other works and conveniences, and excavation and dredging connected with the said dock or tidal basin, and the entrance thereto.

Second. A quay or wharf on the north side of said river and harbour, commencing at a point in the Pointhouse-road, three hundred and fifty-five feet or thereabouts southwards from the southern end of Sandyford-street, measured along the centre of the said road, extending thence in an easterly direction for a distance of two thousand five hundred feet or thereabouts, and terminating at the western boundary of the said Stobcross Shipbuilding Yard, with the necessary excavation and dredging in front of the said quay or wharf.

Third. A road or street on the north side of the said river or harbour, commencing at a point on the east side of Sandyford-street, one hundred feet or thereabouts southwards from the south side of Kelvinhaugh-street, at its junction with Sandyford-street, extending thence in an easterly direction, and terminating at the west end of Stobcross-street; which intended road or street will be a diversion of the portion of the Pointhouse-road, situate between a point in the said road, one hundred and forty-five feet or thereabouts southwards from the southern end of Sandyford-street on the west, and the western boundary of the said Stobcross Shipbuilding Yard on the east, and which portion of the said road is to be diverted and shut up, or used for quays, wharfs, waterway, and other purposes.

Fourth. A tramway on the north side of the said river and harbour, commencing at a point on the east side of Sandyford-street, two hundred and sixty-six feet or thereabouts southwards from the south side of Kelvinhaugh-street, at its junction with Sandyford-street, and terminating by a junction with the rails or tramway along the north side of the said harbour, authorised by "The Clyde Navigation (Glasgow Harbour Tramways) Act, 1864," at a point nine feet or thereabouts south of the west end of the westmost engineering work occupied by Messrs. Barclay, Curle, and Company, at Stobcross; which intended tramway will be laid along the north side of the said Pointhouse-road, from a point on the north side of the said road, eighty-five feet or thereabouts westward from the west end of the said westmost engineering work, crossing the north boundary of the said road at that point, and

curving thence in an easterly direction to the point of termination and junction above described, and at the last-mentioned point the said intended tramway will be on the north side of the said Pointhouse-road, and at a distance of six feet or thereabouts from the centre of the said road.

Which intended works, First, Second, Third, and Fourth above described, will be made and situate in the Barony parish of Glasgow, and county of Lanark.

Fifth. A quay or wharf on the south side of the said River Clyde and Harbour of Glasgow, commencing at the stair of the Kelvinhaugh Ferry, on the south side of the said river and harbour, extending thence in an easterly direction for a distance of two thousand one hundred and twenty feet or thereabouts, and terminating at the western end of the Mavisbank Quay, belonging to the Trustees, with the necessary excavation and dredging in front of the said intended quay or wharf.

Sixth. A tramway on the south side of the said river and harbour, commencing at a point on the western boundary of the lands of Heathery-hall, belonging to the Trustees, three hundred and five feet or thereabouts, in a northerly direction from the north side of Govan-road, and terminating by a junction with the rails or tramway along the south side of the said harbour, authorized by "The Clyde Navigation (Glasgow Harbour Tramways) Act, 1864," at a point one hundred and thirty feet or thereabouts eastward from the south-west corner of the shed on the said Mavisbank Quay.

Which intended works, Fifth and Sixth above described, will be made and situate in the parish of Govan and county of Lanark.

To authorise the Trustees to shut up that portion of the footpath on the south bank of the said river and harbour, situate between the north end of the footpath or lae leading from Govan-road to Kelvinhaugh Ferry on the West, and the western end of the said Mavisbank Quay on the east.

To deviate in the construction of the said intended works, to such extent as may be defined on the plans and sections to be deposited as hereinafter mentioned or provided by the said Bill; and to cross, alter, stop up, and divert, so far as may be necessary for the purpose of making, maintaining, and using the said intended works, and for the other purposes of the said Bill, any turnpike or other roads, streets, highways, lanes, paths, passages, bridges, sewers, telegraphic apparatus, gas and water pipes, railways and tramways, or other works within the parishes aforesaid.

To authorise the Trustees to purchase, take, and acquire, compulsorily or otherwise, lands, houses, and other property which will or may be required to be taken for the purposes of the said intended works; and to vary or extinguish all rights and privileges connected with such lands, houses, and other property which would interfere with or prevent the construction of the said intended works, or the execution of the purposes of the said Bill.

To empower the Trustees and the owners of and other persons interested in the lands, houses, and other property required for the purposes aforesaid, and any other Companies, Corporations, Commissioners, Trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the Trustees of such lands, houses, and other property in fee, lease in perpetuity, or otherwise, for such prices, feu-duties, ground annuals or rent charges, or for such consideration

in mortgages or bonds of the Trustees, as may be agreed on or provided by the said Bill, and for the acquisition, purchase, commutation, or extinction, of any duties, customs, or other payments and other rights, privileges, restrictions, or prohibitions which may affect or be affected by the construction, maintenance, or use of the said intended works, or by the interference with any roads, streets, footpaths, lanes, passages, or thoroughfares, and to execute all agreements, conveyances, contracts, leases, and other deeds necessary for these purposes.

To authorise the Trustees to erect and maintain warehouses, sheds, cranes, weighing machines, and all other necessary conveniences on and in connection with the said dock or tidal basin, or quays or wharfs, and on any lands or in connection with any works already acquired or constructed, or hereafter to be acquired or constructed by them.

To extend the time limited by "The Clyde Navigation (Glasgow Harbour Tramways) Act, 1864," for the completion of the lines of rails or tramway, by that Act authorised, along the north side of the said harbour, so far as extending from the junction therewith of the tramway authorised to be constructed by "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," near the south end of Finnieston-lane to near Glasgow Bridge; the time limited for the completion of which portion of the said lines of rails or tramway was extended by "The North British Railway (General Powers) Act, 1867," and "The Clyde Navigation (Amendment) Act, 1868."

To authorise the Trustees to sell and dispose of any lands, houses, or other property already acquired, or hereafter to be acquired by them, and which may not be required for the purposes of their undertaking, or of the said Bill, on such terms and conditions, and at such times, and for such price or consideration as the Trustees may fix, or as may be provided by the said Bill.

To authorise the Trustees to levy tolls, rates, rents, and duties, for or in respect of the use of the said dock or tidal basin, and for or in respect of the use of the said quays or wharfs, tramways, warehouses, sheds, cranes, weighing machines or other works and conveniences erected or constructed, or to be erected and constructed by them; to repeal or to alter and vary the existing tolls, rates, rents, and duties, or some of them, which are or may be leviable by the Trustees in respect of their undertaking, or any part thereof, and to levy new or additional tolls, rates, rents, and duties, and to confer, vary, or extinguish exemptions from the payment of such existing or new tolls, rates, rents, and duties.

To relinquish and abandon in whole or in part the construction of the wet dock or tidal basin on the said lands of Stobcross, authorised by "The Clyde Navigation Consolidation Act, 1858," and described on the plans and sections referred to in the local Act 9th Vict., cap. 23, intituled "An Act for enabling the Parliamentary Trustees on the River Clyde and Harbour of Glasgow, to acquire a portion of the lands of Stobcross and adjacent grounds, and to construct thereon a Wet Dock or Tidal Basin, with certain additional Wharfs and other Works;" by which last-mentioned Act (now repealed), the construction of the said wet dock or tidal basin to be relinquished and abandoned as aforesaid was originally authorised; and also to relinquish and abandon, in whole or in part, the construction of the quays or wharfs, and other works described on the said plans and sections, and authorised by the said Acts, or such parts of the said quays or wharfs as have not already been constructed and executed.

To authorise the trustees to make and enter into agreements with the proprietors of the said lands of Stobcross and Overnewton, or either of them, for the purchase and removal of all restrictions and prohibitions with respect to the nature and use of any buildings to be erected on the lands belonging to the trustees, and with the North British Railway Company, and the said proprietors, or either of them, with respect to the construction and use of the said intended dock or tidal basin, quays or wharfs, warehouses, tramway, road or street, and other works on the north side of the said river and harbour hereinbefore described, and the railways, tramways, roads, streets, accesses, and approaches connected therewith or leading thereto, and with respect to all claims of compensation or damages which have been or may be made by the said proprietors against the trustees and the said Company, or either of them, with respect to the exercise by the trustees or the said Company of any powers conferred on them by the Acts relating to their respective undertakings, or otherwise, and with respect to all claims, matters, and things arising out of or connected with the Acts relating to the trustees, or the said Company, or either of them, or their respective undertakings, so far as regards the said authorised wet dock or tidal basin, and quays or wharfs, warehouses, and other works and buildings on the said lands of Stobcross and Overnewton, or either of them, and the railways, tramways, roads, streets, accesses, and approaches thereto, or the relinquishment and abandonment of the said authorised wet dock or tidal basin, quays or wharfs, and other works.

To authorise the trustees to subscribe, contribute, and advance to the North British Railway Company, such sums of money as the trustees may think fit, not exceeding one hundred and fifty thousand pounds, to be applied in or towards the construction of the railways and works authorised by "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," and "The North British Railway (Glasgow Branches) Act, 1866," as altered and varied by "The North British Railway (General Powers) Act, 1867," and "The North British Railway (General Powers) Act, 1868," or any of such railways and works, and which railways and works will or may be formed into a separate undertaking of the North British Railway Company, under the provisions of "The North British Railway Act, 1869," to be called "The Stobcross Undertaking;" and to authorise the trustees to take and hold shares or stock in the said separate undertaking, in respect of such subscription, contribution, or advance, with such preference or priority, and such other privileges or advantages, and secured by such lien, as have been or may be agreed on by and between the trustees and the said Company, and to apply for the purposes of such subscription, contribution, or advance any funds belonging to the trustees, or any money to be borrowed by them under the authority of the existing Acts relating to their undertaking, or of the said Bill; and to provide for the application of the sums so subscribed, contributed, and advanced, and of the capital and revenues of the said separate undertaking.

To authorise the trustees to borrow, on the security of their undertaking, lands, property, and works already acquired and constructed, or to be acquired and constructed, and of the tolls, rates, rents, and duties which are or may be leviable by them, additional money for the purposes of the said intended works, for the purchase of lands, houses, and other property to be acquired and taken under the said Bill, for the said subscrip-

tion, contribution, or advance to the North British Railway Company, and for the general purposes of the undertaking of the trustees; and to apply their funds and revenues for and towards the several purposes above-mentioned.

To provide for the use of the intended tramway fourth above described, by the North British Railway Company and the Caledonian Railway Company, or either of them, to the same or the like extent and effect as the said Companies, or either of them, are or would be entitled to use the tramway at or near the said harbour, authorised by "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," the construction of which tramway is proposed to be abandoned, or to such extent and effect as may be agreed on or provided by the said Bill.

To sanction and confirm any agreements which have been or may be made by and between the trustees and the said railway companies, and the said proprietors of the said lands of Stobcross and Overnewton, or any two or more of the said parties, with respect to the several matters above-mentioned, or any of them.

To vary or extinguish all rights and privileges which would in any manner interfere with or prevent the execution of the objects and purposes of the said Bill, or any of them, and to confer all powers, rights, and privileges which may be necessary for carrying into effect the objects and purposes of the existing Acts relating to the undertaking of the trustees and of the said Bill.

To amend or repeal, so far as may be necessary for the purposes of the said existing Acts and of the said Bill, the following local Acts of Parliament, viz.:—"The Clyde Navigation Consolidation Act, 1858;" "The Clyde Navigation (Glasgow Harbour Tramways) Act, 1864;" "The Clyde Navigation (Amendment) Act, 1868;" and any other Acts relating to the Clyde Navigation; "The Glasgow Police Act, 1866;" "The Edinburgh and Glasgow Railway Consolidation Act, 1852;" "The North British Railway Consolidation Act, 1858;" "The North British and Edinburgh, Perth, and Dundee and West of Fife Railways Amalgamation Act, 1862;" "The Edinburgh and Glasgow Railway (Extensions) Act, 1864;" "The North British and Edinburgh and Glasgow Railway Companies Amalgamation Act, 1865;" "The North British Railway (Glasgow Branches) Act, 1866;" "The North British Railway (General Powers) Act, 1867;" "The North British Railway (General Powers) Act, 1868;" and "The North British Railway Act, 1869;" and all other Acts relating to the North British Railway Company; and "The Caledonian Railway (Glasgow Harbour) Act, 1864."

Plans and sections describing the lines, situations, and levels of the said intended works, and the lands, houses, and other property which will or may be required to be taken for the purposes of the said intended works; with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and a copy of this notice as published in the Edinburgh Gazette, will be deposited for public inspection, on or before the 30th day of November, 1869, with the principal Sheriff-Clerk of the county of Lanark, at his office in Glasgow, and with the schoolmasters, or if there be no schoolmasters, with the Session-Clerks of the Barony parish of Glasgow and the parish of Govan, respectively, at the usual places of abode of such schoolmasters or Session-Clerks, and with the Town-Clerks of the city or royal burgh of Glasgow, at their office in Glasgow.

No. 23559.

I

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1869.

Dated this 12th day of November, 1869.

A. Turner, Town-Clerk of Glasgow, and Secretary to the Trustees of the Clyde Navigation, Solicitor for the Bill:

Loch and Maclaurin, 8, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1870.

Midland Railway.

(Wirksworth and Rowsley Line.)

(Railway in the County of Derby to connect the Duffield and Wirksworth Railway with the Rowsley and Buxton Railway; Additional Capital; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the Midland Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them (that is to say):

To empower the Company to make and maintain the railway following, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):

1. A railway nine miles or thereabouts in length, to commence in the township and parish of Wirksworth, in the county of Derby, by a junction with the Duffield and Wirksworth Railway of the Company, at a point thereon fourteen chains or thereabouts to the north of the Wirksworth passenger station, measured from the booking office of the Company at such station along the line of the said railway, and to terminate in the township, liberty, or extra-parochial place of Nether Haddon, in the parish of Bakewell, in the same county, by a junction with the Rowsley and Buxton Railway of the Company at a point thereon forty-nine chains or thereabouts to the west of the Rowsley passenger station of the Company, measured from the booking office at such station along the line of the said railway; which said intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them (that is to say): Wirksworth, Middleton, Cromford, Bonsall, Winster, Matlock, Matlock Bath, Matlock Bridge, Darley, Darley Dale, Wensley and Sutterton, Little Rowsley, Little Rowsley Liberty, Birchover, Stanton, Stanton-Woodhouse, Youghreave, Great Rowsley, Nether Haddon, Over Haddon, and Bakewell, all in the county of Derby:

To empower the Company to purchase lands and houses by compulsion or agreement for the purposes of the railway and works so proposed to be constructed as aforesaid and to vary and extinguish all existing rights and privileges connected therewith which would in any manner impede or interfere with the purposes of the intended Act, and to confer other rights and privileges:

To authorize the Company to levy tolls, rates, or duties for or in respect of the said railway and works and to grant exemptions from the payment of tolls, rates, and duties:

To authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, tramways, canals, streams, and rivers within or

adjoining to the aforesaid parishes, townships, or other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act:

To authorize the Company to raise a further sum of money for the purposes of the intended Act, by the creation of new shares, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, or by borrowing or by any of such means; and also to apply to all or any of such purposes any capital or funds belonging to the Company:

And notice is hereby further given, that plans and sections of the said intended railway and works, together with a published map, whereon will be defined the general course or direction of such railway, and a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November in this present year, be deposited for public inspection with the clerk of the peace for the county of Derby, at his office in Derby; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to the several parishes within which the said intended railway and works are or will be situate, together with a copy of this notice, will be deposited for public inspection with the parish clerk of each such parish at his residence; and as to the township, liberty, or extra-parochial place of Nether Haddon with the parish clerk of the parish of Bakewell, at his residence; and as to any other extra-parochial place with the clerk of some parish immediately adjoining thereto, at his residence:

And it is proposed by the said intended Act to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the several Acts of Parliament following, or some of them relating to the Company (that is to say); local and personal Acts 7 and 8 Vict. caps. 18 and 59; 8 and 9 Vict. caps. 38, 49, 56, 90, and 181; 9 and 10 Vict. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict. caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict. caps. 21, 88, and 131; 14 and 15 Vict. caps. 57, 88, and 113; 16 Vict. cap. 33; 16 and 17 Vict. cap. 108; 19 and 20 Vict. cap. 54; 22 and 23 Vict. caps. 40, 130, and 136; 23 and 24 Vict. caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict. caps. 57, 106, and 139; 25 and 26 Vict. caps. 81, 90, 91, and 173; 26 and 27 Vict. caps. 74, 82, 182, and 183; 27 and 28 Vict. caps. 164, 230, 231, and 245; and 28 and 29 Vict. caps. 98, 327, 335, and 359; 29 Vict. cap. 90; 29 and 30 Vict. caps. 175, 191, 192, 196, 223, 294, 298, 315, and 351; 30 and 31 Vict. caps. 27, 170, 185, and 207; 31 and 32 Vict. caps. 43 and 49, and 32 and 33 Vict. caps. 25, 83, and 115, and any other Acts relating to the Midland Railway Company:

And notice is hereby also given, that printed copies of the intended Act will on or before the 23rd day of December next be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1869.

*Beale, Marigold, and Beale,*  
10, Park-street, Westminster,

Solicitors.

In Parliament—Session 1870.

Chelsea Rectory.

(Amendment of Act, and further Powers as to granting Building Leases).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill to alter and enlarge some of the powers and provisions of

the Act passed in the sixth year of the reign of King George the 4th, intituled "An Act for enabling the Rector of the Rectory and Parish Church of Chelsea, in the Parish of Saint Luke, Chelsea, in the county of Middlesex, to grant building and repairing leases of glebe lands and premises belonging to the said rectory, and for other purposes," and by such Bill it is intended, amongst other purposes, to provide for the following:—

To enable the rector for the time being of the rectory and parish church of Chelsea to accept surrenders of any leases granted under the powers of the said Act, and to alter the term for which and the conditions upon which such leases may be granted.

To repeal so much of the 15th section of the before-mentioned Act as restrains the granting of any lease or leases of the gardens belonging to the rectory or parsonage house, and to extend the leasing powers of the said Act, and as the same may be amended and enlarged by the intended Act to such parts of the premises now included within the before-mentioned restrictions as consist of what is now used as a kitchen garden, and which said land is about one rood and ten poles in extent, and faces King's-road on the south, and Church-street, Chelsea, on the west.

The Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, and printed copies thereof will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 17th day of November, 1869.

*Fladgate, Clarke, and Finch,* 40, Crayenstreet, Strand, Solicitors for the Bill.

*Dyson and Co.,* 24, Parliament-street, Westminster, Parliamentary Agents.

Rotherham Gas Company.

(Amendment of Company's Act; Increase of Capital by Shares or Borrowing; Provisions as to Supply and Illuminating Power of Gas, and as to Levying and Recovery of Rates; Agreements with other Bodies; Further Powers to Company; Incorporation of Acts.)

**N**OTICE is hereby given, that the Rotherham Gas Light and Coke Company intend to apply to Parliament in the ensuing Session for leave to bring in a Bill to alter, amend, enlarge, or abridge the powers and provisions of "The Rotherham Gas Light Act, 1855" (hereinafter called "The Act of 1855"), and in the said Bill powers will be applied for to effect all or any of the following objects, namely:—

To enable the Company to raise further capital by new shares and stock, and (if the Company think fit) to attach to such new shares and stock, or some of them, a preference or priority in payment of interest or dividend; to alter, classify, and regulate the existing shares and stock of the Company, and to vary and regulate the rate of profits which the Company are by the said Act authorized to divide, and to alter, define, and regulate the mode of and qualifications for voting and other rights and privileges of the shareholders, and the general management of the affairs of the Company, and to enable the Company to borrow money on mortgage or bond, or otherwise, and to create debenture stock.

To levy rates, rents, and charges, differential or otherwise, for the supply of gas and for the hire of meters and fittings; to confer exemptions from the payment thereof; to alter existing rates, rents, or charges, and to confer, vary, or extinguish

exemptions from any such rates, rents, or charges; and other rights and privileges.

To increase or alter the illuminating power of the gas supplied by the Company, as required by the Act of 1855.

To make further and other provisions with reference to the supply of gas by the Company; and the mode, terms, and conditions of the same, and as to the access to and inspection of meters, and as to the recovery of rates or sums owing to the Company, and for preventing waste or misuse of gas or frauds in the consumption thereof, and authorizing the cutting off of supply in certain cases, and to make further and other provisions with reference to the general regulations and management of the affairs of the Company, and to confer upon them all powers requisite for the objects of the Bill or usually granted to gas Companies.

To authorize the making of and to confirm, sanction, and give effect to contracts and agreements between the Company and any other Companies and Corporations, Local Boards, and persons with reference to the supply of gas by the Company, or any of the objects or matters aforesaid.

And it is intended to incorporate with the said Bill, either wholly or in part, "The Gas Works Clauses Act, 1847," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869," or some or one of those Acts; and (if required for the objects of the Bill) to alter any of the provisions of the said Acts.

And notice is hereby further given, that printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1869.

Dated this 11th day of November, 1869.

*Hoyle and Son*, Rotherham, Solicitors for the Bill.

*J. Dorington and Co.*, 6, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1870.

Kingsbridge Railway.

(Extension of time for compulsory purchase of Lands and Completion of Works; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Kingsbridge Railway (hereinafter called "The Company") for leave to bring in a Bill, and to pass an Act, to alter, amend, extend, and enlarge the powers and provisions of "The Kingsbridge Railway Act, 1864," and "The Kingsbridge Railway (Deviations) Act, 1865," for the compulsory purchase of lands and completion of works by the said Acts authorised, and to revive and extend such of the powers, if any, of the said Acts as may have expired; to authorize the Company to attach to any of their existing shares or stock any preference or priority of dividend; and the Bill will vary and extinguish all existing rights and privileges which would interfere with any of the objects of the said Bill.

Printed copies of the said Bill will, on or before the 23rd day of December next be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1869.

*Hargrove, Fowler, and Blunt*, No. 3, Victoria-street, Westminster.

*G. B. Lidstone*, Kingsbridge, Solicitors to the Company.

In Parliament.—Session 1870.

Milford Haven Dock and Railway.

(Extension of time for completion of Works; Powers to raise further Capital; To Lease the Undertaking; Working and Traffic Arrangements; Alteration of Tolls, Rates, &c.; Repeal and Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Milford Haven Dock and Railway Company (hereinafter called "the Company"), for leave to bring in a Bill for the purposes, or some of the purposes following, that is to say—

1. To extend the time limited by "The Milford Haven Dock and Railway Act, 1860," for the Construction and Completion of the Dock and the Works and conveniences incidental thereto or connected therewith authorised by that Act, and to extend the powers granted to the Company for the construction and completion of the said Dock and Works.

2. To raise further Moneys by the creation and issue of New Shares and Stock, either with or without preference or priority of dividend or interest, or other special privilege over the existing or ordinary shares or stock of the Company; to create and issue Debenture Stock, and to raise further Moneys by borrowing on mortgage or bond or otherwise.

3. To enable the Company to lease the undertaking of the Company or any part thereof to George Bower, of Saint Neots, in the county of Huntingdon, merchant; Alfred Beeston, of Barnes, in the county of Surrey, gentleman; John Morton Toler, of Saltersford Hall, in the county of Chester, civil engineer, and James A. Eaton, of Liverpool, in the county of Lancaster, civil engineer, or any of them, and to enable the Company and the said George Bower, of Saint Neots, in the county of Huntingdon, merchant; Alfred Beeston, of Barnes, in the county of Surrey, gentleman; John Morton Toler, of Saltersford Hall, in the county of Chester, civil engineer, and James A. Eaton, of Liverpool, in the county of Lancaster, civil engineer, or any of them, to enter into agreements in relation to or for the carrying on or management of the traffic of the Company's undertaking or any part thereof.

4. To alter and vary and, if need be, to increase all or any of the tolls, rates, duties, and charges, authorised and defined by "The Milford Haven Dock and Railway Act, 1860," and to enable the Company to levy and charge other and additional tolls, rates, duties, and charges.

5. To alter, amend, extend, or so far as may be necessary for attaining the purposes aforesaid or any of them, to repeal some of the powers and provisions of the several acts following, or some of them, relating to the Company (that is to say), "The Milford Haven Dock and Railway Act, 1860;" "The Milford Haven Dock and Railway Act, 1863;" and "The Milford Haven Dock and Railway Amendment Act, 1867."

6. To alter, vary, and extinguish all rights and privileges which will in any manner impede or interfere with the objects of such Act, or any of them, and to confer, vary, or extinguish other rights and privileges.

7. On or before the 23rd day of December next, printed copies of the intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1869.

*Marriott, Jordan, and Cooper*, Solicitors and Parliamentary Agents, 3, Westminster-chambers, Victoria-street, S.W.

In Parliament.—Session 1870.

Elland and Brighouse Turnpike Road.  
(Continuation of Term; Levying and Alteration of Tolls; Repeal or Amendment of Acts).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill to alter, amend, extend, and enlarge all or some of the powers and provisions of an Act passed in the seventh year of the reign of his late Majesty King William the Fourth, intituled "An Act for repairing and maintaining the road leading from Elland-bridge, in the parish of Halifax, into the Dewsbury and Elland turnpike-road, near the obelisk in the parish of Dewsbury, all in the West Riding of the county of York," and to continue and extend the term granted by the said Act, or any further term granted by any subsequent Act, or to repeal the said Act, and to create a further term, and to make further provision with reference to the said road, or some part thereof; and power will be taken in the said Bill to continue, increase, or otherwise alter the tolls, rates, and duties authorised by the said Act to be taken on the said road; to levy new tolls, rates, or duties thereon, or on some part thereof; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties; to pay off, compound, or make other arrangements with reference to the mortgages, debts, and charges on the said road and tolls; and to confer, vary, or extinguish other rights and privileges.

And notice is hereby also given, that printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 13th day of November, 1869.

*Adam Emmet, Emmet, and Kenny, Halifax,*  
Solicitors for the Bill.

*Marriott, Jordan, and Cooper, No. 3, Westminster-chambers, Victoria-street, S.W.,*  
Parliamentary Agents.

#### Herefordshire and Gloucestershire Canal Navigation.

Confirmation of Agreement between the Company of Proprietors of the Herefordshire and Gloucestershire Canal Navigation and the Great Western Railway Company for the Sale or Transfer of the Herefordshire and Gloucestershire Canal, or for Amalgamation; Vesting the undertaking of the said Canal Company in the said Railway Company; and Amendment of Acts.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for all or some of the following purposes, that is to say:—

To confirm and give effect to, an agreement between the Company of Proprietors of the Herefordshire and Gloucestershire Canal Navigation (hereinafter called the Canal Company), and the Great Western Railway Company (hereinafter called the Railway Company), for the sale or transfer of the undertaking of the Canal Company to the Railway Company, or for the amalgamation of the undertaking of the Canal Company with the undertaking of the Railway Company: For the dissolution in certain events of the Canal Company and for other purposes, and to make further provisions in respect thereto, and for the purpose of merging in the Railway Company all the rights, powers, and privileges of the Canal Company with reference to their own undertaking or the undertakings of any other Companies or parties.

To vest, or provide for the vesting, of the

undertaking of the Canal Company in, and the amalgamation thereof with, the undertaking of the Railway Company upon such terms and conditions as may be agreed upon, or as may be provided for or prescribed by the intended Act. To authorise, if need be, the substitution of shares or stock of the Railway Company for shares or stock of the Canal Company, and to enable the Railway Company to create or issue shares or stock for that purpose. To dissolve or provide for the dissolution of the Canal Company, and to provide for the exercise and fulfilment by the Railway Company in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants, of all the rights, powers, privileges, liabilities, and obligations of the Canal Company, whether with reference to the acquisition of lands, the construction or maintenance of works, the levying of tolls, rates, and charges, the granting or issuing of mortgages or bonds, or otherwise, and for the conversion into shares or stock of the Railway Company of the shares or stock in the capital of the Canal Company.

And also, if need be, to alter, amend, extend, and repeal all or some of the powers and provisions of the several Acts (local and personal) following, or some of them (that is to say), Acts relating to the Company of Proprietors of the Herefordshire and Gloucestershire Canal Navigation videlicet (local and personal Acts), 31 George III., cap. 89; 33 George III., cap. 119; 2 and 3 Vic., cap. 26, and any other Act or Acts relating to or affecting that Company.

Acts relating to the Great Western Railway Company, and their undertaking, videlicet, 5 and 6 William IV., cap. 107; the Great Western Railway Act, 1851; The Great Western (Birmingham and Chester Railways) Act, 1854; Great Western Railway Capital Act, 1861; Great Western Railway (West Midland Amalgamation) Act, 1863; Great Western Railway (South Wales Amalgamation) Act, 1863; Great Western Railway (Vale of Neath Amalgamation) Act, 1866; Great Western Railway (Wycombe Railway Transfer) Act, 1866; Great Western Railway (Further Powers) Act, 1866; Great Western Railway (Various Powers) Act, 1867; Great Western Railway Act, 1868; Great Western Railway Act, 1869; and any other Act or Acts relating to or affecting that Company.

And notice is hereby also given, that on or before the 23rd day of December next printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1869.

#### North Metropolitan Railway.

(Extension of Time for Purchase of Lands limited by North Metropolitan Railway Act, 1867; Amendment of Acts.)

**N**OTICE is hereby given, that the North Metropolitan Railway Company intend to apply to Parliament in the next session for an Act to extend and enlarge the time for the compulsory purchase of lands limited by the North Metropolitan Railway Act, 1867, and extended by a warrant of the Board of Trade dated the 16th day of March, 1869, and to alter and amend the said Act, and also the North Metropolitan Railway Act, 1866. Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1869.

Dated 17th November, 1869.

*Wilson, Bristows, and Carrmael, Solicitors*  
for the Bill, 1, Copthall-buildings, E.C.



In Parliament.—Session 1870.

Ashton-under-Lyne, Stalybridge, and Dukinfield  
(District) Waterworks.

(Construction of Waterworks. Extension of Water Supply. Appointment of Joint Committee. Vesting in Committee of Existing Works. Water Rates and Water Rents. Application of Borough and Board of Health Rates. Provision for admission of Mossley, Hurst, Staley, and Upper Mill Local Boards of Health. Amendment of Acts.)

**A**PPPLICATION is intended to be made to Parliament, in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

I. To enable the mayor, aldermen, and burgesses of the borough of Ashton-under-Lyne, and the mayor, aldermen, and burgesses of the borough of Stalybridge (who are hereinafter called the Corporations), and the Local Board of Health for the district of Dukinfield (the said three bodies jointly being hereinafter called "The Promoters") to construct and maintain the following works, and to exercise the following powers for the supply with water of the said boroughs and district, and other places within the limits of the proposed Bill, such works being—

(1.) A reservoir to be situate on the stream known as Greenfield Brook, to be formed by an embankment across the said brook, about 216 yards in length, from north to south, placed 11 yards, or thereabouts, measured in a straight line in a westerly direction below the junction of Near Rough Clough with Greenfield Brook, which reservoir will extend from the said embankment to a point on the Greenfield Brook in an easterly direction 402 yards or thereabouts, measured in a straight line. The said reservoir will be wholly situate in the township of Quick, otherwise Saddleworth.

(2.) A reservoir to be situate on Greenfield Brook, and to be formed by an embankment across the said brook about 262 yards in length from east to west, placed 160 yards, or thereabouts, measured in a straight line, in a northerly direction, above the junction of Dove Stone Clough with Greenfield Brook, and the said reservoir will extend from the said embankment to a point on the Greenfield Brook 760 yards, or thereabouts, measured in a straight line in a north-easterly direction. This reservoir will be wholly situate in the township of Quick, otherwise Saddleworth.

(3.) A reservoir to be situate on the stream known as Chew Brook, and to be formed by an embankment across the said brook about 287 yards in length from north to south, placed 320 yards, or thereabouts, measured in a straight line in a south-westerly direction, below the junction of Small Clough and Chew Clough, and the said reservoir will extend from the said embankment to a point on the Chew Clough 850 yards, or thereabouts, measured in a straight line in an easterly direction from the crossing of the stream by the proposed embankment, and will also extend to a point on Small Clough 730 yards, or thereabouts, measured from the same crossing in a straight line in a north-easterly direction. This reservoir will be wholly situate in the township of Quick, otherwise Saddleworth.

(4.) A reservoir to be situate on certain fields or lands on the north side of the village of Dob Cross, and to be formed by an embankment, which will commence in a field known as Middle

Meadow, occupied by James Jagger, at a point about 50 yards, measured in a north-easterly direction from the northerly corner of a house called Banks, thence will proceed in a southerly direction for 58 yards, then in an easterly direction for 125 yards, and then in a northerly direction for 87 yards to its point of termination at or near a road called Long-lane, at a point near that lane 160 yards, or thereabouts, measured in a northerly direction from the northerly corner of a house called Sandy Way Head, and which reservoir will be wholly situate on lands occupied by James Jagger, George Wood, and John Garratt, in the township of Quick, otherwise Saddleworth. All which reservoirs 1, 2, 3, and 4, will be wholly situate in the parish, township, or chapelry of Quick, otherwise Saddleworth, in the West Riding of the county of York, the said parish, township, or chapelry being part of the parish of Rochdale, and hereinafter referred to as the township of Quick, otherwise Saddleworth.

(5.) A reservoir to be situate at or near a place known as Mossley-cross, to be formed by an embankment, commencing in a field occupied by John Ogden, at a point about 33 yards West of the north-westerly corner of the Old Pack Horse Inn, thence proceeding in a southerly direction for 165 yards, thence westward for 86 yards, and thence in a north-westerly direction for 408 yards, and there terminating at a spot 165 yards, or thereabouts, measured in a direct line in a westerly direction from the west corner of Willow Cottage. This reservoir will be formed on lands occupied by Robert Mosley, John Ogden, Luke Walker, Samuel Buckley, William Cheetham, and Edward Wright, and will be wholly situate in the division of Hartshead, in the parish of Ashton-under-Lyne, in the county Palatine of Lancaster.

(6.) A reservoir to be situate upon certain fields or lands between Dirt Farm-house and the existing Knott-hill Reservoir of the Ashton-under-Lyne Corporation, the said reservoir being formed by an embankment, commencing at a point about 110 yards, measured in a southerly direction from the north-west corner of the Dirt Farm-house, and also 207 yards, or thereabouts, in an easterly direction from the south-eastern gateway, or entrance, to the said Knott-hill Reservoir, thence proceeding westward for 121 yards, thence in a north-westerly direction 237 yards, thence in a north-easterly direction 177 yards, thence in an easterly direction 125 yards, and there terminating at a point about 230 yards north-west from the north-west corner of the said Farm-house, and 375 yards south-west of the north-west corner of Tongue Bottom Farm-house. This reservoir will be formed on lands in the occupation of William Taylor, in the same division of Hartshead, in the parish of Ashton-under-Lyne.

(7.) A reservoir to be situate north-west of the village of Hazlehurst, and to be formed by an embankment, commencing at the spot where the embankment of the hereinbefore last-described reservoir commences, thence proceeding westward for about 352 yards, thence southward for about 190 yards, where it will terminate in a field occupied by William Riley, at a spot about 42 yards north of the north-east corner of Hazlehurst Mill. This reservoir will be formed on lands in the occupation of William Seymour, Henry Spencer, John Baldwin, and William Riley, and will be wholly situate in the division of Hartshead, in the parish of Ashton-under-Lyne.

(8.) An aqueduct, or conduit, in the township of Quick, otherwise Saddleworth, to com-

mence at or near the junction of the streams, known as Holme Clough and Birchen Clough, with the Greenfield-brook, and to terminate at and in Greenfield-brook, at the junction of Greenfield-brook and Dovestone Clough.

(9.) An aqueduct, or conduit, in the same township, to commence at and in the most south-westerly tributary stream of the Dovestone Clough, at a point on that stream where an imaginary line, 1,180 yards in length, drawn in a south-easterly direction from the junction of Dovestone Clough with Greenfield-brook, would intersect an imaginary line, 1,490 yards in length, drawn in a south-westerly direction from the point where Birchen Clough joins Greenfield-brook, and to terminate by a junction with the aqueduct, or conduit hereinbefore lastly described, in or near to Dovestone Clough, at a point 710 yards or thereabouts from the junction of Dovestone Clough with Greenfield-brook, measured in a straight line in an easterly direction.

(10.) A road in the same township, to commence by a junction with the Greenfield and Shepley-lane Head Turnpike-road, at a point 930 yards, or thereabouts, measuring along such turnpike-road in an easterly direction from the junction of Bank-lane with the said turnpike-road, and to terminate at the western end of the embankment of the intended reservoir, secondly herein described, at a spot 130 yards, or thereabouts, measured in a straight line in a westerly direction from the spot where the said embankment crosses the Greenfield-brook.

(11.) An aqueduct, or conduit, in the same township, to commence at or in Chew-brook, at a point 233 yards, or thereabouts, measured in a straight line in a southerly direction from the point where Chew-road crosses Chew-brook, and to terminate in the intended reservoir secondly herein described, at or near the eastern end of the embankment of the said reservoir, at a spot 137 yards, or thereabouts, measured in a straight line, in an easterly direction from the spot where the said embankment crosses the Greenfield-brook.

(12.) A road in the same township, to commence about 55 yards westward of the spot where the embankment of the intended reservoir, thirdly herein described, crosses the Chew-brook, and to terminate in the Greenfield and Shepley-lane Head Turnpike-road, at or near to Nook-steer-bridge.

(13.) An aqueduct, or conduit, in the same township, to commence in and out of the intended reservoir, thirdly herein described, at a point 88 yards, or thereabouts, east from the embankment of such reservoir, and to terminate in the Greenfield-brook, at a point about 110 yards northward of the junction of Dovestone Clough with Greenfield-brook.

(14.) An aqueduct, or conduit, to commence in and out of the intended reservoir, thirdly herein described, at the point of commencement of the aqueduct, hereinbefore lastly described, in the township of Quick, otherwise Saddleworth, and to terminate at the point where the Swineshaw-brook enters the Walker Wood reservoir of the Ashton and Stalybridge Corporations, in the township of Stayley, and which aqueduct, or conduit, will be situate in the said township of Quick, otherwise Saddleworth, and in the townships of Tintwistle, Hollingworth, and Stayley, in the parish of Mottram-in-Longdendale, in the county of Chester.

(15.) An aqueduct, or conduit, to commence in and out of the discharge pipe of the existing Brushes reservoir of the Ashton and Stalybridge Corporations, in the township of Stayley, and to

terminate at the north-westerly corner of the more southerly of the pair of reservoirs called the "Higher Reservoirs," near the Fir Tree farm, and to the south-east of Johnson Brook-road, in Dukinfield aforesaid, such reservoirs belonging to the Dukinfield Local Board of Health, which aqueduct, or conduit, will pass through or into the townships of Stayley, Hollingworth, and Dukinfield, in the parishes of Mottram-in-Longdendale and of Stockport, all in the county of Chester.

(16.) An aqueduct, or conduit, to commence in the Greenfield-brook, at a point 44 yards below and north-west of the junction of Far Warmsey Clough, with the said Greenfield-brook, in the township of Quick, otherwise Saddleworth, and to terminate in the intended reservoir, fifthly herein described, at or near the spot where the embankment of the said reservoir is hereinbefore described as commencing, which aqueduct, or conduit, will pass from, in, through, or into the township of Quick, otherwise Saddleworth, and into the division of Hartshead and parish of Ashton-under-Lyne.

(17.) An aqueduct, or conduit, in the township of Quick, otherwise Saddleworth, to commence in Chew-brook, at a point 730 yards, or thereabouts, measured up such brook from the point where Chew-road crosses Chew-brook, and to terminate by a junction with the aqueduct, or conduit, hereinbefore last described, at a point about 145 yards east of the spot where Chew-brook joins Greenfield-brook.

(18.) An aqueduct, or conduit, in the same township, to commence in and out of the aqueduct sixteenthly herein described, at or near and to the west of a spot where the Frenches and Hollins branch of the Standedge and Oldham turnpike-road crosses the Huddersfield Canal at Frenches, and to terminate at and in the intended reservoir fourthly herein described at or near the spot where the embankment of the said reservoir is hereinbefore described as terminating.

(19.) An aqueduct or conduit in the same township, to commence in the intended reservoir fourthly herein described, in or near the middle of the southern part of the embankment of such reservoir, and to terminate in the centre of the turnpike road, at and opposite to the southerly corner of the White Lion Inn, in the village of Old Delph.

(20.) An aqueduct or conduit in the same township, to commence in the intended reservoir fourthly herein described, at the point of commencement of the aqueduct or conduit hereinbefore last described, and to terminate in the turnpike road at and opposite to the Hare and Hounds Inn, in the village of Uppermill.

(21.) An aqueduct or conduit in the said division of Hartshead, to commence in and out of the aqueduct or conduit sixteenthly herein described, at a spot in Stamford-street, in Mossley, where the said street is joined by Lancaster-street, and to terminate by a junction with the aqueduct or conduit hereinafter next described at a point 200 yards or thereabouts, measured in a straight line westward from the centre of the bridge carrying the road from Abney Chapel over the Huddersfield and Manchester section of the London and North Western Railway.

(22.) An aqueduct or conduit to commence in the intended reservoir secondly herein described, in the township of Quick, otherwise Saddleworth, at a point 110 yards or thereabouts north of the spot where the proposed embankment of the said reservoir crosses Greenfield Brook, and to terminate in the intended reservoir sixthly herein described, in the said division of Hartshead, at

the north-easterly end of the same reservoir, at a point about 227 yards, measured in a straight line, in a northerly direction from the north-westerly corner of Dirt Farm-house, and which aqueduct or conduit will pass from, in, through, or into the said township of Quick, otherwise Saddleworth, the township of Tintwistle, in the parish of Mottram-in-Longendale, and the division of Hartshead, in the parish of Ashton-under-Lyne.

(23.) An aqueduct or conduit in the said division of Hartshead, to commence in and out of the aqueduct or conduit twenty-secondly herein described, at a point about 343 yards, measured in a straight line, in a northerly direction from the north-west corner of Dirt Farm-house, and about 250 yards in a south-westerly direction from the north-west corner of Tongue Bottom Farm-house, and to terminate in the said Knott Hill Reservoir, at or near the north-easterly end thereof.

(24.) An aqueduct or conduit in the said division to commence in and out of the intended reservoir fifthly herein described at a point about 238 yards south-east of the termination hereint before described of the embankment of the said reservoir, and to terminate by a junction with the intended aqueduct or conduit twenty-secondly herein described, at a point 123 yards, or thereabouts, measured in a south-westerly direction from the north-west corner of Tongue Bottom Farm-house, and 504 yards, or thereabouts, measured in a northerly direction from the north-westerly corner of Dirt Farm-house.

(25.) An aqueduct or conduit in the same division, to commence in and out of the aqueduct or conduit twenty-secondly herein described, at or near its point of termination, and to terminate in the intended reservoir seventhly herein described, at or near the north-easterly end of the embankment of that reservoir, and about 170 yards south-west of the north-westerly corner of the Dirt Farm-house.

(26.) An aqueduct or conduit in the same division, to commence in and out of the intended aqueduct or conduit hereinbefore last described, at a point 35 yards, or thereabouts, measured in a north-westerly direction from the north-westerly corner of Dirt Farm-house, and to terminate at the foot of the outside slope of the embankment at the south-westerly end of the said Knott Hill Reservoir, by a junction with the existing supply pipe from the said Knott Hill Reservoir.

(27.) An aqueduct or conduit in the said division about 55 yards in length, to commence in and out of the intended reservoir seventhly herein described, at a spot 55 yards, or thereabouts, measured in a straight line in a south-westerly direction from the south-easterly gateway of the said Knott-hill Reservoir, and to terminate by a junction with the aqueduct or conduit twenty-sixthly hereinbefore described at a spot 26 yards westward of the said gateway.

(28.) An aqueduct or conduit in the said division to commence in and out of the reservoir fifthly herein described, and about the centre of the said reservoir, and to terminate in the Turnpike-road in the village of Mossley at a point opposite to the Bull's Head Inn in Mossley.

(29.) An aqueduct or conduit in the same division to commence in and out of the aqueduct or conduit hereinbefore last described at a point 35 yards, or thereabouts, measured in a straight line in a south-westerly direction from the south-west corner of the Church Inn, in Mossley, and to terminate in the most northerly reservoir of the Mossley Waterworks Company, at Mossley aforesaid.

II. To take, divert, appropriate, and use, for the purposes of the proposed new works and supply, with such exceptions as the Bill shall define, the waters of the springs, streams, or brooks, known as the Greenfield Brook, Fox Spring, Far Warmsey Clough, Near Warmsey Clough, Far Rough Clough, Near Rough Clough, Gragy Clough, Far Deep Clough, Near Deep Clough, Dovestone Clough, Black Chew Grain, Bird Grain, North Clough, Green Grain, Dry Clough, South Clough, Chew Brook, Chew Clough, Small Clough, Chew Wells, Great Gruff, Little Clough, Bower Clough, Totty Spring, Charnel Clough, Rams Clough, Little Clough, or any of them and of any other brooks, streams, and waters, the waters of which now flow directly or derivatively into the River Tame, the Huddersfield Canal, the Rochdale Canal, the Manchester, Ashton-under-Lyne, and Oldham Canal, the Duke of Bridgewater's Canal, the Mersey and Irwell Navigation, and the River Mersey, or some or one of them, and all other waters which will be intercepted by the proposed works, or which may be found in, upon, or under any lands to be acquired by the promoters under the powers of the Bill.

III. To divert, alter, and stop up, whether temporarily or permanently, roads and foot-paths, sewers and drains, and especially to interfere with and appropriate the soil of certain private carriage roads in the township of Quick, otherwise Saddleworth, set out and appointed by the award made in the year 1834, under an Act 50 Geo. III, "for enclosing Lands in the Parish of Saddleworth, in the West Riding of the County of York," and to construct and maintain all needful pipes, conduits, culverts, wells, adits, cuts, drains, sluices, filtering beds, valves, weirs, bye washes, gauges, tanks, engines, pumping establishments, and other works, and to deviate from the lines and levels of the proposed new works to the extent shown upon the plans, or to be defined in the Bill.

IV. To lay down and maintain pipes in, over, and under streets, roads, lanes, bridges, railways, and other public passages and places, and to purchase by compulsion and by agreement, and to take on lease lands, houses, springs, streams, waters, and other hereditaments, and to acquire, compulsorily and by agreement, easements over and under lands, houses, and other property, and easements and rights of way over roads, highways, occupation roads, and other ways within the townships and places hereinbefore mentioned, for the purpose of the construction of the proposed works, and the maintenance thereof, and of access thereto.

V. To enable the Corporations and the said Local Board respectively to levy rates upon all lands, houses, and property within the said boroughs and district, and to appropriate as to the Corporations their borough funds and borough rates, and as to the said Local Board to appropriate any general or district rate to the cost of constructing and maintaining the said works and incidental thereto; and also to charge rates or rents, differential or otherwise, for the use of the said water within the limits of supply hereinafter defined.

VI. To enable the said Corporations and Board respectively to borrow money upon the credit of the said rates and rents, and other the revenue and property to be created under the

- powers of the Bill; and also so far as the Corporations are concerned, upon the credit of their respective corporate properties and borough funds, and any borough or other rate which they have power or which the Bill may enable them to levy, and so far as the Local Board is concerned, upon the credit of any general rates, or special or district or other rates which they now have power, or which the Bill may empower them to levy; and the Bill will enable the promoters to borrow money of the Public Works Loan Commissioners, and will authorize the said Commissioners, if they think fit, to advance money upon the security hereinbefore mentioned, or upon any part of that security.
- VII. The limits of supply proposed to be defined in the Bill are as follows:—
- The parish of Ashton-under-Lyne, in the county of Lancaster (except the hamlets of Lees and Alt Edge); the township of Dukinfield, in the parish of Stockport, in Cheshire; the township of Staley, in the parish of Mottram-in-Longdendale, in Cheshire; Micklehurst, in the township of Tintwistle, in the same parish, and such parts of the township of Quick, otherwise Saddleworth, in the West Riding of the county of York, as lie to the south of a line running in an easterly direction from a point 12 chains due north from the eastern extremity of the township of Oldham, a little to the north of Badger-edge, to the south-western entrance of the Standedge tunnel of the Manchester and Huddersfield section of the London and North Western Railway at Diggle, and thence due east to the eastern boundary of the said township of Quick, otherwise Saddleworth, except such parts of the last-mentioned township as lie to the westward of a line drawn across High-moor, from the eastern extremity of the township of Oldham, to the Star Inn, on the Wakefield and Austerlands turnpike-road, thence along the turnpike-road to Lydgate Chapel, and thence in a straight line to the eastern extremity of the hamlet of Alt Edge, in the parish of Ashton-under-Lyne.
- VIII. To enable and require the promoters to form a joint committee for the purposes of the said Bill, and to incorporate the said committee, and to invest it with all the powers conferred by the Bill on the promoters thereof, for the execution of the proposed works, and the acquiring of lands and other property, and to vest in it the lands, property, and works acquired or created under the powers of the Bill, and to enable it to levy upon the promoters, and enforce the payment of the contributions necessary for the execution of the works and incidental thereto, and for the expenses of the committee, in such proportions as the Bill shall define, and after the construction of the said works, either to enable the said joint committee to levy and receive the rates, rents, and other revenues arising under the powers of the Bill (other than any borough or district rates, or any general water rates authorized by the Bill), or to enable the said joint committee to levy from time to time after the execution of the works from the said corporations and board respectively, and enforce the payment of such sums of money as shall be necessary for the maintenance and management of the said works and incidental thereto.
- IX. The Bill will contain powers for vesting in the said joint committee after the works to be authorized by the Bill are completed, or at such other period as the Bill shall define, the waterworks, lands, property, rights, powers, and privileges, and also the debts, duties, and liabilities conferred on the corporations by the Acts hereinafter mentioned, or will vest in the committee such of the foregoing matters as the Bill shall define.
- X. The Bill will reserve power to the several Local Boards of Health for the district of Mossley, the district of Hurst, the district of Stayley, and the district of Upper Mill to take part in the undertaking authorized by the Bill at a period and upon conditions to be defined in the Bill, and the Bill will confer upon such of the said boards as shall elect so to participate like powers of levying, &c., district and other rates, and levying and receiving water rents and rates, of borrowing money, of appointing members of the joint committee, and of exercising the rights and privileges and performing the duties and obligations conferred by the Bill upon the promoters with such restrictions, limitations, or modifications, nevertheless, as the Bill may define.
- XI. The Bill will authorize the supply of water in bulk to any district or place within or beyond the limits of the Bill. It will contain all needful powers for preventing the water from being fouled or wasted, and for the protection of the water and waterworks, and for regulating the strength and position of supply pipes and of cisterns, and of the apparatus connected therewith, and to require the Corporations for a time to be limited in the Bill to supply the district of Dukinfield with water from the existing works of the Corporations, or one of them.
- XII. The Bill will vary, extend, and if need be repeal all or some of the provisions of the following Acts, 5 and 6 William IV, cap. 61; the Ashton-under-Line Corporation Waterworks Act, 1855; the Ashton-under-Lyne and Stalybridge (Corporations) Waterworks Act, 1864; the Dukinfield Waterworks Act, 6 William IV, cap. 58; and the Local Government Supplemental Act, 1869 (No. 2), so far as the last mentioned Act affects the Ashton-under-Lyne and Stalybridge (Corporations) Waterworks Act, 1864; and it will vary and extinguish all rights and privileges conferred by the said Acts or any of them, and all such other rights and privileges as would in any wise interfere with any of the objects of the Bill; it will incorporate with itself the necessary provisions of "The Commissioners Clauses Act, 1847," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," the provisions of "The Railways Clauses Consolidation Act, 1845," as to the temporary occupation of land, "The Waterworks Clauses Act, 1847," and "The Waterworks Clauses Act, 1863."
- XIII. Duplicate plans and sections shewing the line or situation and levels of the intended works, and the lands in or through which the same will be made, and the springs and streams intended to be taken and diverted, and plans also showing the lands sought to be acquired by compulsion, with books of reference to the plans containing the names of the owners and lessees, or reputed owners and lessees, and of occupiers of the lands, houses, and other property which may be

taken under the powers of the Bill, and also a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield; with the Clerk of the Peace for the county Palatine of Lancaster, at his office at Preston; and with the Clerk of the Peace for the county Palatine of Chester, at his office at Chester, and on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended works will be made or be situate, or in which any lands or houses intended to be taken are situate, and a copy of this notice will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra parochial place with the clerk of some parish immediately adjoining such extra parochial place, at his place of abode.

XIV. Printed copies of the proposed Bill will be deposited at the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 11th day of November, 1869.

<i>Brooks, Marshall, and Brooks,</i>	} Solicitors
Ashton-under-Lyne.	
<i>Noah Buckley, Stalybridge.</i>	} for the
<i>Dyson and Co., 24, Parliament-street.</i>	
	} Parliamentary
	} Agents.

In Parliament—Session 1870.

Newcastle-upon-Tyne Improvement.

(Powers as to the Town Moor, Castle Leazes, and Nun's Moor; Power to Corporation to make new Streets, and other Street Improvements; Enlargement of their General Powers, and of their Borrowing Power, under Improvement Acts; Powers as to Public Quay, and Quay in Close; Rates Amendment, and Consolidation of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Newcastle-upon-Tyne (who are herein referred to as "The Corporation") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, among other purposes:—

Town Moor, Castle Leazes, and Nun's Moor.

The setting apart and appropriation as and for a Public Park, and for the purposes of exercise and recreation, of some part or parts of the Town Moor, the Leazes, otherwise the Castle Leazes, and Nun's Moor; which said moors and leazes are situated in the parish or parochial chapelry of St. Andrew, in the parish of St. Nicholas, in the borough and county of Newcastle-upon-Tyne, and are herein referred to as "The Town Moor."

The extinguishment of all rights of common, and of depasturage of the resident freemen, and resident widows of freemen of the town of Newcastle-upon-Tyne, and of all other rights in and over, and power to "the Corporation" to level, drain, fence, plant, and otherwise lay out, maintain, and improve the parts of the Town Moor, to be so set apart and appropriated.

The sale, freed and discharged from commonable and other rights, of such outlying parts of the Town Moor as consist of, at present, small strips of land, and the investment of the proceeds of any such sale, with the consent of the Corporation, in the purchase of other lands, to be held for the like purposes and uses as the lands sold

were held, or in draining and otherwise improving the Town Moor, or as the Bill may provide.

The dedication of other parts of the Town Moor for a limited period, for purposes of a public nature.

Power to the Corporation to appropriate and enclose part or parts of the Town Moor, and to plant the same with trees, shrubs, and flowers, and to erect and maintain seats upon the said moor, for the accommodation of persons resorting thereto, and also to make and maintain roads on the Town Moor, and to vest the said roads and any existing roads in the Corporation.

Enabling the Corporation to erect and maintain sheds and buildings for the shelter and accommodation of cattle, and one or more pinfolds, or pounds, and bull parks, on any part of the Town Moor, and from time to time to alter or remove the same, and to erect others in their stead, and to sink wells and erect drinking-troughs and watering places, and to lay down pipes in and under the Town Moor for the purpose of conveying water, and to convey water accordingly, to such troughs and watering places.

To authorise and regulate a system of stintage to be defined in the Bill, by which the before-mentioned freemen and widows, or a limited number of them, may depasture cows upon the Town Moor, or some parts thereof, and to provide, under restrictions, for the transfer of such stints and rights of depasturage to resident freemen, and resident widows of deceased freemen, and to persons who, although not freemen, are resident within the borough of Newcastle-upon-Tyne.

To authorise the appointment by the stewards and wardens of herds for looking after and superintending the cattle to be stinted and depastured upon the Town Moor, with full power and authority over the said cattle, and of removing such as may at any time be diseased, and to exercise such control as may be necessary for preventing cattle straying upon the Town Moor.

To provide for the payment by the said freemen and widows of the expenses consequent upon the hire of such herds, purchase and keep of bulls, and other necessary expenses.

To enable the Corporation to pay annually to the said stewards and wardens for and on behalf of the before-mentioned freemen and widows of freemen such a sum as may be agreed upon, and as may be fixed by or under the provisions of the Bill, and to provide for the application of such money in draining and otherwise improving the Town Moor, and the herbage thereof.

To enable the Corporation to make and enforce rules and bye-laws for regulating the depasturage and stintage by cattle, and for the protection, management, and government of the Town Moor, and from time to time to alter and rescind any such rules or bye-laws.

To amend and enlarge or repeal some of the provisions of an Act passed in the 14th year of the reign of King George the Third, intitled: "An Act for confirming to the resident Freemen or Burgesses, and resident widows of deceased freemen or burgesses of the town of Newcastle-upon-Tyne, their full right and benefit to the herbage of the Town Moor, Castle Leazes, and Nun's Moor, within the liberties of the said town, for two milch cows each, in such manner as has been used, and for improving the herbage of the said Town Moor, Castle Leazes, and Nun's Moor respectively;" and particularly to alter the mode of cultivating any land which may from time to time be let or devised under that Act, or the Bill, and to extend the period for which the same may be let or demised, and to alter or repeal such

parts of the said Act as restrict the letting of the plots or parcels of land, and to repeal or alter the restrictions imposed by the said Act as to the land to be enclosed at any one time.

To authorise the works, liberties, easements, and privileges before mentioned, to be formed, made, executed, and exercised, in such manner and to such extent, and upon such terms and conditions as shall from time to time be mutually agreed upon between the Corporation on the one hand, and the stewards and wardens of the several incorporated companies of Newcastle-upon-Tyne, on behalf of the before-mentioned resident freemen and resident widows of freemen on the other hand, and to empower the Corporation on the one hand, and the stewards and wardens aforesaid, on such behalf as aforesaid, from time to time, to enter into agreements touching all or any of the matters aforesaid relating to the Town Moor, and to provide by the Bill for the reference to, and settlement by, an arbitrator to be named in or appointed under the powers of the Bill, of any question which may from time to time arise under the intended Act, between the Corporation and the said stewards and wardens.

To provide for the appointment by the said stewards and wardens of a committee, and to authorise and require such committee to act for and on behalf of the said stewards and wardens, and of the said freemen and widows in respect of the several purposes aforesaid, or other the powers to be contained in the Bill affecting the Town Moor.

#### New Streets and Street Improvements.

To enable the Corporation to make and maintain the following new streets and street improvements in the parish or parochial chapelry of All Saints, the parish or parochial chapelry of Saint Andrew, the parish or parochial chapelry of St. John, the parish of St. Nicholas, the township of Elswick, in the parish or parochial chapelry of St. John, all in the parish of St. Nicholas, in the borough of Newcastle-upon-Tyne.

1. A new street, to be wholly situate in the parish or parochial chapelry of All Saints, in the parish of St. Nicholas, and to commence at a point in an intended new street leading from or near Trafalgar-street to the Quay, and 70 feet to the north of the angle formed by the junction of New Pandon with New Pandon-street, and to terminate at or near a point 270 feet north of the junction of St. James's-lane and Tower-street.

2. A new street in the parish or parochial chapelry of St. Andrew, commencing at a point in the road leading from Spital Tongues to the Ponteland-road, about 60 yards north-west of the shaft of the Spital Tongues Colliery and terminating at a point in the southern boundary hedge of the Nun's Moor, about 190 feet west of the public footpath leading from the west turnpike near Grainger Ville to the said Ponteland-road.

3. A new street in the parish or parochial chapelry of All Saints, in the parish of St. Nicholas, commencing in the road from Byker Bank to St. Lawrence, at or near the western termination of the new road to Walker, and terminating near the junction of Stepney-street with Elwick-lane.

4. A new street in the parish or parochial chapelry of St. Andrew in the parish of St. Nicholas, commencing in the road leading behind Claremont-place and Eldon-street at or near a point in the centre of the open space between the houses in Claremont-place and Eldon-street aforesaid, and terminating in the boundary hedge, between the Town Moor and

lands of the Magdalen Hospital, used as a garden and nursery ground at a point 100 feet south of the northern boundary fence of the said garden and nursery grounds.

5. A new street in the said parish or parochial chapelry of St. Andrew, commencing at or near the junction of Gallowgate with the Barrack-road, and terminating at the south-western end of Strawberry-place.

6. A new street in the said parish or parochial chapelry of St. Andrew, commencing at the junction of Albion-street and Albion-place, and terminating in Percy-street, opposite the western end of Prudhoe-street.

7. A new street in the parish or parochial chapelry of St. John, in the parish of St. Nicholas, commencing at the southern end of Stowell-street, and terminating in Bath-lane, between St. John's Infant School and the Union Day School.

8. A new street in the parish or parochial chapelry of St. Andrew, in the parish of St. Nicholas, commencing on the eastern side of the North-road, at the south-west corner of the herds house in the pinfold, extending across the Town Moor, and terminating at the eastern boundary of the said Town Moor at a point about 60 feet north of the said pinfold.

9. A foot road in the said parish or parochial chapelry of St. Andrew, commencing at a point at the north end of North-terrace across the Town Moor, and terminating in the centre of the Kenton-road where the said road enters the said Town Moor.

10. The widening of the north side of the street called the Quay, between the public lane or alley called Plummer Chare and the Custom House, and measuring in length about 150 feet.

11. The widening of the north side of the said street called the Quay, between Newcastle Chare and a place called the Milk Market, and extending in length a distance of about 520 feet.

12. The widening of St. Anne's-street, near Sandgate, on the south side from the public street called the Swirle, to the public street called the Wideopen, measuring about 330 feet in length.

13. The widening of the north side of the street called Nelson-street, North Shore, for a distance of 140 feet between the junction of the said street with Clarence-street and the public stairs leading from Nelson-street to Tyne-street.

14. The widening of Stepney-lane on the south side thereof from its junction with Melbourne-street westwards a distance of 300 feet.

15. The widening of a portion of the streets called Pandon and Stock Bridge on the west and south sides thereof respectively, and at their junction, for a distance of about 40 feet, commencing at a point 45 feet north of the Duke of York public-house, in Pandon, and terminating at a point about 50 feet from the eastern end of the Stock Bridge.

The before-mentioned widening of streets will be wholly situate in the parish or parochial chapelry of All Saints, in the parish of St. Nicholas.

16. The widening, in the parish of St. Nicholas, of the street called the Close on the south side, in front of a public-house called Charles the Twelfth, near the junction of the Sandhill and the Close, measuring in length about 21 feet from the junction westwards.

17. The widening, in the said parish, of the street called the Castle Garth, on the west and south sides thereof, between the North-Eastern Railway and the Black Gate, a distance of about 140 feet.

18. The widening, in the parish or parochial



chapelry of St. John, in the parish of St. Nicholas, of Westgate-street, on the south side for a distance of 110 feet between Clayton-street and Pink-lane.

19. To widen, alter, extend, and improve, in the said parish or parochial chapelry, the west side of the high-level approach between Bailiff-gate and a public street or lane called Back Row, a distance of 80 feet or thereabouts.

20. The widening, in the said parish or parochial chapelry, of Westgate-street, on the north side, for a distance of about 132 feet between Clayton-street and Cross-street.

21. The widening, in the said parish or parochial chapelry, of Pink-lane on the south side, extending from Neville-street to the Forth-lane, a distance of about 233 feet.

22. The widening, in the township of Elswick, in the parish or parochial chapelry of St. John, in the parish of St. Nicholas, of a portion of West Hinde-street on the north side, commencing at a point 64 feet from the palisading on the east side of Gloucester-street, and extending to the west side of Laurel-street, a distance of 110 feet or thereabouts.

To enable the Corporation to purchase, by compulsion, the following properties, viz.,

In the parish or parochial chapelry of St. John, in the parish of St. Nicholas:

A building and land situate in Fenkle-street, and commonly known as "the Assembly Rooms."

A block of buildings on the north-east side of Westgate-street, extending from Denton Chare, southward and eastward to Zion Court.

All those buildings and premises situate on the south side of the Bigg Market, and extending from St. Martin's Court to the Rose and Crown public-house, inclusive.

A piece of vacant land on the west side of the street called the High Level Approach-road, extending 28 feet northward from the north end of St. Nicholas Buildings.

In the parish or parochial chapelry of St. Andrew, in the parish of St. Nicholas:

A piece of ground with the buildings thereon, commonly known as Pandon Dene, and extending from the grounds of St. Thomas's Church eastward to the Blyth and Tyne Railway.

Two fields or closes of land lying to the north of Ellison-place, and formerly known as the Northumberland Cricket Field, and extending from the Northumberland Baths to Pandon Dene.

In the parish or parochial chapelry of All Saints, in the parish of St. Nicholas:

A piece of land lying between the east end of Ellison-place and the Blyth and Tyne Railway.

A piece of land in New Bridge-street, on the south side of, and adjoining the New Bridge across Pandon Dene, commencing at Picton-terrace, and extending 83 yards eastwards to Easton's-buildings.

In the parish of St. Nicholas:

To extinguish a right of way over a platform or flagged footway erected over a public privy known as the High Crane, and the public stairs leading from the eastern side of the approach to the Old Tyne Bridge to the Quay, and to acquire the vaults, cellars, or tunnels under the said Tyne Bridge Approach.

The said new streets, diversions, widenings, extensions, and improvements will be situate in or pass from, in, through, or into, and the lands and houses which will or may be taken for the purposes of the Bill are situate in the several parishes, townships, and extra-parochial places of the parish of St. Nicholas, the parish or parochial

chapelry of All Saints, the parish or parochial chapelry of St. John, the parish or parochial chapelry of St. Andrew, the township of Elswick, or some of them, and in the borough and county of Newcastle-upon-Tyne.

To authorise the Corporation to purchase, by compulsion or agreement, lands and houses, vaults, cellars, and tunnels, for the purposes of the new and existing streets, and for the diversions, widenings, and improvements, and other objects of the Bill, and for the erection of houses and buildings in or adjoining to the same new streets and improvements, and to stop up, divert, either wholly or partially, appropriate, use, and arch over any street, court, road, or passage in or near the respective lines of such new streets, street diversions, widenings, and improvements, and to remove and alter sewers, drains, gaspipes, waterpipes, telegraph wires, bridges, arches, or works in or near the lines of the new streets and improvements.

#### Sewers.

To enable the Corporation to purchase and hold lands for outfall and other sewerage works, and for the deposit of manure and refuse, and for the utilization and distribution of the sewage, and for irrigation, and other purposes in connection with the sewage; and for any of the purposes mentioned in the 3rd section of "The Newcastle-upon-Tyne Improvement Act, 1865" (herein referred to as "the Act of 1865"), and generally for sanitary purposes.

To enable the owners and occupiers of lands and houses within the borough, with the consent of the Corporation, to make communications with any sewer or drain of the Corporation, on such terms and conditions, and in such manner in all respects as may be agreed with the Corporation.

#### Improvement Powers.

And it is intended by the Bill to make further provision and to confer upon the Corporation further powers for the general improvement of the sanitary condition, and for promoting the good government of the borough, and particularly in the following respects:—

To extend the restrictions contained in the Act of 1865 with respect to the rules applicable to the erection and conversion of buildings, stands, and platforms, and amongst other things to require an uniform elevation of the houses in any street, and to empower the Corporation to regulate the height and construction of furnaces and chimneys, to prevent the disfiguring of the front of buildings by signboards and advertisements, and to regulate the size and require the safe and proper fixing of signboards, spouts, and other fixed erections projecting over any street or footway, to prohibit or regulate the use and passage of advertising vans.

To enlarge the present powers of the Corporation with respect to the precautions against fire or explosion, and to enable them to prohibit or restrict the making any opening in any party wall, and to require that the roof of each house, or of a defined number of such houses, shall be separated and distinct from the roof of any adjacent building.

To repeal so much of the 101st section of the Act of 1865 as limits the contribution by the owner and occupier of premises within the borough towards the expenses incurred by the Corporation in extinguishing any fire on such premises, and to make such owner and occupier liable to pay the whole of such expenses, and to empower the Corporation to determine the pro-

portion to be paid by owners and occupiers respectively.

To authorise the Corporation to prohibit the future construction of, or the future carrying on of the business connected with any slaughter houses, knackers' yards, or triperies within the borough, excepting at such places and in such manner, and under such restrictions as the Corporation may direct, and to empower the Corporation to erect slaughter houses and triperies, and to provide knackers' yards, and to take tolls and charges in respect thereof.

To repeal so much of the 25th section of the Act of 1865, as directs that section 24 of that Act shall not apply as regards the sewerage and the flagging of footways of the public highways within the several townships of Westgate, Ellswick, Jesmond, Heaton, and Byker, unless and until houses are erected by the side or sides of any such highway.

The Bill will also make further provision for regulating the laying out and completion of new streets, and for regulating the formation of levels, inclination, width, and direction thereof, and for the laying out and completion of the pavements, sewerage, and drainage thereof, and of roads and buildings, and the rights, powers, duties, and obligations of the owners and occupiers of property, and of the Corporation, and as to the erection and alteration of houses and buildings and the drainage thereof, and the prevention of nuisances, encroachments, and obstructions in or upon the streets, roads, and other places, the exhibition of dangerous or offensive articles within view of any public street, and for imposing and enforcing fines and penalties, and the enactment and revision of bye laws, rules, and regulations, or to prescribe all or any of such bye laws, rules, and regulations in the Bill.

#### Rates and Borrowing.

To authorise the Corporation to levy and collect dues in respect of goods landed at any continuation or addition to the ancient quay of Newcastle-upon-Tyne, and at the quay situate in a street called The Close, above Newcastle Bridge, and to declare the same to be for all purposes part of the public quay of Newcastle-upon-Tyne, and to authorise the Corporation to maintain, repair, and improve the same.

To amend and enlarge the present borrowing powers of the Corporation, and to enable them to apply their corporate funds and any monies which they are already authorised to borrow, or any rates which they are now authorised to levy, to any of the purposes of the Bill, or to any of the purposes of the Act of 1865, and to enable them, for all or any of the respective purposes, to borrow further monies, and to charge therewith the borough fund, and any monies, from time to time, carried to the credit of the borough fund, and any of the lands, tenements, and hereditaments, rates, and revenue of the Corporation, or any such securities, and to authorise the Corporation to apply any monies to be so borrowed towards building, maintaining, repairing, and improving the public quay at Newcastle-upon-Tyne, and its approaches and works connected therewith; and to repeal so much of the Act of 1865 as limits the amount to be expended upon the said quay.

To enable the Corporation to borrow money upon the credit of the five-eighths parts of the coal dues payable to them, for the purpose of efraying the cost of building, rebuilding, extending, and, from time to time, repairing, proving, and extending the public quay of

Newcastle-upon-Tyne, and works and conveniences connected therewith, and of improving the communication therewith.

The Bill will enable the Corporation, acting by the Council, to carry into effect the objects of the Bill; also to purchase compulsorily, and by agreement, lands, houses, and other property and to deviate vertically and laterally in the construction of the new streets; and the Bill will incorporate with itself the provisions, or some of the provisions of "The Public Health Act, 1848;" and "The Local Government Act, 1858;" and any supplemental Act;" "The Towns Improvement Clauses Act, 1847;" "The Town Police Clauses Act, 1847;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Commissioners Clauses Act, 1847;" and "The Sewage Utilization Acts, 1865 and 1867;" and the Bill will vary and extinguish all rights and privileges which will interfere with any of its objects, and, if necessary, it will alter existing rates, tolls, and duties, and confer, vary, and extinguish exemptions and allowances therefrom, and authorise the levying of further rates, and confer other rights and privileges, and empower the Corporation to compound with owners for rates on premises let in flats.

The Bill will alter, amend, and enlarge, and, if need be, repeal some of the powers and provisions of the following among other Acts, namely, 1 Vict., cap. 72; 4 and 5 Vict., cap. 71; "The Newcastle-upon-Tyne Improvement Act, 1846;" "The Newcastle-upon-Tyne Improvement Act, 1850;" "The Newcastle-upon-Tyne Improvement Act, 1853;" "The Newcastle-upon-Tyne Improvement Act, 1855;" and "The Newcastle-upon-Tyne Improvement Act, 1865;" or the Bill may repeal, alter, and consolidate the said Acts, or some of them, with the provisions of the said Bill, and the Bill will also amend, if needful, the Tyne Improvement Acts passed respectively in 1850, 1852, 1857, 1859, 1861, 1865, 1866, and 1867.

Duplicate plans and sections describing the lines, situation, and levels of the proposed new streets, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the town and county of Newcastle-upon-Tyne, at his office at Newcastle-upon-Tyne, and on or before the same day a copy of so much of the said plans, sections, and book of reference, as relates to each parish or parochial chapelry, in or through which the intended works will be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this notice, will be deposited with the parish clerk of each such parish or parochial chapelry, at his residence.

Printed copies of the proposed Bill will be deposited at the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 17th day of November, 1869.

*R. P. Philipson*, Town Clerk, Newcastle-upon-Tyne.

*Dyson and Co.*, 24, Parliament-street, Westminster, Parliamentary Agents.

Session 1870.

Liverpool Improvement and Waterworks.

(Extension of time for purchase of Lands for and execution of Street Improvements. Construction of new and widening and altering of Streets. Stopping up of Streets and extinguishment of Rights of Way. Construction of Buildings. Construction of Open Cutting or Aqueduct, and laying of Pipes. Powers to Purchase Lands. Powers to raise Money. Powers to levy Rates. Composition for Rates. Powers to make By-laws, Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application will be made to Parliament in the next session, by the mayor, aldermen, and burgesses of the borough of Liverpool, (hereinafter called the Corporation,) for an Act to effect all or some of the following objects and purposes, that is to say—

1. To extend the time for the compulsory purchase of property for and the execution of the following Street Improvements, authorized by the Liverpool Improvement Act, 1867, namely:—

In the Parish and Borough of Liverpool, in the County of Lancaster.

(a.) To widen Dale-street on the south side thereof from a point opposite the south end of Moorfields to the west side of Sir Thomas's-buildings, being Work No. 1 in the said Act.

(b.) To widen Stanley-street on the east side thereof from Dale-street to Derby-place, and to make a new street in continuation of Stanley-street in a direct line from the south end thereof to Whitechapel, and, in connection therewith, to stop up, discontinue, appropriate, and extinguish all rights of way over the following streets, lanes, alleys, and places, that is to say:—Poplar-lane and Bakehouse-lane from Stanley-street to Cumberland-street, Broker's-alley from Stanley-street to its eastern extremity, Derby-street from Broker's-alley to Whitechapel, and Derby-place from Stanley-street to Derby-street, being Works Nos. 2, 3, and 4 in the said Act.

(c.) To widen Cumberland-street on the west side thereof from Poplar-lane to Whitechapel, and to widen Whitechapel on the north-west side thereof from Button-street to Sir Thomas's-buildings, and on the south-east side thereof from Leigh-street for a distance of 30 yards or thereabouts in a southwardly direction, being Work No. 5 in the said Act.

(d.) To widen Paradise-street on the west side thereof from Lord-street to Cooper's-row, being Work No. 7 in the said Act.

(e.) To widen Park-lane on the west side thereof from Sparling-street, in a south-eastwardly direction to a point 60 yards or thereabouts from Sparling-street, to meet the continuation of Grafton-street, authorized by the Improvement Act of 1865, being part of Work No. 10 in the said Act.

(f.) To widen Church-street on the north-side thereof from Basnett-street to Parker-street, being Work No. 15 in the said Act.

(g.) To widen Basnett-street on the west side thereof from Leigh-street to Williamson-square, being Work No. 16 in the said Act.

(h.) To widen Brythen-street on the west side thereof from Williamson-square to Hood-street, and on the east side thereof from Williamson-square to Market-street, being Work No. 17 in the said Act.

(i.) To widen Roe-street on the east side thereof from Market-street to Rose-street, being Work No. 18 in the said Act.

(j.) To widen Byrom-street on the east side

thereof from Richmond-row to William Brown-street, and in connection therewith to stop up, discontinue, appropriate, and extinguish all rights of way over Livesley-place, being Works Nos. 19 and 20 in the said Act.

(k.) To widen William Brown-street on the north side thereof from the east side of the Free Public Library to Mill-lane, being Work No. 21 in the said Act.

(l.) To widen the street or place called Islington-flags and the street called Islington on the north side thereof respectively from Mill-lane to St. Anne-street, being Work No. 22 in the said Act.

(m.) To widen the portion of St. Anne-street, on the west side thereof, from Islington to Birkett-street, being part of Work No. 23 in the said Act.

(n.) To make a new street in continuation in a direct line of Juvenal-street from Cazneau-street to Scotland-road, and to vary and widen such part of Grosvenor-street as extends from a point thereon 35 yards or thereabouts northwards of Chaucer-street to the proposed new street, and in connection therewith to stop up, discontinue, appropriate, and extinguish all rights of way over the following portions of streets, namely:—So much of Nash-grove lying to the south of the proposed new street as extends from the said new street to M'Kee-street; so much of M'Kee-street lying to the south of the proposed new street as extends from the said new street to Nash-grove; and so much of M'Kee-street situated to the north of the proposed new street as extends from Nash-grove to Grosvenor-street, being works numbered 29, 30, and 31 in the said Act.

(o.) To widen Chadwick-street on the south side thereof from Thornton-street to Love-lane, being Work No. 32 in the said Act.

(p.) To widen Chisenhale-street and the bridge which carries it over the Leeds and Liverpool Canal on the south side thereof from Love-lane to Vauxhall-road, being Work No. 33 in the said Act.

(q.) To widen Arley-street on the south side thereof from Vauxhall-road to Marshall-place, being Work No. 34 in the said Act.

(r.) To widen the street called Summer-seat on the north side thereof from the east end of Arley-street, for 50 yards or thereabouts eastwards, and on the south side thereof from Marshall-place to Limekiln-lane, being Work No. 35 in the said Act.

In the township of Kirkdale, and parish of Walton-on-the-Hill, in the said borough.

(s.) To widen Claremont-grove on both sides thereof from Sessions-road to Claremont-place, being Work No. 40 in the said Act.

In the township of Everton, and parish of Walton-on-the-Hill, in the said borough.

(t.) To widen St. Domingo-road on the east side thereof from Everton-valley to Mere-lane, and on the west side thereof from York-terrace for 130 yards or thereabouts in a southwardly direction, being Work No. 41 in the said Act.

(u.) To widen Heyworth-street from Mere-lane to Orient-street on the east side thereof, being part of Work No. 42 in the said Act.

(v.) To widen Netherfield-road South on the east side thereof from Brow-side to Shaw-street, being Work No. 51 in the said Act.

2. To authorize the execution of the following street improvements, namely:—

In the said parish and borough of Liverpool.

(z1.) To make a new street in continuation of Paradise-street, from Hanover-street to Park-lane,

in substitution for Works Nos. 8 and 9 in "The Liverpool Improvement Act, 1867," and to abandon the construction of the said Works 8 and 9, and for that purpose to remove and re-enter the bodies and remains buried in St. Thomas's Churchyard, and to take and appropriate the site thereof; and in connection with such improvement to stop up, discontinue, appropriate, and extinguish all rights of way over the street or place called St. Thomas's-place.

(61.) In connection with an improvement (being the continuation of St. Anne-street) authorized by "The Liverpool Improvement Act, 1865," and now in progress, to remove and re-enter the bodies and remains interred in the portion of St. Anne's Churchyard on the west side of the line of the said improvement, and to take and appropriate the site of the said churchyard, and acquire the property between Great Richmond-street and Rose-place, on the west side of St. Anne's-place.

(61.) In connection with an improvement (being the making of a new street called Victoria-street) authorized by the Liverpool Improvement Act, 1864, to stop up, discontinue, and extinguish all rights of way over and liability to repair in respect of the following streets, or parts thereof, viz., streets called Shawhill-street and Spitalfields, leading from Preston-street to Victoria-street.

(61.) In connection with the making of a new street called Victoria-street, the widening of Crosshall-street, Whitechapel, and Sir Thomas's buildings, respectively, authorized by the Liverpool Improvement Act, 1864, to stop up, discontinue, appropriate, and extinguish all rights of way over and liability to repair in respect of so much of Crosshall-street as is comprised within the area defined by the letters A, B, C and D on the plan to be deposited as hereinafter mentioned.

In the township of Everton, in the parish of Walton-on-the-Hill, in the said borough.

(61.) To widen Heyworth-street on the east side thereof, from a point 40 feet or thereabouts north of Wentworth-street to Desmond-street, and on the west side thereof from Jefferson-street to Rupert-lane, in substitution for a portion of work No. 43 in the Liverpool Improvement Act, 1867, and to abandon the construction of that portion of the said work No. 43, for which the intended improvement will be substituted.

In the said parish and borough of Liverpool.

(71.) To make a new street in continuation of Burlington-street from Love-lane to Great Howard-street, and in connection therewith, if considered expedient, to stop up, discontinue, appropriate, and extinguish all rights of way over and liability to repair in respect of Whitley-street and the courts and passages on the south side thereof.

(71.) To make a new street in continuation eastwards of Charlotte-place to Mersey-street, and in connection therewith to stop up, discontinue, appropriate, and extinguish all rights of way over and liability to repair in respect of that portion of Charlotte-place lying between the first-named Charlotte-place and Salthouse-lane.

In the township of Kirkdale, in the parish of Walton-on-the-Hill, in the said borough.

(71.) To widen Smith-street from its junction with Kirkdale-road to a point 46 yards or thereabouts northwards.

(71.) To make a new street in continuation of Smith-street northwards to the junction of Westminster-road and Foley-street, and in connection therewith to stop up, discontinue, appropriate, and extinguish all rights of way over and liability

to repair in respect of Whittle-street from Latham-street to the aforesaid junction.

In the township and parish of Walton-on-the-Hill, in the said county.

(71.) In connection with the making and completion of a public park or place of recreation for the people, provided under the powers of the Liverpool Improvement Act, 1865, and called Stanley-park, to stop up, discontinue, appropriate, and extinguish all rights of way over Mill-lane, leading from Anfield-lane to Priory-lane, and to acquire by compulsion or agreement a cottage and lands adjoining the entrance to the said park at or near the southerly end of Mill-lane aforesaid.

In the townships and parishes of Walton-on-the-Hill and West Derby, in the said county.

(71.) To stop up, discontinue, appropriate, and extinguish all rights of way over the occupation roads and footpaths leading respectively from West Derby-road and Sheil-road through Sheil-park and Newsham-park, so far as such occupation roads and footpaths lie within the said parks, and are coloured red on the plan to be deposited as hereinafter mentioned, and subject to the provisions of the intended Act to provide and substitute other footpaths shown on the deposited plan, and thereon coloured blue.

In the extra-parochial place of Toxteth Park, in the said county.

(71.) In connection with the making and completion of a public park or place for the recreation of the people, provided under the powers of the Liverpool Improvement Act, 1865, and called Sefton-park, to stop up, discontinue, appropriate, and extinguish all rights of way over the following roads and footpaths over and across the said park, and coloured red in the plan to be deposited as hereinafter mentioned, namely:—A footpath leading from Linnet-lane to Mossley-hill-lane; a footpath from Aigburth-vale to the first-mentioned footpath; a footpath from Aigburth-road to the first-mentioned footpath; and a footpath leading out of the second-mentioned footpath at a point 75 yards or thereabouts westwards from Aigburth-vale into Aigburth-vale; and subject to the provisions of the intended Act to provide and substitute other footpaths shown on the deposited plan, and thereon coloured blue.

3. To alter or otherwise interfere with, temporarily or permanently, the levels of the streets, or portions of streets, with which the proposed new roads and streets or widened roads and streets communicate, and to alter or otherwise interfere with, temporarily or permanently, the line and levels of, or to stop up, appropriate, and extinguish, all rights of way over the whole or parts of any streets, lanes, courts, alleys, or places within the said borough, not hereinbefore particularly mentioned, which it may be necessary or convenient to alter or otherwise interfere with, or to stop up, appropriate, or extinguish rights of way over, or which would in any manner impede or interfere with the several objects or purposes of the intended Act, or any of them.

4. To stop up, appropriate, alter, or divert, temporarily or permanently, all bridges, sewers, mains, and pipes within the said borough, which it may be necessary or convenient to stop up, alter, or divert in the execution or for the purposes of the intended Act, and to alter, vary, or extinguish all existing rights and privileges connected with the lands, houses, and property to be purchased or taken under the authority of the intended Act, or which would in any manner impede or interfere with the several objects and purposes of the intended Act or any of them, and to confer other rights and privileges.

In the township of Blackrod, in the parish of Bolton-le-Moors, and in the township of West Houghton, in the parish of Dean, all in the said county.

5. To authorize the Corporation to lay and place within the tunnel or aqueduct, called the Hilton House Tunnel, forming part of the works executed by the Corporation under the powers of the Liverpool Corporation Waterworks Act, 1847, situate in the township of Blackrod, in the parish of Bolton-le-Moors, and in the township of West Houghton, in the parish of Dean, all in the county of Lancaster, an iron pipe or pipes for the purpose of conveying water through the said tunnel; and for the purpose of executing the said works, to set up temporary furnaces and other works upon and otherwise to use the lands shown upon the deposited plan, situate in the said townships, for the purpose of fixing, maintaining, and repairing the said pipe or aqueduct.

6. To authorize the Corporation to make, form, and maintain an open cutting or aqueduct, commencing by a junction with the existing aqueduct at or near the north end of the said Hilton House Tunnel, in the township of Blackrod and parish of Bolton-le-Moors, and terminating by a junction with the said aqueduct at or near the south end of the said tunnel, in the said township of West Houghton and parish of Dean, and to insert one or more pipes therein in the lines and upon the levels shown upon the deposited plans and sections, in the township of Blackrod, in the parish of Bolton-le-Moors, and in the township of West Houghton, in the parish of Dean, all in the county of Lancaster, and for that purpose to take and use temporarily or permanently the lands shown upon the deposited plans.

7. To empower the Corporation to purchase by compulsion or agreement lands and houses for the purposes of the intended Act, and where the lands required to be purchased shall consist only of gardens, forecourts, or areas, to enable the Corporation to purchase the same by compulsion or otherwise, without becoming liable to purchase the house or building of or to which the said lands, gardens, forecourts, or areas form part or are appurtenant.

8. And notice is hereby given, that plans showing the lands, houses, and property proposed to be purchased, taken, or acquired under the authority of the intended Act, for the purposes above mentioned, and the line or course of the said intended new and widened streets, and other works, together with sections of the said intended new and widened streets, and other works and books of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November in the present year, be deposited with the clerks of the peace for the county of Lancaster, at their office, in Preston in the said county, and with the clerk of the peace of the borough of Liverpool, at his office, in Liverpool, and that copies of so much of the said plans, sections, and books of reference, as relates to the several parishes and extra-parochial places in which the proposed works are to be made or lands are situate, together with a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his residence, and in case of the extra-parochial place of Toxteth-park, with the parish clerk of the parish of Liverpool, being a parish immediately adjoining thereto.

9. To empower the Corporation to raise and borrow the further sum of £100,000 for the purposes of "The Liverpool Improvement Act, 1864," in

addition to the sums authorized by the said Act, and by the Liverpool Improvement Act, 1867, to be borrowed for the purposes of the said Act, and to make, levy, and recover rates and assessments for repayment thereof and of the interest thereon.

10. To empower the Corporation to raise and borrow the further sums of £10,000 for street improvement purposes, and £75,000 for park purposes, in addition to the sums by the Liverpool Improvement Act, 1865, authorized to be borrowed for the purpose of street improvements, and of providing public parks or playgrounds, and places of recreation for the inhabitants of the borough.

11. To enlarge, alter, amend, or repeal section 34 of the Liverpool Improvement Act, 1858, and section 16 of the Liverpool Improvement Act, 1861, section 18 of the Liverpool Improvement Act, 1864, section 27 of the Liverpool Improvement Act, 1865, and section 72 of the Liverpool Improvement Act, 1867, which respectively incorporate the provisions of sections 34 to 47, both inclusive, of the Liverpool Improvement Act, 1858, as to repayment of the moneys by those Acts authorized to be borrowed, so as to enable the Corporation to appropriate to the Sinking Fund Account 1-50th part of the moneys from time to time borrowed on street improvement account, and 1-100th part of the moneys from time to time borrowed on parks account, and remaining due after deducting the amounts placed to the credit of the respective accounts from the sales of surplus lands or otherwise.

12. To authorize and empower the Corporation to pay out of moneys borrowed under the Liverpool Improvement Act, 1867, the amount expended or to be expended in the purchase of lands adjoining to and on the eastern side of the Public Library and Museum, and to authorize and empower the Corporation to dispose of the whole or so much of the last-mentioned lands as shall not be appropriated for street improvements or as a site for additional buildings for the purposes of the Liverpool Library and Museum Act, 1852.

13. To authorize and empower the Corporation to purchase by agreement any lands for additional or improved approaches or boundary roads to any park which the Corporation are by the Liverpool Improvement Act, 1865, authorized to provide, and to authorize and empower the Corporation and the local board of any district in which the same may be situate to enter into and carry out any agreements with reference thereto, or to any other matter connected with such parks, and respectively to apply their funds for the purposes of any such agreement.

14. To authorize the Corporation to make by-laws relating to the public parks or places of recreation, whether within or beyond the limits of the borough of Liverpool, and for regulating the management thereof, the days, hours, and terms of admission thereto, and the closing thereof, and of all footways in, to, or through the same, and to impose penalties for the breach or non-observance of such by-laws.

15. To authorize and empower the Corporation to raise and borrow money for the purposes of the intended Act, and to make, levy, and recover rates and assessments upon and from the owners and occupiers of property within the said borough, for the purposes of the intended Act, and to grant exemptions from the payment thereof, and to borrow money for such purposes, upon the credit of the said rates and assessments, and, if the Corporation shall think fit, upon the credit of the borough fund of the said borough and of the

estates and property of the said Corporation, and to apply such part of their corporate funds as they may think fit for the purposes of the said intended Act.

16. To enlarge, alter, amend, or repeal section 72 of "The Waterworks, Clauses Act, 1847," section 18 of "The Liverpool Corporation Waterworks (Amendment) Act, 1850," and section 46 of "The Liverpool Corporation Waterworks Act, 1862," with respect to the rating and payment of of the water rent in respect of premises not exceeding the nett annual value of £13, and to enact in lieu thereof provisions for rating and levying the water rent and water rate upon the owner of the premises upon a reduced estimate of three-fourths of the net annual value thereof.

17. To enlarge, alter, amend, or repeal the whole or so much of the Act (local and personal) 5 Victoria, chap. 44, commonly called the Building Act, as relates to buildings; and to re-enact, subject to certain alterations, additions, and amendments, all or some of the provisions of the said Act, and to make further provision relating to the construction, alteration, repair, fencing, filling up, removal, and regulation of buildings, excavations, and other works for or connected with buildings, and the materials and foundations of buildings, and all other matters incidental thereto, or otherwise in any manner relating to buildings, excavations, or works; and to impose penalties upon any person offending against the intended Act; and to amend, as far as may be rendered necessary by the repeal of the said last-mentioned Act, such of the provisions of the Acts (local and personal) 6 and 7 Vict. chap. 109, and 7 and 8 Vict. chap. 51, as would be affected by such repeal.

18. To extend, amend, enlarge, and regulate the powers and duties of surveyors of buildings within the said borough, and to authorize the justices of the peace for the said borough, or a tribunal to be constituted by the intended Act, to decide and determine questions in relation to the construction or alteration of buildings, or the relaxation of the provisions of the intended Act, with power for the building surveyor to act as assessor in determining any such questions, and also power to impose penalties to enforce compliance with the orders, reports, or determinations of the justices of the peace or such other tribunal as aforesaid under the jurisdiction proposed to be conferred by the intended Act.

19. To prohibit any person from hereafter erecting any crane or hoist, or other appliance for lifting or lowering any goods or other thing in such a position on his own land as shall be dangerous to the public, without providing to the satisfaction of the council a screen or fence for the protection of the public.

20. To enlarge, repeal, alter, or amend sections 45, 46, 47, 48, 49, 120, 121, and 227 of the Liverpool Sanitary Act, 1846, and section 33 of the Liverpool Sanitary Amendment Act, 1864, and to enact other provisions in lieu thereof for regulating the width of streets, passages, and courts, and the openings into courts in the said borough, and also the dimensions and other requirements as to rooms and windows in houses, and to impose penalties against any person offending against the provisions of the intended Act.

21. To enact provisions regulating open spaces to be left adjoining any house to be erected within the borough, and the dimensions of such open spaces.

22. To enlarge, repeal, alter, or amend sections 117, 118, and 119 of the Liverpool Sanitary Act, 1846, and sections 18, 19, and 20 of the Liverpool Sanitary Amendment Act, 1854, as to cellar dwell-

ings, so as to provide for an open area at the rear as well as the front of such dwellings.

23. To authorize the council to grant any easements in, under, or over any public street or place in the borough for such period and upon such terms and conditions as the council may deem expedient, provided that the same be granted with the consent of the owners of the soil of the street, and without prejudice to the right of any individual who may be affected thereby, and to recover in a summary manner all moneys which may become due to the Corporation in respect of such easements.

24. To authorize the Corporation to require the owner or occupier of any land adjoining any public street or place within the borough to fence the same to their satisfaction, and in default thereof, power for the Corporation to fence the same and to recover the expenses thereof by letting the land or otherwise.

25. To enlarge, repeal, alter, or amend section 88 of the Liverpool Improvement Act, 1846, so as to impose penalties upon any person making any vaults, cellar, or arch contrary to the provisions thereof.

26. To enlarge, repeal, alter, or amend sections 38, 39, 41, and 42, of the Liverpool Sanitary Act, 1846, so as to enact and provide that the power given to the Council by the Liverpool Sanitary Act, 1846, to compel the levelling, paving, and flagging of streets that are not highways repairable at the public expense, and after the completion of the works to declare such streets and highways repairable at the public expense, may be exercised in respect of the carriage way, footway, or any part of such streets, and that the said powers shall also be deemed to have extended and shall extend and be exercised in respect of any street or road, of which a part was at the time of the passing of the said Act, or is or may be a public footpath, or repairable at the public expense, as fully as if the whole of such street or road had been or was a highway not repairable at the public expense.

27. To prohibit the throwing or placing by any person of any poisonous, deleterious, or dangerous product or substance in streets or on any unenclosed public or private place in the said borough, and to impose penalties upon any person offending against the Act.

28. To enlarge, repeal, alter, or amend section 99 of the Liverpool Sanitary Act, 1846, and also sections 8, 10, and 32 of the Liverpool Sanitary Act, 1854, so as to enable the Council to recover frontage charges for sewerage from the subsequent owner of the property in the same manner as rates are by the said Acts, or one of them, directed to be recovered.

29. To enlarge, repeal, alter, or amend section 2 of the Liverpool Sanitary Amendment Act, 1864, and any other parts of the said Act, so as to provide that the Lands Clauses Consolidation Acts shall be incorporated with the said Act in such manner that the provisions thereof shall remain in force for the period of three years from the dates of the respective presentments made under the said Acts, instead of three years from the passing of the said Act,

30. To enlarge, repeal, alter, or amend section 42 of the Liverpool Improvement Act, 1867, so as to impose a penalty for the keeping of a greater number of cattle than is specified in any licence granted under the same section of the said Act.

31. To enlarge, repeal, alter, or amend section 208 of "The 9 and 10 Vic. c. 127, Liverpool Sanitary Act, 1846," so that summonses for penalties issued under the said Act, or "The Liverpool Sanitary Amendment Act, 1854," may



be served at the place of business of the person complained against.

32. To enlarge, repeal, alter, or amend section 18 of the Liverpool Library and Museum Act, 1852, and to authorize the Council to levy a rate not exceeding one penny in the pound upon the assessment of property within the borough to the poor-rate, such rate to be levied and collected by the Corporation.

33. To enlarge, repeal, alter, or amend sections 109 and 110 of the Liverpool Corporation Waterworks Act, 1847, and to incorporate with the said Act section 61 of the Waterworks Clauses Act, 1847, with respect to the provisions for guarding against fouling the waters of the Corporation.

34. To enlarge, repeal, alter, or amend, so far as relates to the said borough, sections 73 and 74 of the Public Act 5 and 6 Wm. IV., chap. 76, as to the appointment of trustees, and to provide that any trustees appointed pursuant to the said provisions may be so appointed by the first meeting of the Council of the said borough to be held in the month of January in every year; and that such trustees shall remain in office until the first meeting of the Council to be held in the month of January in the following year.

35. To enlarge, repeal, alter, or amend section 70 of the Public Act 5 and 6 Wm. IV., chap. 76, section 2 of the Liverpool Sanitary Act, 1846, and section 53 of the Liverpool Improvement Act, 1867, and the provisions of any other public or local Act relating to the appointment of committees, and to provide that the proceedings of every committee appointed by the Council shall, when approved by the Council, have relation back to the dates of such proceedings, unless the Council shall otherwise order.

36. To enlarge, repeal, alter, or amend section 62 of the Act 5 and 6 Wm. IV., chap. 76; and section 3 of the Act 7 Wm. IV. and 1 Vict., chap. 68, and to authorize the Corporation to pay to the borough coroner in lieu of fees a clear annual salary, to be fixed from time to time by the Council, of not less than £300 for the performance of the duties now by law imposed upon him, or a clear annual salary, to be fixed from time to time by the said Council, of not less than £1,000 in case the duties and powers be extended and additional work be imposed by law upon him; and also to pay out of the borough fund the necessary clerks' salaries, office expenses, and other reasonable disbursements incident to the discharge of the duties of coroner of the said borough.

37. To empower the Corporation at any time to require the present or any future coroner of the said borough to devote the whole of his time to the duties of the office of borough coroner, on condition that the clear annual salary to be fixed from time to time by the Council shall not be less than £1,000.

38. To enlarge, repeal, alter, or amend sections 116 and 151 of the Liverpool Sanitary Act, 1846, and section 22 of the Liverpool Sanitary Amendment Act, 1854, and to provide that the expenses mentioned in the 116th section of the Act of 1846, and the costs of sweeping, cleansing, and watering streets shall be paid out of moneys raised by the general rate to be levied uniformly upon all property in the borough instead of the paving rate, and that the moneys arising from the sale of dirt, dust, nightsoil, filth, dust, ashes, and rubbish, shall be applied to the credit of the same rate.

39. To enlarge, repeal, alter, or amend section 17 of the Liverpool Improvement Act, 1865, empowering the Corporation to make by-laws for regulating the street traffic within the said

borough, and to authorize the Corporation to make by-laws for regulating the several routes to be followed, and the particular streets or portions of streets to be used by omnibuses, stage carriages, vans, and other carts licensed for the conveyance of passengers at separate fares, and by carts, waggons, timber carriages, floats, lorries, drays, spring carts (whether laden or unladen), hearses or mourning coaches, and to prohibit the use of certain streets by such vehicles as aforesaid, either altogether or within certain periods, to be specified in the by-law, and also as to the distance to be observed between such vehicles in any part of the said borough, with power from time to time to amend, vary, or repeal such by-laws and make new by-laws in respect thereof, and to impose penalties for the breach of such by-laws.

40. To enlarge, repeal, alter, or amend section 149 of the Act (local and personal) 5 and 6 Vic., chap. 106, so as to prohibit the negligent steering of any timber carriage within the said borough, and to impose a penalty upon any person offending against the intended Act.

41. To enlarge, repeal, alter, or amend the provisions of any public or local Act of Parliament in regard to dealers in marine stores, in force within the said borough, particularly the provisions contained in the Act (local and personal) 5 and 6 Vic., chap. 106, and sec. 52 of the Liverpool Improvement Act, 1867, so that the same and the amended provisions of the intended Act shall apply to and include dealers in scrap or broken iron, or other metal; and to authorize the Corporation to make by-laws providing for the keeping of proper entry books by all persons subject to the said Acts and intended Act relating to marine store-dealers, and for securing proper access to such books, and to all places in which such persons carry on business,—for power to examine books, and for regulating the times of opening and closing of such places, and the conduct of persons employed therein, with full power to enforce penalties for breach of such by-laws.

42. To enlarge, repeal, alter, or amend section 154 of the Act (local and personal) 5 and 6 Vic. chap. 106, so as to impose a penalty upon any person wilfully extinguishing the light of any public lamp within the said borough.

43. To enlarge, repeal, alter, or amend section 149 of the Act (local and personal) 5 and 6 Vic. chap. 106, so as to provide that it shall be unnecessary to call as a witness the person annoyed by any prostitute loitering in a public place for the purpose of solicitation.

44. To authorize the police of the said borough to take possession of and to sell, destroy, or dispose of any dog found by the police in any street within the said borough, and to make other regulations with respect to dogs and the disposal thereof.

45. To authorize the said Corporation to prohibit three or more persons from assembling in any street in any part of the said borough for the purposes of betting, and to impose penalties on such persons, and to authorize any police officer to take any such persons into custody without warrant.

46. And the said intended Act will also alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the local Acts following, or some of them, that is to say, 5 Vic., cap. 26, 5 and 6 Vic. cap. 106, 6 and 7 Vic., cap. 109, 7 and 8 Vic., cap. 51, 9 and 10 Vic., cap. 127 (Liverpool Sanitary Act, 1846), the Liverpool Library and Museum Act, 1852, the Liverpool Sanitary Amendment Act, 1854, "The Liverpool Improvement Act, 1855," "The Liverpool Im-

provement Act, 1858," "The Liverpool Improvement Act, 1861," "The Liverpool Improvement Act, 1864," "The Liverpool Sanitary Amendment Act, 1864," "The Liverpool Improvement Act, 1865," "The Liverpool Improvement Act, 1867," "The Liverpool Corporation Waterworks Act, 1847," "The Liverpool Corporation Waterworks (Amendment) Act, 1850," "The Liverpool Corporation Waterworks Act, 1862," and the following public Acts, or some of them:—5 and 6 Will. IV., cap. 76, 7 Will. IV. and 1 Vic., cap. 67, "The Lands Clauses Consolidation Act, 1845," "The Waterworks Clauses Act, 1847," "The Public Health Act, 1848," "The Merchant Shipping Act, 1854," "The Local Government Act, 1858," "The Local Government Act (1858) Amendment Act, 1861."

47. And notice is hereby further given, that on or before the 23rd day of December next, printed copies of the proposed Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1869.

*Joseph Rayner*, Town Clerk of the borough of Liverpool, Solicitor for the Bill.

#### In Parliament.—Session 1870.

Newcastle and Gateshead Water Works.  
(Additional Works—Extension of Limits—Power to Acquire North Shields Water Works—Additional Subscription to Redheugh Bridge—Alteration of Rates—Powers to Corporations, Local Boards, &c.—Construction of Tramway—Alteration and Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the following, or some of the following, among other purposes, that is to say:—

To alter, amend, and enlarge some of the powers and provisions of "The Newcastle and Gateshead Water Works Act, 1863," in this notice called the Act of 1863, and "The Newcastle and Gateshead Water Works Act, 1866," in this notice called the Act of 1866.

To authorize the Newcastle and Gateshead Water Company (in this notice referred to as "the Company") to make and maintain all or any of the following works, or any part or parts thereof, together with all proper works and conveniences connected therewith, that is to say:—

Pumping engines, reservoirs, filter tanks, wells, engine houses, and other works and conveniences connected therewith, in a field in the township of Prudhoe Castle, in the parish of Ovingham, in the county of Northumberland, belonging to his Grace the Duke of Northumberland, and in the occupation of William Prudhoe, and known by the name of The Haugh.

An aqueduct, conduit, or main pipe, commencing in the said township of Prudhoe Castle, at or near the pumping engines, wells, and other works and conveniences aforesaid, and terminating by a junction with the main pipe of the Company at or near a point about 363 yards (measured along the line of pipes) north-west of a bridge called Howdean Bridge, in the township of Horsley, in the parish of Ovingham, in the said county of Northumberland, which said aqueduct will be wholly situate in the townships of Prudhoe Castle and Horsley, in the parish of Ovingham, in the county of Northumberland.

An aqueduct, conduit, or main pipe, commencing at or near the centre of the River Tyne, 600 feet or thereabouts to the west of a ford known as he Hag Ford, and terminating at the well or

reservoir of the pumping engine aforesaid, which said aqueduct will be wholly situate in the township of Prudhoe Castle aforesaid, in the parish of Ovingham, in the said county of Northumberland.

The erection of an engine, engine-house, boiler-house, cooling pond, and other works upon land belonging to the Ecclesiastical Commissioners for England, and in the occupation of the Company, situate in the parish of Gateshead, in the county of Durham, immediately to the east of a public road called the Rabbit Banks-road, and south of another public road called the Askew-road, and which said works will be wholly situate in the parish of Gateshead aforesaid.

A tramway, with sidings and other works and conveniences, commencing by a junction with the Carlisle Branch of the North-Eastern Railway at a point about 100 yards to the west of the nine and one-half mile post, on the said branch, and terminating at the boiler-house of the before-mentioned pumping-engines, which said tramway will pass through land in the occupation of the said William Prudhoe, and will be wholly situate in the said township of Prudhoe Castle in the said parish of Ovingham.

To lay down and maintain pipes, culverts, and other works in, under, over, or across, and to cross, break up, alter, divert, or stop up, either temporarily or permanently, roads, highways, footpaths, streets, bridges, railways, tramways, sewers, drains, pipes, streams, brooks, and watercourses.

To take, use, divert, and appropriate for the purposes of the proposed new works, as well as of the existing and authorized works of the Company, water from the River Tyne and all such streams and springs of water as will be intercepted by the proposed works, and as may be found in, upon, or under any of the lands for the time being belonging to the Company, or over or in respect of which they may have or acquire easements.

To deviate from the line of works both vertically and horizontally, to purchase lands and other property by compulsion and by agreement, and also to acquire easements over lands and other property, and to levy, collect, and recover rates, rents, and charges within the new district and places to be supplied by the Company.

To extend the limits of the existing Acts of the Company, and to enable them to supply with water the borough of Tynemouth, and the parishes and places adjoining the said borough, including the parishes or townships of North Shields, Whitley, Monkseaton, Preston, Murton, Earsdon, Chirton, Backworth, and Howdon, and the said parish of Ovingham, all in the said county of Northumberland, and the shipping resorting to the port and river of Tyne, and the harbour of North Shields.

To authorize the Company to purchase or take on lease by agreement, and, if no such agreement be come to, to purchase by compulsion the undertaking of "The Company of Proprietors of the North Shields Waterworks," and all their works, reservoirs, lands, property, estates, pipes, rights, powers, and privileges; and to authorize and require the said Company of Proprietors to sell to the Company their said undertaking; and to vest the undertaking so to be purchased in the Company, and to enable the Company to exercise all the rights and powers of the said Company of Proprietors, but subject to the provisions of the intended Act with respect thereto, and to alter the rates and charges now authorized to be taken by the said Company of Proprietors.

To authorize the amalgamation of the before-

mentioned Company of Proprietors with the Company, and also the union of their respective undertakings.

To enable the Company, on the one hand, and any corporation, local board, or other local authority, or any waterworks company or companies within the present and intended limits of supply by the Company, or near such limits, to contract and agree with the Company for the supply of water, in bulk or otherwise, to such corporations, local boards, or other local authorities or waterworks companies respectively, and to confer upon the latter all necessary powers for the purposes aforesaid, with power also to such corporations, local boards, and public authorities to borrow money and to levy rates for those purposes, and to defray any expenses to be incurred by them in respect thereof out of any rates which they are now authorized respectively to levy, or any property belonging to them.

To authorize the Company, from time to time, to subscribe further moneys towards the construction and maintenance of the bridge and works authorized by "The Redheugh Bridge Act, 1866." And to authorize the Company and the Redheugh Bridge Company to agree as to the terms and conditions upon which, and as to the special advantages which may be attached to any moneys to be advanced or subscribed by the Company for the purposes of the said Bridge Act of 1866.

To enable the Company to apply their existing funds, and any moneys which they have still powers to raise, to the purposes, or any of the purposes of the Bill, and for the same purposes, and for the general purposes of their undertaking, to raise additional capital by shares, or by stock and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

To repeal so much of the 35th section of the Tyne Improvement Act, 1865, as limits the purpose for which the limits of the Act of 1863 are by that section extended.

The Bill will confer upon the Company all needful powers for preventing their water from being fouled or wasted, and for providing for the due strength and regulation of supply pipes, cisterns, and apparatus, and it will vary and extinguish all existing rights and privileges which would interfere with any of the objects of the Bill, and it will confer upon the Company all such other rights and privileges as may be necessary for any of the purposes of the Bill.

The Bill will amend and enlarge the powers and provisions of the Act passed in the 26th year of the reign of King George the Third, intituled "An Act for supplying North Shields and the shipping resorting thereto with water," or repeal the said Act, and it will amend, so far as may be necessary for the purposes of the Bill, amongst other Acts, "The Tyne Improvement Act, 1865," "The Tyne Improvement Act, 1866," and "The Redheugh Bridge Act, 1866," and the Act or Acts of any Waterworks Company to whom any of the powers of the Bill will extend.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" and "The Waterworks Clauses Acts, 1847 and 1863;" and also such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands.

Plans and sections describing the lines, situations, and levels of the intended works, and the

lands, houses, and property which will or may be taken compulsorily, under the powers of the Bill, and a book of reference to the plans, containing the name of the actual or reputed owners and lessees, and of the occupiers of such lands, houses, and property, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Northumberland, at his office at Newcastle-upon-Tyne, and with the Clerk of the Peace for the county of Durham, at his office in the city of Durham; and on or before the same day a copy of so much of the plans, sections, and books of reference as relate to any of the parishes or extra-parochial places aforesaid, in which the new works are intended to be made, and any lands or houses intended to be taken are situate, with a copy of this notice, will be deposited with the parish clerk of each parish, at his residence, and in the case of any extra-parochial place, with the clerk of an adjoining parish, at his residence.

Printed copies of the intended Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1869.

*R. P. and H. Philipson*, Newcastle-upon-Tyne, Solicitors for the Bill.

*Dyson and Co.*, 24, Parliament-street, Parliamentary Agents.

In Parliament—Session 1870.

Charterhouse (London) Market.

(Incorporation of Company; Establishment of New Market, with approaches in St. Sepulchre's and St. Andrew's, Holborn; Acquisition of Lands; Power to levy Market and other Tolls and Rates; Stopping up and Conversion of Red Lion-alley and Greenhills-rents; Provisions affecting the Metropolitan Railway Company and the Corporation of London; Amendment of Acts.)

**A** PPLICATION is intended to be made to Parliament next session for an Act to effect the objects, or some of the objects following:—

To incorporate a Company (hereinafter called "The Company") for the purposes of the intended Act.

To authorize the Company to purchase and take by compulsion or agreement all or any of the lands, houses, and property within the area lying between Cow Cross-street and Charles-street on the north and east, New Charterhouse-street on the south, and Farringdon-road on the west (and which lands, houses, and property are situate in the parishes of St. Sepulchre and St. Andrew, Holborn, in the city of London, and the parishes of St. Sepulchre and St. Andrew, Holborn, above Bars, in the county of Middlesex), or in some or one of them.

To authorize the Company to stop up Red Lion-alley and Greenhills-rents, within the aforesaid area, and to extinguish all rights of way and easements in or over the same, and to appropriate the same and the soil and site thereof for purposes of the intended Act.

To authorize the Company to cover over the railways of the Metropolitan Railway Company between Charles-street and New Charterhouse-street aforesaid, and to appropriate the land or surface formed by such coverings for the purposes of the intended Act.

To authorize the Company within the area aforesaid to establish, erect, provide, and main-

tain and regulate markets, market-houses, market-places, and buildings, and a market or markets for the sale of meat, poultry, vegetables, and other marketable commodities, with approaches, weighing machines, and other works and conveniences, and from time to time to let the same, and to levy, rates, tolls, stallages, and other charges in, upon, or in respect of the same, and to confer exemptions from the payments thereof, and from time to time to let the rates, tolls, stallages, and charges.

To authorize the Company to make bye-laws and rules for the good government and regulation of the markets, market-places, approaches, and other premises, and of persons frequenting, or using, or approaching, or leaving the same, and of their carts, waggons, and carriages.

To authorize the Company and the Metropolitan Railway Company to enter into and carry into effect arrangements with respect to the objects of the intended Act, or any of them, and any incidental matters, and to enable the said Railway Company to accept from the Company rent charges for the purchase of their lands and for compensation.

To authorize the Company to retain and to grant building leases of their surplus lands.

To vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

To amend the following Acts of Parliament, and especially to repeal or amend any provisions thereof which would interfere with the execution of the objects of the intended Act, namely, 23 and 24 Vic., cap. 193; 25 and 26 Vic., cap. 174; 27 and 28 Vic., cap. 15, relating to the Metropolitan Meat and Poultry Market; 16 and 17 Vic., cap. 186; 17 and 18 Vic., cap. 221; 18 and 19 Vic., cap. 102; 19 and 20 Vic., cap. 109; 20 and 21 Vic., cap. 125; 22 and 23 Vic., cap. 97; 23 Vic., cap. 58; 23 and 24 Vic., cap. 168; 24 and 25 Vic., caps. 133 and 233; 25 and 26 Vic., cap. 58; 26 and 27 Vic., cap. 165; 27 and 28 Vic., caps. 260, 291, and 315; 28 and 29 Vic., cap. 117; 29 and 30 Vic., cap. 160; 30 and 31 Vic., cap. 85; 31 and 32 Vic., cap. 109; and 32 and 33 Vic., cap. 136; and any other Acts relating to the Metropolitan Railway Company; and also, if necessary, to amend or annul the Letters Patent of King Charles I., dated 18th October, 1638.

Plans and sections describing the lands, houses, and property intended to be taken as aforesaid, and the lines or situations of the other works, with a book of reference to such plans, and a copy of this notice, will be deposited on or before the 30th day of this present November, with the Clerk of the Peace for the city of London, at the Sessions House, Old Bailey, and with the Clerk of the Peace for the county of Middlesex, at the Sessions House, Clerkenwell-green; and with the parish clerk of each of the parishes of St. Sepulchre and St. Andrew, Holborn, in the city of London, at his residence, and for the parishes of St. Sepulchre, in Middlesex, and St. Andrew, Holborn, above Bars, with the Clerk of the District Board of Works for the district of Holborn, at his office in Chancery-lane.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this fifteenth day of November, 1869.

*W. Heggerty*, Solicitor, 32, Great George-street, Westminster.

*J. Dorington and Co.*, 6, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1870.

Southwark and City Subway.

(Incorporation of Company for making Subway under the Thames, from near St. George's Church, Southwark, to or near Arthur-street, in the City of London.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session, for leave to bring in a Bill to incorporate a company for the construction and maintenance of a subway under the River Thames, with all necessary shafts, approaches, works, and conveniences.

The said subway will commence in the parish of Saint Mary Newington, in the borough of Southwark, in the county of Surrey, at or near where Great Dover-street and Blackman-street unite, passing thence through the parishes of Saint George-the-Martyr, Southwark, and Saint Saviour, in Surrey, thence under the River Thames to the opposite side of the river, in the parish of Saint Martin Orgars, in the City of London, and terminate in that parish at or near the junction of Martin's-lane and Arthur-street West.

The Bill will authorise the company to lay down and maintain the subway in and under streets, and to alter and interfere with temporarily and otherwise, pipes, sewers, and drains, in and under such streets; also to deviate laterally and vertically from the line and levels of the subway; to purchase lands and houses compulsorily and by agreement, and to levy tolls and charges; and the Bill will vary and extinguish all rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidated Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," and "The Lands Clauses Consolidated Acts, 1845, 1860, and 1869."

Duplicate plans and sections of the subway, and showing the lands, and other property required, together with a book of reference to the plans, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for Surrey, at his office in Lambeth; for Middlesex, at his office in Clerkenwell-green; and for the City of London, at his office at the Sessions House, Old Bailey; and on or before the same day a copy of so much of the said plans, sections, and book of reference, as relates to the before-mentioned parishes, will, with a copy of this notice, be deposited as follows: in the case of the parish of St. Mary Newington with the Vestry Clerk of that parish, at his office at the Vestry-hall, Walworth-road; in the case of the parish of St. George-the-Martyr, Southwark, with the Vestry Clerk of that parish, at his office at the Vestry-hall, Borough-road, Southwark; in the case of the parish of Saint Saviour, with the Clerk of the District Board of Saint Saviour's district, at his office in Emerson-street, Bankside, Southwark; and in the case of the parish of Saint Martin Orgars, in the City of London, with the parish clerk of that parish, at his residence.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 17th day of November, 1869.

*Dyson and Co.*, 24, Parliament-street, Westminster, Parliamentary Agents.

*Elmslie, Forsyth, and Sedgwick*, 27, Leadenhall-street, City, Solicitors.

## East London Railway.

(Extension of Time for Purchase of Lands and Construction of Works; Agreements with London, Brighton, and South Coast, South Eastern, and Great Eastern Railway Companies; Alteration or Cancellation of Existing Agreement with last-named Company; Further Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, by the East London Railway Company (hereinafter called "The Company") for an Act for the following purposes, or some of them, that is to say:

To extend the time and continue the powers for the compulsory purchase of lands granted by the "East London Railway Act, 1865," and the "East London Railway (Additional Powers) Act, 1866," and which powers were respectively extended by the "East London Railway (Various Powers) Act, 1868," and also to extend the time and continue the powers granted for the same purpose by the last-named Act.

To extend the time and continue the powers granted by the "East London Railway Act, 1865," "The East London Railway (Additional Powers) Act, 1866," and "The East London Railway (Various Powers) Act, 1868," for the completion of the works by these Acts respectively authorized.

To enable the Company on the one hand, and the London, Brighton, and South Coast Railway Company, and the South Eastern Railway Company, or one or both of them, on the other hand, to enter into arrangements and agreements as to the use, working, and management of all or any of the railways of the Company, and as to the division and apportionment of the tolls, rates, and charges leviable thereon, and to confirm, if thought fit, any agreement or agreements already or hereafter to be entered into with reference thereto.

To enable the Company and the Great Eastern Railway Company, to enter into arrangements and agreements as to the construction of portions of the authorized railways of the Company, and the acquisition of lands, either by purchase or otherwise, necessary for such construction, and for the user by the Company of certain portions of the Great Eastern Railway Company's railways, when constructed, together with the stations, sidings, and other accommodation and conveniences connected therewith, and to confirm, if thought fit, any agreement or agreements already or hereafter to be entered into with reference thereto.

To enable the Company and the Great Eastern Railway Company to enter into arrangements and agreements as to the user by the Great Eastern Railway Company of all or any of the railways of the Company, and the terms and conditions of such user, and to confirm, if thought fit, any agreement or agreements already or hereafter to be entered into with reference thereto.

To vary, alter, cancel, or extinguish in whole or in part, an agreement dated the 22nd day of December, 1864, and entered into between the Great Eastern Railway Company of the one part, and William Hawes, Esquire, Colonel John Studholme Brownrigg, C.B., and Lawford Acland, Esquire, and which agreement is scheduled to the "East London Railway Act, 1865," and confirmed and made binding on the Company by the 26th clause of the said Act.

To authorize the Company to raise further moneys for the general purposes of their undertaking by the creation of new shares or stock, with or without priority or preference in the payment of dividends or interest, or other special

privileges, and by borrowing, and to apply to all or any of such purposes any capital or funds now belonging to them, or hereafter to belong to them, or under the control of their directors.

To repeal, alter, vary, amend, and extend, so far as may be necessary or desirable for all or any of the purposes aforesaid, the following local and personal Acts, that is to say: "The East London Railway Act, 1865," "The East London Railway (Additional Powers) Act, 1866," and "The East London Railway (Various Powers) Act, 1868," and any other Act or Acts relating to the Company; and also the 9th and 10th Vic., cap. 253, and any other Act or Acts relating to the London, Brighton, and South Coast Railway Company, and also the 6th William 4th, cap. 75, and any other Act or Acts relating to the South Eastern Railway Company, and also the Great Eastern Railway Act, 1862, and any other Act or Acts relating to the Great Eastern Railway Company.

And notice is hereby further given, that on or before the 23rd day of December, 1869, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons. Dated this 17th day of November, 1869.

*Wilson, Bristows, and Carpmael*, Solicitors for the Bill, 1, Copthall-buildings, E.C.

## In Parliament.—Session 1870.

## Sheffield Waterworks.

(Provisions as to Constant Pressure and for Prevention of Waste, &c; Extension of Time for Completion of Works; Power to agree with Millowners, &c., for Purchase of their Rights to Water; Compulsory Extinction of other Water Rights. Amendment of Acts.)

NOTICE is hereby given that the Company of Proprietors of the Sheffield Waterworks (in this notice referred to as "The Company,") intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following, or some of the following, among other purposes:

To alter, amend, and enlarge some of the powers and provisions of the several Acts relating to the Company, namely, "The Sheffield Waterworks Act, 1853," herein called the Act of 1853; "Sheffield Waterworks Act, 1860," herein called the Act of 1860; "The Sheffield Waterworks Act, 1864," herein called the Act of 1864; "The Sheffield Waterworks Act, 1866," "The Sheffield Water (New Works) Act, 1867," herein called the Act of 1867, and "The Sheffield Waterworks (Amendment) Act, 1867; or to repeal, alter, and consolidate the said Acts, and particularly to amend the said Acts, or some of them, in the following respects:

To relieve the Company, absolutely or on conditions to be specified in the Bill, from the obligations to which they are now subject of having the water supplied by them constantly laid on under pressure, and to repeal the 106th section of the Act of 1864, and all other consequential provisions in that Act or any other Act of the Company:

To extend the present powers of the Company (and particularly those conferred upon them by the 6th section of the Act of 1860), with a view to the efficient prevention of the waste, misuse, or contamination of the water of or supplied by the Company; and the Bill will provide for the Company making from time to time rules, by-laws, and regulations for the before-mentioned purposes, or the Bill will itself contain all such rules, restrictions, and regulations as may be necessary or expedient for those purposes; and

will repeal sections 7, 8, and 9 of the Act of 1860.

To authorize the Company to purchase or extinguish by agreement, or otherwise to agree for compensation in respect of, all such rights as may belong to all or any of the owners, lessees, and occupiers of the mills and works situate on the Rivers Rivelin and Loxley, on the Ewden Beck, and on the River Dun, and as may belong to the South Yorkshire Railway and River Dun Company, and to the Manchester, Sheffield, and Lincolnshire Railway Company, and to any other persons or companies, in and to the compensation water, in and by the Act of 1853 directed to be caused to flow over a gauge on the River Rivelin, or in or to any part of such water, or in or to the compensation water in and by the Act of 1867 directed to be discharged out of the reservoirs therein called the Broomhead, More Hall, Strines, Dale Dike, Annet, Agden, and Damflask Reservoirs, or in or to any part of such water, and to acquire by agreement with all or any of such owners, lessees, and occupiers, companies, and persons the right of diversion by the Company of any such waters as aforesaid, or any part thereof; and to confer upon such owners, lessees, and occupiers, companies, and persons full power and authority to make and enter into any such agreement with the Company:

To enable the Company to take, divert, use, and appropriate for the purposes of their undertaking all such waters the before-mentioned rights to which they shall have acquired or extinguished under any such agreement, and to authorize the Company to purchase, by compulsion or otherwise, and to extinguish all other rights in such waters:

All the waters so sought to be dealt with now flow or proceed, or would flow or proceed, directly or derivatively, into the River Dun navigation, the Sheffield Canal, and the Stainforth and Keadby Canal navigation:

To repeal, modify, or alter all or any of the provisions of the Acts of the Company conferring or regulating the exercise of any right of meeting or other rights relative to any such compensation waters:

To relieve the Company from the obligation of constructing or maintaining any gauge or other work, which by the exercise of the before-mentioned powers as to compensation waters shall become useless or unnecessary, and to authorize the Company to alter or discontinue any such gauge or other work:

To authorize the Company to purchase by agreement, for all or any of the objects of the Bill, lands, houses, mills, works, rights, and easements, and to hold or sell, or otherwise dispose of, the same or any of them:

To extend, absolutely or on conditions to be specified in the Bill, the time limited by the Act of 1860 for completion of works, and to defer until the expiration of such extended time the operation of section 107 of the Act of 1864, as far as it relates to completion of works, and to extend, absolutely or on conditions as aforesaid, the time limited by the Act of 1867 for completion of works:

To explain the meaning in section 107 of the Act of 1864 of the expression "the whole of the works specified in the Company's Act of 1853, or in any previous Acts," and to amend that section:

To enable the Company to apply their existing funds and any moneys which they have still powers to raise to the purposes of the said Bill:

To vary and extinguish all existing rights and privileges which would interfere with any of the

objects of the Bill, and to confer other rights and privileges:

To incorporate with the Bill and make applicable to the Company and to all or any of the objects of the Bill, with such modifications as may be requisite, all or some of the provisions of "The Waterworks Clauses Acts, 1847 and 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869."

Printed copies of the intended Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1869.

*R. Blakelock Smith*, Sheffield, Solicitor for the Bill.

*Dyson and Co.*, 24, Parliament-Street, Westminster, Parliamentary Agents.

In Parliament—Session 1870.

Bury St. Edmunds and Thetford Railway. Deviation; Extension of Time; Abandonment; Reduction of Capital; Power to Use part of Great Eastern Railway; Arrangements with Thetford and Watton, and Watton and Swaffham Railway Companies; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session thereof, by the Bury St. Edmunds and Thetford Railway Company (hereinafter referred to as "The Company") for leave to bring in a Bill for all or some of the following purposes, that is to say—

1. To enable the Company to divert a portion of the line of railway by "The Bury St. Edmunds and Thetford Railway Act, 1865" (hereinafter referred to as "The Act of 1865"), authorized to be made, and therein described as "Railway No. 1," and for that purpose to make and maintain the railway hereinafter described with all proper works and conveniences connected therewith, that is to say:

A railway, situate wholly in the parish of Barnham St. Martin and St. Gregory, in the county of Suffolk, commencing by a junction with the said authorised Railway No. 1 in a field, the property of the Duke of Gratton, distinguished on the plans deposited with the Clerk of the Peace for the county of Suffolk, with reference to the Act of 1865, as No. 4 in the said parish, at a point therein seven miles one furlong and five chains from the commencement of the said authorised Railway No. 1, measuring along the authorised centre line thereof, as delineated on the said plans, and terminating by a junction with the same authorised Railway No. 1 in a field the property of the said Duke, distinguished on the aforesaid plans by the No. 41, in the said parish, at a point therein nine miles three furlongs and five chains from the commencement of the said authorised Railway No. 1, measuring as aforesaid.

2. To authorise the Company to abandon the formation of the whole of the railway by the Act of 1865 authorised to be made, and therein distinguished as Railway No. 2, and also of so much of the said authorised Railway No. 1 as is situate between the above-described points of commencement and termination of the railway proposed to be authorized by the Bill.

3. To authorise the Company to purchase by compulsion or otherwise, lands and hereditaments for the purpose of the intended railway, and to



vary and extinguish all rights, privileges and easements connected with, or incident to, such lands and hereditaments.

4. To authorise the Company, for the purposes of the intended railway, to stop up, alter, or divert turnpike and other roads, highways, water-courses, and works in the parish aforesaid.

5. To authorise the Company to levy tolls, rates, and duties upon, or in respect of, the intended railway: to alter existing tolls, rates, and duties; to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties; and to confer, vary, or extinguish other rights or privileges.

6. To provide that the intended railway shall be deemed part of the undertaking of the Company, and be subject to the same provisions as the other parts of the railways of the Company.

7. To authorise the deviation laterally from the lines of the intended railway to the extent shown on the plans firstly hereinafter mentioned, and also the deviation vertically from the levels thereof, as shown on the sections firstly hereinafter mentioned.

8. To authorise the deviation vertically from and to vary the levels of the railways authorised by the Act of 1865, and not intended to be abandoned to the extent shown on the sections secondly hereinafter mentioned.

9. To revive, extend, and enlarge the powers conferred upon the Company by the Act of 1865, for the compulsory purchase of lands and houses, and for the completion of the railways and works by that Act authorised to be made, and not intended to be abandoned by the Bill.

10. To authorise the Company to apply their corporate funds for the purposes of the intended Act; to reduce the capital and borrowing powers of the Company; and to authorise the Company to create and issue debenture stock.

11. To provide that the bond referred to in section 20 of the Act of 1865 shall be cancelled, on proof that the Company have paid up and expended one half of the share capital of the Company as proposed to be reduced by the Bill.

12. To enable the Company and any other Company or person lawfully using the undertaking of the Company, at all times to run over, work, and use with their engines, carriages, and waggons of every description and for all purposes, so much of the Railway of the Great Eastern Railway Company as is situate between the Thetford Station thereof (including that station) and the junction therewith of the Thetford and Watton Railway, in the parish of Bridgham, in the county of Norfolk (including that junction and the Station known as the Roudham Heath Station), with the junctions, signals, sidings, and other conveniences thereat, upon such terms and conditions, and on payment of such tolls and charges as may be agreed upon, or as in case of difference shall be settled by an arbitrator, to be appointed by the Board of Trade.

13. To authorise the Company, on the one hand, and the Great Eastern, the Thetford and Watton, and the Watton and Swaffham Railway Companies, or any or either of them on the other hand, to enter into and carry into effect, contracts, agreements, and arrangements, for or in respect of the working, maintenance, and using of the railways and works of each other or any part thereof, and the supply of engines, carriages, and rolling stock for the purposes thereof, and the conduct, regulation, interchange, transmission, and management of the traffic passing to or from their respective railways, and for the fixing, levying, dividing,

and apportioning of tolls and charges arising from such traffic.

14. To empower the Company to increase, and from time to time vary, the number of the Directors of the Company.

15. To regulate the speed at which the traffic on the railways forming the undertaking of the Company shall be worked.

16. To incorporate in whole or in part all or some of the following Acts, viz.:—"The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendments Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" "The Railway Companies Arbitration Act, 1859."

17. To repeal, alter, amend, extend, or enlarge some or any of the provisions of "The Bury St. Edmund's and Thetford Railway Act, 1865;" "The Thetford and Watton Railway Act, 1866;" and "The Watton and Swaffham Railway Act, 1869."

18. And notice is hereby given, that on or before the 30th day of November instant, duplicate plans and sections describing the lines, situation, and levels of the intended railway, and also duplicate plans and sections of the said authorised railways, the levels whereof are proposed to be varied, describing the lines, situation, and levels thereof, and the lands and hereditaments in or through which the same respectively will be made, together with books of reference thereto respectively, and a published map with the lines of railways respectively delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Suffolk, at his office, at Bury St. Edmund's, and with the Clerk of the Peace for the county of Norfolk, at his office, at Norwich. And on or before the same day, a copy of so much of the said plans, sections, and books of reference, as relates to each parish in or through which the proposed railway and variation will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice as published as aforesaid, will be deposited with the parish clerk of each such parish, at his usual place of abode; and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining such extra-parochial place, at his usual place of abode.

19. And notice is hereby further given, that printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 13th day of November, 1869.

*Partridge and Greene*, Bury St. Edmunds.  
C. and H. *Tahourdin*, 1, Victoria-street,  
Westminster.

In Parliament—Session 1870.

Brecon and Merthyr Tydfil Junction Railway Company.

(Additional A. Debenture Stock; Apportionment of Income; Amendment of Arrangement Act, 1868; and of other Acts of Company.)

APPLICATION is intended to be made to Parliament in the next Session thereof, by the Brecon and Merthyr Tydfil Junction Railway Company (hereinafter called "the Company") or by the Board of Directors thereof, for leave

to bring in a Bill for the following, or some of the following, among other purposes:—

1. To raise an additional sum of money, for purposes to be specified in the Bill by the issue of A Debenture Stock, ranking equally with, and having the same rights, liens, and privileges as the A Debenture Stock issued or authorized to be issued under "The Brecon and Merthyr Railway Arrangement Act, 1868."

2. To enable and require the Board to pay and distribute the net revenue of the Company among the holders of B and C Debenture Stock, according to a scale, and in an order to be prescribed by the Bill; such scale being lower than that to which the holders of certain of the B and C Debenture Stocks might under the powers of the said Act be entitled, and to provide for the future payment by means of deferred dividend warrants or otherwise, of any sums which may from time to time, under the powers of the Bill, be deducted from the amounts which the holders of the said Stocks might otherwise be entitled to receive.

3. To vary certain other of the provisions of the said Act of 1868 (31 and 32 Vic., cap. 142), and to enlarge those provisions, and to vary, amend, and enlarge the provisions of other Acts relating to the Company and bearing its name, passed in the years 1859, 1860, 1861 (two Acts), 1862, 1863, (two Acts), 1864 (two Acts), 1865, (two Acts), and 1867, and to vary or extinguish any existing rights or privileges which may interfere with the objects of the Bill, and especially the rights of the holders of B and C Debenture Stock, and to confer other rights and privileges.

4. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 11th day of November, 1869.

*J. R. Cobb*, Brecon, Solicitor to the Company.

*Dyson and Co.*, No. 24, Parliament-street, Westminster, Parliamentary Agents.

#### East Cornwall Mineral Railway.

(Provisions as to authorized Capital, power to enter into agreements with respect to the use of Lands, Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the East Cornwall Mineral Railway Company (hereinafter called "The Company"), for an Act for the purposes or some of the purposes following, that is to say:—

To alter, vary, regulate, and define the powers of the Company for raising money whether by shares or by borrowing and to confer additional powers upon the Company with reference thereto, and with reference to the creation of preference shares and debenture stock, and the cancelling of shares not issued and the forfeiture and cancellation of shares and the creation and issue of new shares or stock in lieu thereof, with a preferential dividend or other rights or priorities, and to enable the Company to divide the shares or some of the shares in their capital into half shares and to issue in half shares any portion of their capital already created and to attach to such half shares or some of them a preference or priority of Dividend or interest or any other special privilege.

To empower the Company to enter into agreements respecting the rents and dues and tolls payable and to be payable by them for the use of any lands required for the purposes of the

railway with the owners of such lands and to confirm and give effect to any arrangement or agreement entered into with reference to use of such lands as aforesaid.

To alter, amend, vary, or repeal some or any of the provisions of "The Callington and Calstock Railway Act, 1869."

Printed copies of the intended Act will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 1st day of November, 1869.

#### Cowes Harbour.

(Application for Provisional Order for Powers to Appoint Harbour Commissioners and to Levy Tolls, &c.)

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on or before the 23rd day of December, 1869, by the promoters of Cowes Harbour, to make a Provisional Order, pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for the following, or some of the following, among other powers:—

The appointment of Harbour Commissioners, and the constitution, or alteration of constitution, of any harbour authority for the management and improvement of the harbour of Cowes; and for cutting, deepening, widening, straightening, dredging, confining, altering, and improving Cowes Harbour, in, about, or upon the parishes of Northwood and Whippingham, in the Isle of Wight, including a part of the Solent Sea.

To purchase, take on lease, or otherwise acquire lands or hereditaments.

To borrow on mortgage or bond any monies which may be required for the purpose of the said Provisional Order.

To levy tolls, rates, and duties in respect of the harbour, and to alter or extinguish any existing tolls, rates, or duties, and to confer, vary, or extinguish any other rights or privileges.

To define the limits of the harbour of Cowes.

To lay down moorings, anchors, posts, and fastenings for the use of shipping.

To regulate the use of moorings laid down by other persons.

To make bye-laws for the regulation of vessels and boats, and for the general regulation of the commerce and trade of the port, and to impose penalties for the breach of such bye-laws.

To incorporate with the said provisional order the whole or parts of "The Lands Clauses Consolidation Act, 1845, 1860, and 1869."

And notice is hereby further given, that on or before the 30th day of November, 1869, a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Southampton, at his office in the city of Winchester; and at the Custom House at West Cowes, in the Isle of Wight and county of Southampton; and at the offices of the Board of Trade, Whitehall, London.

And notice is hereby further given, that on and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished, at the price of one shilling each, to all persons applying for the same, at the offices of the Solicitor as undermentioned.

Dated this 15th day of November, 1869.

*Henry James Damant*, Solicitor, West Cowes, Isle of Wight.

## Liverpool Street Tramways.

(Incorporation of Company; Construction of Street Tramways in the Borough of Liverpool and adjoining Boroughs, Parishes, and Places; Compulsory taking of Lands; Tolls; Provisions for use of Tramways and Streets traversed; Running Powers over Portions of Tramways authorized by the Liverpool Tramways Act, 1868; Provisions for compelling the Liverpool Tramways Company to remove and relay, and other provisions with respect to Tramways laid by them in unauthorized portions of Streets; Agreements with, and Powers to, Street Authorities and other Public Bodies; Working and other Arrangements with other Companies; 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 incorporating a Company, and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the works, and to carry into effect the objects or some of the objects hereinafter mentioned, that is to say:—

To make and maintain the following street tramways, or some or one of them, with all necessary and proper works and conveniences connected therewith respectively;

(1.) A Tramway (No. 1) wholly situate in the parish of Liverpool, in the borough of Liverpool, in the County Palatine of Lancaster, commencing in St. John's-lane at a point opposite, or nearly opposite, the junction of Roe-street with St. John's-lane, passing thence through St. John's-lane and terminating in the Old Haymarket at a point about 92 feet south west of the south-west corner of the weighing machine house in the said Old Haymarket.

The centre line of the proposed Tramway No. 1 will be on the south-west side of and 4 feet 6 inches from the imaginary centre line of St. John's-lane aforesaid.

(2.) A Tramway (No. 2) wholly situate in the parish of Liverpool aforesaid, commencing by a junction with the proposed Tramway No. 1, above described, at its termination as above described, passing thence through Manchester-street and Dale-street, and terminating in the last-mentioned street at a point about 60 feet from and to the west of the junction of North John-street with Dale-street.

The centre line of the proposed Tramway (No. 2) will be throughout on the southern side of and at a distance of 4 feet 6 inches from the imaginary centre line of the respective streets through which it is intended to pass.

(3.) A Tramway (No. 3) wholly situate in the parish of Liverpool aforesaid, commencing by a junction with the proposed Tramway (No. 2), at its termination as above described, passing thence in a westerly direction along Dale-street, and terminating in that street at a point opposite the east side of Castle-street.

The centre line of the proposed Tramway (No. 3) will be on the south side of and 4 feet 6 inches from the imaginary centre line of Dale-street.

(4.) A Tramway (No. 4) wholly situate in the parish of Liverpool aforesaid, commencing by a junction with the proposed tramway (No. 3) above described, at its termination as above described, passing thence into and through Castle-street and terminating in the open space between St. George's-crescent and St. George's Church, at a point about 70 feet from and north-east of the north-east corner of that church.

The centre line of the proposed Tramway No. 4, will be on the east side of and 4 feet 6 inches from the imaginary centre lines of the respective streets through which it is intended to pass.

(5.) A Tramway (No. 5) wholly situate in the parish of Liverpool aforesaid, commencing by a junction with the proposed Tramway No. 4 above-described, at its termination as above-described, and thence passing into and along Lord-street, and terminating in Lord-street at a point about 50 feet from and west of the junction of North John-street with Lord-street.

The centre line of the proposed Tramway No. 5 will be on the north side of and at the distance of 10 feet from the imaginary centre line of Lord-street.

(6.) A Tramway (No. 6) wholly in the parish of Liverpool aforesaid, commencing by a junction with the proposed Tramway No. 5 at its termination as above-described, passing thence in an easterly direction through Lord-street, into and along Church-street, Parker-street, and the roadway in the centre of Clayton-square, Elliott-street, part of Lime-street, Great George-place, and St. John's-lane, and terminating in St. John's-lane by a junction with the proposed Tramway No. 1 above-described at its point of commencement as above-described.

The centre line of the proposed Tramway (No. 6) will be at the distance of 10 feet from the imaginary centre line of Lord-street, and at the distance of 4 feet 6 inches from the imaginary centre line of each of the other streets through which it is intended to pass, and the centre line of the tramway will be on the north side of the imaginary centre lines of Lord-street, Church-street, Parker-street, the roadway in the centre of Clayton-square and Elliott-street, and on the west side of the imaginary centre lines of Lime-street, Great George-place, and St. John's lane.

(7.) A Tramway (No. 7) wholly in the parish of Liverpool aforesaid, commencing by a junction with the proposed Tramway No. 1, above described, at its termination as above described, passing thence into and along Victoria-street, and terminating in that street at a point about 60 feet from and east of the junction of North John-street with Victoria-street.

The centre line of the proposed Tramway No. 7, will be to the south of and 4 feet 6 inches from the imaginary centre line of Victoria-street aforesaid.

(8.) A Tramway (No. 8) wholly situate in the parish of Liverpool aforesaid, commencing by a junction with the proposed Tramway No. 7 above described, at its termination as above described, passing thence along Victoria-street into, and in a northerly direction along North John-street, and thence into Dale-street, and terminating in Dale-street by a junction with the proposed Tramway No. 3 above described, at its commencement as above described.

The centre line of the proposed Tramway No. 8 will be at a distance of 4 feet 6 inches from the imaginary centre lines of the respective streets through which it is intended to pass, and will be on the south side of the imaginary centre line of Victoria-street and Dale-street respectively, and on the west side of the imaginary centre line of North John-street.

(9.) A short Junction Tramway (No. 9), wholly situate in the parish of Liverpool aforesaid, commencing by a junction with the proposed Tramway No. 5, above described, at its termination as above described, running thence into North John-

street, and terminating in that street at a point about 50 feet from and north of the junction of that street with Lord-street.

The centre line of the proposed Tramway No. 9 will be on the north side of and 10 feet from the imaginary centre line of Lord-street, and on the west side of and 4 feet 6 inches from the imaginary centre line of North John-street.

(10.) A Tramway (No. 10) wholly situate in the parish of Liverpool aforesaid, commencing by a junction with the proposed Tramway No. 9 above described at its termination as above described, passing thence northward through North John-street into and along Victoria-street, and terminating in that street opposite, or nearly opposite, the point where Whitechapel joins that street.

The centre line of the proposed Tramway No. 10 will be at a distance of 4 feet 6 inches from the imaginary centre line of each of the streets through which it is intended to pass, and will be on the west side of the imaginary centre line of North John-street, and on the northern side of the imaginary centre line of Victoria-street.

(11.) A Tramway (No. 11) wholly situate in the parish of Liverpool aforesaid, commencing by a junction with Tramway No. 10, at its termination as above described; passing thence eastward along Victoria-street, and across the south end of the Old Haymarket, into St. John's-lane, and terminating in that lane by a junction with the Tramway No. 1, authorized by the Liverpool Tramways Act, 1868, at or near the north-west end of St. John's-lane.

The centre line of Tramway No. 11 will be to northward of and at the distance of 4 feet 6 inches from the imaginary centre lines of Victoria-street and St. John's-lane respectively.

(12.) A short Junction Tramway (No. 12), wholly in the parish of Liverpool aforesaid, commencing by a junction with Tramway No. 10, above described, at its termination as above described, and running in an easterly direction, along Victoria-street, for a distance of 80 feet, or thereabouts, and terminating by a junction with the proposed Tramway No. 7, above described.

The centre line of the proposed Tramway No. 12 will, at the commencement of the tramway be at the distance of 4 feet 6 inches from and to the northward of the imaginary centre line of Victoria-street, and will thence gradually approach until in about 40 feet from the commencement of the Tramway it reaches the imaginary centre line of the said street, and thence will gradually diverge from the said imaginary centre line, until at the junction of the tramway with the proposed Tramway No. 7 above described; it reaches the distance of 4 feet 6 inches from and to the southward of the said imaginary centre line.

(13.) A Tramway (No. 13) wholly situate in the parish of Liverpool, and on the extra-parochial foreshore of the River Mersey, or one of them, commencing by a junction with the proposed Tramway No. 3 above described, at its termination as above described, passing thence in a westerly direction into and along the whole length of Water-street, and into and along the street called George's Dock Gates, and in a westerly direction across the Dock Line of Rails and along the quay between George's Dock and George's Dock Basin (crossing the swing bridge at the north entrance of George's Dock) and terminating on the last-mentioned quay at a point about 4 chains from and south-west of the south-west end of the swing bridge above mentioned.

The centre line of the proposed Tramway No.

13 will be 4 feet 6 inches from and on the southern side of the imaginary centre lines of Dale-street, and Water-street respectively, and will be 4 feet 6 inches from and on the west side of the imaginary centre line of George's Dock Gates, until the tramway reaches the distance of 170 feet north of the junction of Water-street with George's Dock Gates, and will thence pass in a curved line to the west side of the dock line of rails aforesaid at a point 13 feet north of the imaginary centre line of the quay between George's Dock and George's Dock Basin, and will thence continue at that distance from and north of the last-mentioned imaginary centre line to the east-end of the swing-bridge aforesaid; and the tramway will be laid in the centre of the southernmost roadway on the said swing-bridge (which southernmost roadway is for the purposes of this Notice treated as a separate street), and on reaching the quay at the south-west end of the said swing-bridge the centre line of the tramway will be at a distance of 17 feet from and to the northward of the imaginary centre line of the roadway on the quay, and will thence gradually approach the last-mentioned imaginary centre line until at the distance of 156 feet from and south-west of the south-west end of the said swing-bridge it intersects the said imaginary centre line, and will thence gradually diverge from and southward of the said imaginary centre line until at the termination of the tramway the centre line of the tramway attains the distance of 14 feet from and south of the said imaginary centre line.

(14.) A Tramway (No. 14), wholly in the parish of Liverpool, and on the extra-parochial foreshore of the River Mersey, or one of them, commencing by a junction with the proposed Tramway No. 13 above described at its termination above described, thence passing into and across the quay on the west side of George's Dock, and the quay (known as Mann Island) on the south side of that dock (passing across the northernmost swing-bridge over the George's Dock Passage), thence across the Dock Line of Rails aforesaid, and the northern end of Strand-street, into and along James'-street and Derby-square, into the open space between St. George's-crescent and St. George Church, and terminating by a junction with the proposed Tramway No. 5 above described at its commencement as above described.

The centre line of the proposed Tramway No. 14 will at its commencement be at a distance of 14 feet from and on the southern side of the imaginary centre line of the roadway on the quay between George's Dock and George's Dock Basin, and at the point at which it reaches the quay on the west of George's Dock will be at the distance of 56 feet from and on the south-west side of the imaginary centre line of the roadway of that quay, and will thence for a distance of 180 feet be at that distance from and on the same side of the said imaginary centre line, and will thence gradually approach the said imaginary centre line until it meets it at a point 240 feet south-east of the south-eastern corner of George's Ferry Basin, and thence will gradually diverge from and to the eastward of the said imaginary centre line until in the length of 40 feet it reaches the distance of 4 feet 6 inches from and on the east side of the said imaginary centre line, and thence to a point 63 feet south-west of the south-west corner of George's Dock, the centre line of the tramway will continue at the last-mentioned distance from and east of the said imaginary centre line, and thence will gradually approach until at a point 190 feet south-west of the western end of the swing-bridge above-mentioned, it intersects

the imaginary centre line of the roadway on the quay (known as Mann Island) on the south of George's Dock, and thence will gradually diverge from until in a length of 40 feet it reaches the distance of 3 feet from and south of the last-mentioned imaginary centre line, and thence to the western end of the said swing-bridge will continue at the last-mentioned distance from and south of the said imaginary centre line, and in passing over the said swing-bridge the tramway will be laid in the centre of the northernmost roadway of the bridge (that roadway being for the purposes of this Notice taken to be a separate street), and at the east end of the said bridge (the centre of the street from the east end of the said swing-bridge to the west end of James-street, being for this purpose taken to be a straight line drawn from the one point to the other) the centre line of the tramway will be at the distance of 5 feet from and north of the imaginary centre line of the street, and will thence gradually diverge from the said imaginary centre line until at the west side of the Dock Line of Rails aforesaid, it attains the distance of 13 feet from and north of the said imaginary centre line, and thence to a point 55 feet west of the lamp-post in the centre of and at the west end of James-street, will gradually approach until it reaches the distance of 2 feet from and north of the said imaginary centre line, and thence will again gradually diverge from until at the west end of James-street it reaches the distance of 9 feet from and north of the imaginary centre line of that street, and in passing through James-street and Derby-square will be at a distance of 9 feet from and to the northward of the imaginary centre lines of the said street and square respectively.

(15.) A Tramway (No. 15) wholly in the parish of Liverpool and on the extra-parochial foreshore of the River Mersey, or one of them, commencing by a junction with the proposed Tramway (No. 4) above described, at a point opposite, or nearly opposite, the northern end of St. George's-crescent, thence passing along Castle-street in a southerly direction into and along Derby-square and James-street and across the northern end of Strand-street and across the Dock Line of Rails aforesaid, and thence along the quay before mentioned at the southern end of George's Dock, passing over the swing-bridge above mentioned over the George's Dock Passage and along the quay above-mentioned on the west side of George's Dock, and terminating on that quay at a point about 80 feet from and north-east of the north-eastern corner of George's Ferry Basin, and about 115 feet from and east of the eastern end of the bridge leading from George's Pier to the north end of George's Landing Stage.

The centre line of the proposed Tramway No. 15 will in Castle-street be at a distance of 4 feet 6 inches from and to the eastward of the imaginary centre line of that street, and in Derby-square and James-street respectively, will be at the distance of 9 feet from, and on the southern side of, the imaginary centre line of the respective street, and from the west end of James-street (the centre of the street from the west end of James-street to the east end of the northernmost swing-bridge over George's Dock Passage, being for this purpose taken to be a straight line drawn from the one point to the other) will gradually diverge from until at a point 30 feet west of the lamp-post in the centre of and at the west-end of James-street it reaches the distance of 18 feet from and south of the imaginary centre line of the street, and thence will gradually approach until at a point 110 feet from and east of the east

end of the said swing-bridge it intersects the said imaginary centre line, and thence will again gradually diverge from until in the length of 50 feet it reaches the distance of 3 feet from and north of the said imaginary centre line, and thence will gradually approach until in the further length of 40 feet it again intersects the said imaginary centre line; and thence will again gradually diverge from until at the east end of the said swing-bridge it reaches the distance of 5 feet and south of the said imaginary centre line; and in passing over the said swing-bridge, the tramway will be laid in the centre of the southernmost roadway on the bridge (which roadway for this purpose is taken to be a separate street), and at the western end of the said bridge, the centre line of the tramway will be at the distance of 12 feet from and to the south of the imaginary centre line of the roadway of the quay (known as Mann Island), and thence to a point 150 feet south-west of the west end of the said bridge, will continue at the last-mentioned distance from and south of the said imaginary centre line, and thence will gradually approach until in the length of 40 feet it reaches the distance of 9 feet from and south of the said imaginary centre line, and thence will again gradually approach the imaginary centre line of the street, until at a point 75 feet south-west of the south-west corner of George's Dock it reaches the distance of 4 feet 6 inches from and west of the imaginary centre line of the roadway of the quay on the west side of George's Dock, and thence to a point 240 feet and south-east of the south-eastern corner of George's Ferry Basin, and will continue at the last-mentioned distance from and west of the said imaginary centre line, and thence will gradually diverge from, until in the length of 200 feet, it attains the distance of 65 feet from and west of the said imaginary centre line, and thence to the termination of the tramway its centre line will continue at the last mentioned distance from and west of the said imaginary centre line.

(16.) A tramway (No. 16), wholly in the parish of Liverpool, and on the extra-parochial foreshore of the River Mersey, or one of them, commencing on the quay on the west side of George's Dock by a junction with the proposed Tramway No. 15 above-described, at a point about one chain south-east of the termination of that tramway as above-described, thence on to and along the quay between George's Dock and George's Dock Basin (crossing the swing-bridge at the northern entrance to George's Dock) and across the Dock Line of Rails aforesaid, to and in a south-easterly direction along George's Dock Gates, into and along Water-street, and thence into Castle-street, and terminating in that street by a junction with the proposed Tramway No. 4, at a point about 100 feet south of the front of the portico of the Town Hall.

The centre line of Tramway No. 16 will at the commencement of the tramway be at the distance of 66 feet from and on the west side of the imaginary centre line of the roadway of the quay on the west side of George's Dock, and will thence gradually approach the said imaginary centre line until it reaches it at a point about 140 feet west of the north-west corner of George's Dock, at which point the centre line of the tramway will be at a distance of 8 feet from and to the southward of the imaginary centre line of the quay between George's Dock and George's Dock Basin, and from that point will gradually approach the last-mentioned imaginary centre line until it intersects it at a point about 240 feet south-west of the south-west end of the swing-bridge over the northern entrance to George's Dock, and from that point

will gradually diverge from and to the northward of the said imaginary centre line until at the south-west end of the said swing-bridge it will be at the distance of 26 feet from and north of the said imaginary centre line, and the tramway will be laid along the centre of the northernmost roadway on the said swing-bridge (which roadway is for this purpose deemed to be a separate street), and at the north-eastern end of the said swing-bridge the tramway will be at the distance of 22 feet from and north of the imaginary centre line of the quay, and will continue at that distance from and north of the said imaginary centre line to the west side of the Dock Line of Rails aforesaid, and will thence pass in a curved line to a point in George's Dock-gates 170 feet north of the junction of Water-street with George's Dock-gates, at which point the centre line of the tramway will be 4 feet 6 inches from and east of the imaginary centre line of George's Dock-gates, and thence to the end of the tramway its centre line will be 4 feet 6 inches from the imaginary centre line of each of the streets through which it is intended to pass, being on the east side of the imaginary centre lines of George's Dock-gate and Castle-street, and on the north side of the imaginary centre line of Water-street.

(17.) A Tramway (No. 17), wholly in the parish of Liverpool and on the extra-parochial foreshore of the River Mersey, or one of them, commencing by a junction with the proposed Tramway (No. 15) above described, at its termination as above described, thence passing on to George's Pier and terminating at or near the east end of the bridge leading from that pier to the north end of George's Landing Stage.

The centre line of the proposed Tramway (No. 17) will, at the commencement of the tramway, be at the distance of 35 feet from, and south of the imaginary centre line of the roadway of the quay between George's Dock and George's Dock Basin, and thence will gradually approach that centre line until it intersects it at a point about 100 feet from and east of the eastern end of the bridge lastly above mentioned, and thence will gradually diverge from and to the northward of the said imaginary centre line until at the termination of the tramway its centre line will be at the distance of 36 feet from and to the northward of the said imaginary centre line.

(18.) A Tramway (No. 18), wholly in the parish of Liverpool, and on the extra-parochial foreshore of the River Mersey, or one of them, commencing at or near the point of termination as above described of the proposed Tramway No. 17, thence passing along George's Pier on to and along the Quay between George's Dock and George's Dock Basin, and terminating on that quay by a junction with the proposed Tramway No. 13 above described, at a point about 68 feet from and north-west of the north-west corner of George's Dock.

The centre line of the proposed Tramway No. 18 will, at the commencement of the tramway, be at the distance of 36 feet from and north of the imaginary centre line of the quay between George's Dock and George's Dock Basin, and will gradually approach that centre line until it intersects it at a point about 186 feet from and east of the eastern end of the bridge leading from George's-pier to the northern end of George's Landing Stage, and from the said point of intersection will gradually diverge from and to the southward of the said imaginary centre line until at the termination of the tramway it will be 4 feet from and to the southward of the said imaginary centre line.

(19.) A short junction Tramway (No. 19) wholly in the parish of Liverpool, and on the extra-parochial foreshore of the River Mersey, or one of them, and wholly situate on the quay between George's Dock and George's Dock Basin, commencing by a junction with the proposed Tramway No. 18 above described at its termination as above described, thence running north-eastward for a distance of one chain to and terminating by a junction with the proposed Tramway No. 16.

The centre line of the proposed Tramway No. 19 will at the commencement of the tramway be 4 feet from and south of the imaginary centre line of the roadway of the quay, and will thence gradually approach that imaginary centre line until in 15 feet from the commencement of the tramway, it intersects the said imaginary centre line, from which it will then again diverge to the northward, until at the termination of the tramway its centre line will be 14 feet from and north of the said imaginary centre line.

(20.) A Tramway (No. 20) wholly in the parish of Liverpool, and on the extra-parochial foreshore of the River Mersey, or one of them, commencing by a junction with the proposed Tramway No. 15, above described, at or near the point of commencement, as above described, of the proposed Tramway No. 16, and thence running south-east, for a distance of one chain, to and terminating by a junction with the proposed Tramway No. 14, above described.

The proposed Tramway No. 20 will be wholly situate on the quay west of George's Dock, and at the commencement of the tramway its centre line will be at the distance of 65 feet from and to the west of the imaginary centre line of the roadway on that quay, and will gradually approach the said imaginary centre line, until, at the termination of the tramway, it will be at the distance of 57 feet from and west of the said imaginary centre line.

(21.) A Tramway (No. 21) wholly situate in the parish of Liverpool aforesaid, commencing in St. John's-lane by a junction with the proposed Tramway No. 1 to be authorised by the Bill at its commencement as above described, passing thence into and along the northern carriage way of Great George-place, into and along Lime-street and London-road, and terminating in that road opposite or nearly opposite the north end of St. Vincent-street East.

The centre line of the proposed Tramway No. 21 will be 4 feet 6 inches from and south of the imaginary centre line of St. John's-lane, and the northern carriage way of Great George-place, and in passing along Lime-street will be on the east side of the imaginary centre line of the street, and at a distance therefrom gradually varying from 9 feet at the point where it enters that street to 11 feet at the north end of the said street; and at the point where it enters the London-road, opposite the public lamp-post in the centre of that road, opposite Commutation-row, the centre line of the tramway will be at the distance of 10 feet from and on the south side of the imaginary centre line of London-road, and thence to a point opposite the north end of Pudsey-street, the centre line of the tramway will gradually approach, until it reaches the distance of 4 feet 6 inches from the imaginary centre line of London-road, and thence to the end of the tramway its centre line will continue at the last-mentioned distance from and on the south side of the said imaginary centre line.

(22.) A Tramway (No. 22) wholly in the parish of Liverpool aforesaid, commencing by a junction



with the Tramway No. 1, authorised by "The Liverpool Tramways Act, 1868," at a point opposite the centre of the southern front of St. George's Hall, thence passing along the northern carriage way of Great George-place, into and in a northerly direction along Lime-street, into and along London-road, and terminating in that road opposite the north end of St. Vincent-street East.

The centre line of the proposed Tramway No. 22 will be at the distance of 4 feet 6 inches from and on the north of the imaginary centre line of the northern carriage way of Great George-place, and in passing along Lime-street will be on the west side of the imaginary centre line of the street, and at a distance therefrom gradually varying from 9 feet at the point where it enters that street, to 11 feet at the north end of the said street, and at the point where it enters the London-road, opposite the public lamp-post in the centre of that road opposite Commutation-row, the centre line of the tramway will be at the distance of 10 feet from and on the north side of the imaginary centre line of London-road, and thence to a point opposite the north end of Pudsey-street, the centre line of the tramway will gradually approach until it reaches the distance of 4 feet 6 inches from the imaginary centre line of London-road, and thence to the end of the tramway its centre line will continue at the last-mentioned distance from and on the north side of the said imaginary centre line.

(22a.) A short junction Tramway (No. 22a) wholly situate in the northern carriage way of Great George-place, and parish of Liverpool aforesaid, commencing by a junction with the proposed Tramway No. 21 at a point 3 chains from and east of (measuring in a straight line) the intended commencement as above described of the said Tramway No. 21, and running thence in an easterly direction for the length of 1 chain, and terminating by a junction with the proposed Tramway No. 22.

The centre line of the proposed Tramway No. 22a will at its commencement be 4 feet 6 inches from and south of and at its termination 4 feet 6 inches from and north of the imaginary centre line of the northern carriage way of Great George-place, and will run from the commencement to the termination of the tramway in a reversed curve intersecting the imaginary centre line of the street, about the centre of the proposed Tramway No. 22a.

(22b.) A Tramway (No. 22b) wholly in Lime-street, in the parish of Liverpool aforesaid, commencing by a junction with the proposed Tramway No. 6, at a point 35 feet north-west from the junction of Skelhorne-street with Lime-street, and terminating by a junction with the proposed Tramway No. 22, at a point about 110 feet north of the junction of Gloucester-street, with Lime-street.

The centre line of the proposed Tramway No. 22b will at the commencement of the tramway be at the distance of 4 feet 6 inches from and to the west of the imaginary centre line of Lime-street, and will continue at that distance from and on that side of the said imaginary centre line to a point 70 feet from the termination of the tramway and will thence gradually diverge from until at the termination of the tramway it reaches the distance of 9 feet from and to the west of the said imaginary centre line.

(22c.) A Tramway (No. 22c) wholly in Lime-street, in the parish of Liverpool aforesaid, commencing by a junction with the Tramway No. 1, authorized by the "Liverpool Tramways Act, 1868," at a point 35 feet north-west from the junction of Skelhorne-street with Lime-street,

and terminating by a junction with the proposed Tramway No. 21 at a point about 110 feet north of the junction of Gloucester-street with Lime-street.

The centre line of the proposed Tramway No. 22c will at the commencement of the tramway be at the distance of 4 feet 6 inches, from and to the east of the imaginary centre line of Lime-street, and will continue at that distance from and on that side of the said imaginary centre line to a point 70 feet from the termination of the tramway, from which point it will gradually diverge from until at the termination of the tramway it reaches the distance of 9 feet from and to the east of the said imaginary centre line.

(23.) A Tramway (No. 23), wholly situate in the London-road, in the parish of Liverpool aforesaid, commencing by a junction with the proposed Tramway No. 21, at its termination as above described, and terminating at a point about one chain west of the eastern end of that road.

The centre line of the proposed Tramway No. 23, will be throughout at the distance of 4 feet 6 inches from and on the south of the imaginary centre line of the London-road.

(24.) A Tramway (No. 24), wholly situate in the London-road, in the parish of Liverpool aforesaid, commencing by a junction with the proposed Tramway No. 22, at its termination as above described and terminating at a point about one chain west of the east end of the said road.

The proposed Tramway No. 24 will be throughout at the distance of 4 feet 6 inches from and on the north side of the imaginary centre line of London-road.

(25.) A Tramway (No. 25) commencing in the London-road, in the parish of Liverpool aforesaid, by a junction with the proposed Tramway No. 24, at its termination as above-described, passing thence in an easterly direction along London-road, and thence into and along Moss-street, and into and along Brunswick-road, and thence into and along West Derby-road, and into Rocky-lane, and terminating in that lane, in the township and parish of West Derby at a point about 2 chains from and east of its junction with Sheil-road.

The proposed Tramway No. 25 will be made or pass from, in, through, or into the following parishes and places, or some of them, that is to say:—The parish of Liverpool, West Derby (township and parish), and the township of Everton, and parish of Walton-on-the-Hill, all in the county palatine of Lancaster.

The centre line of the proposed Tramway No. 25, will at the commencement of the Tramway be at the distance of 4 feet 6 inches from, and on the north side of the imaginary centre line of the London-road, and will thence gradually diverge to the northward until at the east end of the said road (before commencing to curve northward into Moss-street), it attains the distance of 8 feet from and to the northward of the said imaginary centre line, and in entering Moss-street, opposite the public lamp-post at the south end of that street, the centre of the tramway will be at the distance of 8 feet from and to the west of the imaginary centre line of that street, and will thence gradually approach until in the length of one chain it reaches the distance of 4 feet 6 inches from and west of the imaginary centre line of that street, and thence to the northern end of that street will continue at the last mentioned distance from and west of its imaginary centre line, and thence will pass in a curved line across the open space at the junction of Moss-street, Shaw-street, and Brunswick-road to the south west end of the last-mentioned road, and thence to its termination the

tramway will be laid along the centre of the respective streets through which it is intended to pass.

(26.) A Tramway (No. 26), commencing in the London-road by a junction with the proposed Tramway No. 23, at its termination as above described, and passing thence in an easterly direction along London-road into and along Moss-street, and terminating at the south west end of Brunswick-road by a junction with the proposed Tramway No. 25 at a point at the south end of Moss-street.

The proposed Tramway No. 26 will be wholly situate in the parish of Liverpool and the township and parish of West Derby aforesaid.

The centre line of the proposed Tramway No. 26 will, at the commencement of the tramway be 4 feet 6 inches from and on the south side of the imaginary centre line of London-road, and will thence gradually diverge from the said imaginary centre line until at the east end of the said road (before curving to the northward into Moss-street) the centre line of the tramway will be at the distance of 8 feet from and on the south side of the said imaginary centre line; and in entering Moss-street opposite the public lamp-post above mentioned, the centre line of the tramway will be 8 feet from and on the east side of the imaginary centre line of Moss-street, and thence will gradually approach, until in the length of one chain it reaches the distance of 4 feet 6 inches from and east of the imaginary centre line of that street and thence to the northern end of that street will continue, at the last mentioned distance from and east of its imaginary centre line, and thence will pass in a curved line across the open space at the junction of Moss-street, Shaw-street, and Brunswick-road, to the termination of the tramway at the south-west end of the last-mentioned road, at which point the tramway will be in the centre of the road.

(27.) A Tramway or passing place (No. 27), wholly in West Derby-road, in the township of Everton, in the parish of Walton-on-the-Hill and county palatine of Lancaster, commencing and terminating by junctions with the proposed Tramway No. 25, the point of commencement being 20 feet west of the junction of Radcliffe-street with Brunswick-road, and the point of termination being 3 chains east of the said point of commencement.

The centre line of the proposed Tramway No. 27 will be throughout at the distance of 9 feet from and north of the imaginary centre line of West Derby-road, except that for a distance of one chain at the commencement, and for a like distance at the termination of the tramway, its centre line will gradually approach, until at the commencement and termination respectively of the tramway it reaches the imaginary centre line of that road.

(28.) A Tramway or passing place (No. 28), wholly situate in the West Derby-road, in the township of Everton, in the parish of Walton-on-the-Hill aforesaid, commencing and terminating by junctions with the proposed Tramway No. 25 above described, the point of commencement being  $1\frac{1}{2}$  chain west, and the point of termination being  $1\frac{1}{2}$  chain east, of the junction of Hughes-street with West Derby-road.

The centre line of the proposed Tramway No. 28 will be at the distance of 9 feet from and on the north side of the imaginary centre line of West Derby-road, except that for a point of one chain at the commencement, and for a like distance at the termination of the tramway, the centre line of the tramway will gradually approach, until at

the commencement and termination respectively of the tramway it reaches the centre line of that street.

(29.) A Tramway or passing place (No. 29) wholly situate in West Derby-road, in the township of West Derby aforesaid, commencing and terminating by junctions with the proposed Tramway No. 25, above described, the point of commencement being  $1\frac{1}{2}$  chains west, and the point of termination the like distance east of the junction of York-street with West Derby-road.

The centre line of the proposed Tramway No. 29, will be at the distance of 9 feet from, and on the north side of, the imaginary centre line of West Derby-road, except that for a distance of one chain at the commencement, and for a like distance at the termination of the tramway, the centre line of the tramway will gradually approach until at the commencement and termination respectively of the tramway, it reaches the centre line of that street.

(30.) A Tramway (No. 30) wholly situate in the township of West Derby aforesaid, commencing in the West Derby-road by a junction with the proposed Tramway No. 25 at a point about 20 feet west of the junction of Celt-street with that road, and terminating in Rocky-lane by a junction with the proposed Tramway No. 25 at a point one chain west of the intended termination as above described of that tramway.

The centre line of the proposed Tramway No. 30 will be throughout at the distance of 9 feet from and on the south side of the imaginary centre lines of West Derby-road and Rocky-lane aforesaid, except that for one chain from the commencement of the tramway, and for a like distance from the termination of the tramway, the centre line of the tramway will gradually approach, until at the commencement and termination respectively of the tramway it reaches the centre line of the street.

(31.) A Tramway (No. 31) commencing in the West Derby-road, in the township of West Derby aforesaid, by a junction with the proposed Tramway No. 25 at a point about 50 feet from and east of the junction of Saxon-street with the said road; passing thence in a westerly direction along West Derby-road into and along Saxon-street, and thence in an easterly direction along Whitefield-road into and along Franklin-place, and terminating in the township of Everton aforesaid at the northern end of Franklin-place aforesaid.

The centre line of the proposed Tramway No. 31 will be laid along the centre of West Derby-road and Franklin-place respectively, and will be at the distance of 4 feet from and on the west side of the imaginary centre line of Saxon-street, and will pass along Whitefield-road from the north end of Saxon-street to the south end of Franklin-place, on a reversed curve, the centre line of the tramway intersecting the centre line of the road about midway between the north end of Saxon-street and the south end of Franklin-place aforesaid.

(32.) A Tramway (No. 32) commencing in the London-road, in the parish of Liverpool aforesaid, by a junction with the proposed Tramway No. 24 at its termination as above-described, thence passing in an easterly direction along London-road into and along Prescott-street, the street called Kensington and Prescott-road and Broad Green-road, and terminating in the last-mentioned road, in the township of West Derby aforesaid, at the gate of the stables of the Liverpool Road and Railway Omnibus Company Limited.

The proposed Tramway No. 32 will be made or

pass from, in, through, or into, the parishes or places following, that is to say:—the parish of Liverpool, West Derby (township and parish), township of Everton, and parish of Walton-on-the-Hill, all in the county palatine of Lancaster, or some or one of them.

The centre line of the proposed Tramway No. 32 will, at the commencement of the tramway, be 4 feet 6 inches from and on the north side of the imaginary centre line of London-road aforesaid, and will thence gradually diverge from and to the northward of the said imaginary centre line until at the east end of that road it attains the distance of 8 feet from and north of the said imaginary centre line, and in entering Prescott-street the centre line of the tramway will be 9 feet from and on the north side of the imaginary centre line of that street, and will thence gradually approach until in the length of  $1\frac{1}{2}$  chain it reaches the centre line of the street, and thence to the termination of the tramway the tramway will be laid in the centre of the respective streets through which it is intended to be laid, except that for a length of half a chain at the termination of the tramway its centre line will gradually diverge from and to the southward of the imaginary centre line of Broad Green-road until at the termination of the tramway its centre line attains the distance of 15 feet from and to the southward of the last-mentioned imaginary centre line.

(33.) A Tramway (No. 33) commencing in the London-road, in the parish of Liverpool aforesaid, by a junction with the proposed tramway No. 23, at its termination as above described, passing thence in an easterly direction along London-road into and along Prescott-street, and terminating in that street, in the township of West Derby aforesaid, by a junction with the proposed Tramway No. 32, at a point  $1\frac{1}{2}$  chain from the western end of that street.

The centre line of the proposed Tramway No. 33, will at the commencement of the tramway be 4 feet 6 inches from and on the south side of the imaginary centre line of London-road, and will thence gradually diverge southward from and until at the east end of London-road it reaches the distance of 8 feet from and on the south side of the said imaginary centre line, and at the point where the tramway enters Prescott-street its centre line will be 2 feet south of the imaginary centre line of that street, which it will then gradually approach until at the termination of the tramway it reaches the centre of the street.

(34.) A Tramway, or passing place (No. 34), wholly situate in the street called Kensington, in the township of West Derby aforesaid, commencing and terminating by junctions with the proposed Tramway No. 32, above described, the point of commencement being  $2\frac{1}{2}$  chains, and the point of termination being  $5\frac{1}{2}$  chains, east of the junction of Low-hill with Kensington.

The centre line of the proposed Tramway No. 34 will be at the distance of 9 feet from, and on the north side of, the imaginary centre line of Kensington, except that for a distance of one chain at the commencement, and for a like distance at the termination, of the tramway, the centre line of the tramway will gradually approach until at the commencement and termination respectively of the tramway it reaches the centre line of that street.

(35.) A Tramway or passing-place (No. 35) wholly situate in Kensington, in the township of West Derby aforesaid, commencing and terminating by junctions with the proposed Tramway No. 32 above described, the point of commencement being 5 chains, and the point of termination

being 8 chains east of the junction of Fielding-street with Kensington.

The centre line of the proposed Tramway No. 35 will be at the distance of 9 feet from and on the north side of the imaginary centre line of Kensington, except that for a distance of one chain at the commencement, and for a like distance at the termination of the tramway, the centre line of the tramway will gradually approach until at the commencement and termination respectively of the tramway it reaches the centre line of that street.

(36.) A Tramway or passing place (No. 36) wholly situate in Kensington, in the township of West Derby aforesaid, commencing and terminating by junctions with the proposed Tramway No. 32, above described, the point of commencement being  $3\frac{1}{2}$  chains, and the point of termination being  $6\frac{1}{2}$  chains east of the junction of Coleridge-street with Kensington.

The centre line of the proposed Tramway No. 36 will be at the distance of 9 feet from and on the north side of the imaginary centre line of Kensington, except that for a distance of 1 chain at the commencement, and for a like distance at the termination of the tramway, the centre line of the tramway will gradually approach, until at the commencement and termination respectively of the tramway it reaches, the centre line of that street.

(37.) A Tramway or passing place (No. 37) wholly situate in Prescott-road, in the township of West Derby aforesaid, commencing and terminating by junctions with the proposed Tramway No. 32, above described, the point of commencement being  $4\frac{1}{2}$  chains, and the point of termination being  $7\frac{1}{2}$  chains east of the junction of Sheil-road with Kensington.

The centre line of the proposed Tramway No. 37 will be at the distance of 9 feet from and on the north side of the imaginary centre line of Prescott-road, except that for a distance of 1 chain at the commencement and for a like distance at the termination of the tramway the centre line of the tramway will gradually approach, until at the commencement and termination respectively of the tramway it reaches the centre line of that street.

(38.) A Tramway or passing-place (No. 38), wholly situate in Prescott-road, in the township of West Derby aforesaid, commencing and terminating by junctions with the proposed Tramway No. 32 above described, the point of commencement being opposite the junction and the point of termination being 3 chains east of the junction of Prospect-vale with Kensington.

The centre line of the proposed Tramway No. 38 will be at the distance of 9 feet from and on the north side of the imaginary centre line of Prescott-road, except that for a distance of 1 chain at the commencement, and for a like distance at the termination of the tramway the centre line of the tramway will gradually approach, until at the commencement and termination respectively of the tramway it reaches, the centre line of the street.

(39.) A Tramway or passing-place (No. 39) wholly situate in Prescott-road, in the township of West Derby aforesaid, commencing and terminating by junctions with the proposed Tramway No. 32, above described, the point of commencement being  $4\frac{1}{2}$  chains, and the point of termination being  $7\frac{1}{2}$  chains, east of the junction of Fair-field-street with Kensington.

The centre line of the proposed Tramway No. 39 will be at the distance of 9 feet from and on the north side of the imaginary centre line of Prescott-road except that for a distance of 1

chain at the commencement and for a like distance at the termination of the tramway the centre line of the tramway will gradually approach, until at the commencement and termination respectively of the tramway it reaches, the centre line of that street.

(40.) A Tramway or passing place (No. 40) wholly situate in Prescott-road, in the township of West Derby aforesaid, commencing and terminating by junctions with the proposed Tramway No. 32 above described, the point of commencement being 6 chains and the point of termination being 3 chains west of the junction of Church-road with Prescott-road.

The centre line of the proposed Tramway No. 40 will be at the distance of 9 feet from and on the north side of the imaginary centre line of Prescott-road, except that for a distance of 1 chain at the commencement and for a like distance at the termination of the tramway the centre line of the tramway will gradually approach, until at the commencement and termination respectively of the tramway it reaches, the centre line of that street.

(41.) A Tramway or passing place (No. 41) wholly situate in Prescott-road, in the township of West Derby aforesaid, commencing and terminating by junctions with the proposed Tramway No. 32 above described, the point of commencement being opposite the east end of Swan-street, and the point of termination being 3 chains east of the same street.

The centre line of the proposed Tramway No. 41 will be at the distance of 9 feet from and on the north side of the imaginary centre line of Prescott-road, except that for a distance of 1 chain at the commencement and for a like distance at the termination of the tramway the centre line of the tramway will gradually approach, until at the commencement and termination respectively of the tramway it reaches, the centre line of that street.

(42.) A Tramway (No. 42) wholly in the township of West Derby aforesaid, commencing in Prescott-road by a junction with the proposed Tramway No. 32 at a point 1 chain west of the west side of Derby-lane, and terminating in Broad Green-road by a junction with the said proposed Tramway No. 32 at a point half-a-chain from and north of the termination, as above described, of that tramway.

The centre line of the proposed Tramway No. 42 will throughout be at the distance of 9 feet from and to the northward of the imaginary centre line of the streets through which it is intended to pass, except that at the commencement and termination respectively of the tramway the centre line will gradually approach for a length of 1 chain, until at the commencement and termination respectively of the tramway it reaches the said imaginary centre line.

(43.) A Tramway (No. 43) commencing in the London-road, in the parish of Liverpool aforesaid, by a junction with the proposed Tramway No. 23 at a point about 100 feet from and eastward of the intended commencement of that tramway, as above described, running thence in an easterly direction along the London-road, into and along Pembroke-place, West Derby-street, Mount Vernon-road, and Irvine-street, across the open space called Holland-place, into and along Wavertree-road and High-street, Wavertree, into and along Church-road, Wavertree, in the township of Wavertree, in the parish of Childwall, in the county palatine of Lancaster, and terminating on the west side of that road at the entrance to the

stables of the Liverpool Road and Railway Omnibus Company, Limited.

The proposed Tramway No. 43 will be made or pass from, in, through, or into the parishes and places following, or some of them, that is to say: parish of Liverpool, West Derby (township and parish), township of Everton and parish of Walton-on-the-Hill, the township of Wavertree and parish of Wavertree, all in the county palatine of Lancaster.

The centre line of the proposed Tramway No. 43 will at its commencement be 6 feet from and to the north of the imaginary centre line or London-road aforesaid (which imaginary centre line, for the purpose of this description, is taken to be an imaginary line drawn parallel to and at the distance of 22 feet north of the southernmost line of curb of the London-road, and extended towards the left as far as Seymour-street), and will thence gradually approach until, in the length of  $1\frac{1}{2}$  chain from the commencement of the tramway it reaches that imaginary centre line, and thence to the east end of High-street, Wavertree, the tramway will be laid in the centre of the respective streets through which it is intended to pass, and at the point where the tramway enters Church-road, Wavertree, its centre line will be 31 feet from and west of the imaginary centre line of that road, and thence to a point 1 chain distant from the intended termination of the tramway, its centre line will gradually approach, until it reaches the distance of 2 feet from and on the west side of the said imaginary centre line, from which it will again diverge to the west, until at the termination of the tramway at the entrance to the stables aforesaid the centre line of the tramway will be 50 feet from and west of the said imaginary centre line.

(44.) A Tramway (No. 44) wholly situate in the London-road and parish of Liverpool aforesaid, commencing by a junction with the proposed Tramway No. 24 at a point about 100 feet from and east of its intended commencement as above described, and terminating by a junction with the proposed Tramway No. 43 at a point about 100 feet from and east of the intended commencement of that tramway as above described.

The centre line of the proposed Tramway No. 44 will at its commencement be at the distance of 15 feet from and on the north side of the centre line of London-road (which for this purpose is taken to be the imaginary centre line mentioned in the description of the proposed Tramway No. 43), and will thence gradually approach until at the termination of the tramway it reaches the said imaginary centre line.

(45.) A Tramway or passing-place (No. 45) wholly situate in Pembroke-place, in the parish of Liverpool aforesaid, commencing and terminating by junctions with the proposed Tramway No. 43 above described, the point of commencement being  $1\frac{1}{2}$  chain west and the point of termination being  $1\frac{1}{2}$  chain east of the junction of Brownlow-street with Pembroke-place.

The centre line of the proposed Tramway No. 45 will be at the distance of 9 feet from and on the north side of the imaginary centre line of Pembroke-place, except that for a distance of 1 chain at the commencement and for a like distance at the termination of the tramway the centre line of the tramway will gradually approach until at the commencement and termination respectively of the tramway it reaches the centre line of that place.

(46.) A Tramway or passing-place (No. 46) wholly situate in West Derby-street in the township of West Derby aforesaid, commencing and

terminating by junctions with the proposed Tramway No. 43 above described, the point of commencement being  $3\frac{1}{2}$  chains and the point of termination being half a chain from and west of the eastern end of West Derby-street.

The centre line of the proposed Tramway No. 46 will be at the distance of 9 feet from and on the north side of the imaginary centre line of West Derby-street, except that for a distance of 1 chain at the commencement and for a like distance at the termination of the Tramway, the centre line of the tramway will gradually approach until at the commencement and termination respectively of the tramway it reaches the centre line of that street.

(47.) A Tramway or passing-place (No. 47) wholly situate in Irvine-street, in the township of West Derby aforesaid commencing and terminating by junctions with the proposed Tramway No. 43 above described, the point of commencement being 3 chains west and the point of termination being at the east end of Irvine-street, which end of Irvine-street is for this purpose taken to be a point due south of the south-west corner of St. Mary's Church.

The centre line of the proposed Tramway No. 47 will be at the distance of 9 feet from and on the north side of the imaginary centre line of Irvine-street, except that for a distance of 1 chain at the commencement and for a like distance at the termination of the tramway, the centre line of the tramway will gradually approach until at the commencement and termination respectively of the tramway it reaches the centre line of that street.

(48.) A Tramway or passing-place (No. 48) wholly situate in the Wavertree-road, in the township of West Derby aforesaid, commencing and terminating by junctions with the proposed Tramway No. 43 above described, the point of commencement being opposite the west side of Uxbridge-street, and the point of termination being 3 chains east of the west side of that street.

The centre line of the proposed Tramway No. 48 will be at the distance of 9 feet from and on the north side of the imaginary centre line of Wavertree-road, except that for a distance of 1 chain at the commencement, and for a like distance at the termination of the tramway, the centre line of the tramway will gradually approach until at the commencement and termination respectively of the tramway it reaches the centre line of that road.

(49.) A Tramway or passing-place (No. 49) wholly situate in Wavertree-road, in the township of West Derby aforesaid, commencing and terminating by junctions with the proposed Tramway No. 43 above described, the point of commencement being opposite the west side, and the point of termination being 3 chains east of the west side of Botanic-road.

The centre line of the proposed Tramway No. 49 will be at the distance of 9 feet from and on the north side of the imaginary centre line of Wavertree-road, except that for a distance of 1 chain at the commencement and for a like distance at the termination of the tramway, the centre line of the tramway will gradually approach until at the commencement and termination respectively of the tramway it reaches the centre line of that road.

(50.) A Tramway or passing-place (No. 50) wholly situate in the Wavertree-road, in the township of Wavertree aforesaid, commencing and terminating by junctions with the proposed Tramway No. 43 above described, the point of commencement being opposite the east side of and

the point of termination being 3 chains east of the east side of Combermere-street.

The centre line of the proposed Tramway No. 50 will be at the distance of 9 feet from and on the north side of the imaginary centre line of Wavertree-road, except that for a distance of 1 chain at the commencement, and for a like distance at the termination of the tramway, the centre line of the tramway will gradually approach until at the commencement and termination respectively of the tramway it reaches the centre line of that road.

(51.) A Tramway or passing-place (No. 51) wholly situate in the Wavertree-road, in the township of Wavertree aforesaid, commencing and terminating by junctions with the proposed Tramway No. 43 above described, the point of commencement being  $1\frac{1}{2}$  chain west, and the point of termination being  $1\frac{1}{2}$  chain east of the junction of Bishopgate-street with Wavertree-road.

The centre line of the proposed Tramway No. 51 will be at the distance of 9 feet from and on the north side of the imaginary centre line of Wavertree-road, except that for a distance of 1 chain at the commencement, and for a like distance at the termination of the tramway the centre line of the tramway will gradually approach until at the commencement and termination respectively of the tramway it reaches the centre line of that road.

(52.) A Tramway or passing-place (No. 52) wholly situate in the Wavertree-road, in the township of Wavertree aforesaid, commencing and terminating by junctions with the proposed Tramway No. 43 above described, the point of commencement being  $2\frac{1}{4}$  chains east of and the point of termination being  $5\frac{1}{4}$  chains east of the junction of Wellington-road with Wavertree-road.

The centre line of the proposed Tramway No. 52 will be at the distance of 9 feet from and on the north side of the imaginary centre line of Wavertree-road, except that for a distance of 1 chain at the commencement, and for a like distance at the termination of the tramway, the centre line of the tramway will gradually approach until at the commencement and termination respectively of the tramway it reaches the centre line of that road.

(53.) A Tramway (No. 53) wholly in the township of Wavertree aforesaid, commencing in High-street, Wavertree, by a junction with the proposed Tramway No. 43, opposite or nearly opposite the end of Prince Alfred-road, and running thence in an easterly direction along High-street into and along Church-road, Wavertree, and terminating on the west side of that road at the point of termination, as above described, of the proposed Tramway No. 43.

The centre line of the proposed Tramway No. 53 will be at the distance of 8 feet from and to the north of the imaginary centre line of High-street aforesaid, except that for a length of 1 chain at the commencement of the tramway its centre line will gradually approach, until at the commencement of the tramway it reaches the said imaginary centre line, and at the point where the tramway enters Church-road its centre line will be 23 feet from and west of the imaginary centre line of that road, and will thence gradually approach, until, in the length of 150 feet from the north end of Church-road, it intersects the said imaginary centre line, and from the said point of intersection it gradually diverges eastward, until in the length of 60 feet it reaches the distance of 6 feet from and east of the said imaginary centre line, and thence again approaches, until in the distance of

the further length of 20 feet it again intersects the said imaginary centre line, from which it thence gradually diverges to the west, until, at the termination of the tramway, at the entrance to the stables aforesaid, it will be at the distance of 50 feet from and to the west of the said imaginary centre line.

(54.) A Tramway (No. 54) wholly situate in the parish of Liverpool aforesaid, commencing in Victoria-street by a junction with the proposed Tramway No. 7 at its termination as above described, passing thence in a westerly direction along Victoria-street, into and along North John-street and South John-street, and across the northern and part of the eastern sides of Canning-place and thence into and along Park-lane and St. James's-street into Great George-place, and along the carriage-way on the south-west side of Great College-place, and terminating in that place by a junction with the Tramway No. 7, authorized by the "Liverpool Tramways Act, 1863," at a point about 40 feet from and north of the public lamp-post in the centre of the roadway of Great George-place at its south end.

The centre line of the proposed Tramway No. 54 will, at the commencement of the tramway, be 4 feet 6 inches from and on the south side of the imaginary centre line of Victoria-street, and will be at the like distance from and on the east side of the imaginary centre lines of North John-street and South John-street and of Canning-place, to a point opposite the centre of the east front of the General Post-office, from which point it will gradually diverge to the eastward of the said imaginary centre line to a point opposite the public lamp-post in the centre of the roadway of Canning-place opposite the south-west corner of the Sailor's Home, at which point the centre line of the tramway will be 10 feet from and on the east side of the said imaginary centre line, and the centre line of the tramway will be at the distance of 10 feet from and on the east side of, and afterwards on the south side of the said imaginary centre line throughout the rest of its course in Canning-place to the north end of Park-lane, and will be 4 feet 6 inches from and to the east of the imaginary centre line of Park-lane to a point one chain north of the public lamp-post in the centre of the carriage way of Park-lane opposite St. Thomas's Church from which point the centre line of the tramway will gradually diverge from the said imaginary centre line until opposite the last-mentioned lamp-post it reaches the distance of 9 feet from and eastward of the said imaginary centre line, and will thence again gradually approach until in a length of 1 chain it again reaches the distance of 4 feet 6 inches from and on the east side of the said imaginary centre line, and thence will continue at the last-mentioned distance from and on the east side of the said imaginary centre line to a point 1 chain north of the north-east corner of Sparling-street, and thence for the length of 20 feet will gradually approach until it reaches the distance of 4 feet from and on the east side of the said imaginary centre line, and thence to a point opposite the entrance to Adamson-court, will continue at the said distance of 4 feet from and on the east side of the imaginary centre lines of Park-lane and St. James's-street, and will thence again gradually diverge from the imaginary centre line of St. James's-street until in a further length of 20 feet it again attains the distance of 4 feet 6 inches from and on the east side of that imaginary centre line, and thence to a point 1 chain north-west of the intended termination of the

tramway its centre line will continue at the said distance of 4 feet 6 inches from and on the east side of the imaginary centre lines of St. James's-street and Great George-place, and thence to the termination of the tramway its centre line will gradually diverge from until at the termination of the tramway it reaches the distance of 7 feet from and east of the imaginary centre line of Great George-place.

(55.) A Tramway (No 55) wholly situate in the parish of Liverpool aforesaid, commencing in North John-street by a junction with the proposed Tramway No, 10 at its commencement as above described, running thence in a southerly direction along North John-street into and along South John-street, and across the northern and part of the eastern sides of Canning-place, and thence into and along Park-lane and St. James's-street into and along the carriage-way on the south-west side of Great George-place, and terminating at the south end of that place by a junction with the Tramway No. 7A, authorized by the "Liverpool Tramways Act, 1868."

The centre line of the proposed Tramway No. 55 will be 4 feet 6 inches from and on the west side of the imaginary centre lines of North John-street and South John-street, and of Canning-place, to a point opposite the centre of the east front of the General Post-office, from which point it will gradually diverge to the westward of the said imaginary centre line to a point opposite the public lamp-post in the centre of the roadway of Canning-place, opposite the south-west corner of the Sailor's Home, at which point the centre line of the tramway will be 10 feet from and on the west side of the said imaginary centre line, and the centre line of the tramway will be at the distance of 10 feet from and on the west side of and afterwards on the north side of the said imaginary centre line through the rest of its course in Canning-place to the north end of Park-lane, and will be 4 feet 6 inches from and to the west of the imaginary centre line of Park-lane to a point 1 chain north of the public lamp-post in the centre of the carriage-way of Park-lane, opposite St. Thomas's Church, from which point the centre line of the tramway will gradually diverge from the said imaginary centre line until opposite the last-mentioned lamp-post it reaches the distance of 9 feet from and westward of the said imaginary centre line, and will thence again gradually approach until, in the length of 1 chain, it again reaches the distance of 4 feet 6 inches from and on the west side of the said imaginary centre line, and thence will continue at the last-mentioned distance from and on the west side of the said imaginary centre line to a point 1 chain north of the north-east corner of Sparling-street, and thence for the length of 20 feet will gradually approach until it reaches the distance of 4 feet from and on the west side of the said imaginary centre line, and thence to a point opposite the entrance to Adamson-court, will continue at the said distance of 4 feet from and on the west side of the imaginary centre lines of Park-lane and St. James's-street, and will thence again gradually diverge from the imaginary centre line of St. James's-street, until in a further length of 20 feet it attains the distance of 4 feet 6 inches from and on the west side of that imaginary centre line, and thence to a point 1 chain north-west of the intended termination of the tramway its centre line will continue at the said distance of 4 feet 6 inches from and on the west side of the imaginary centre lines of St. James's-street and Great George-place, and thence to the termination of the tramway its centre line will gradually



diverge from, until at the termination of the tramway it reaches the distance of 9 feet from and west of the imaginary centre line of Great George-place.

(56.) A short junction Tramway (No. 56), wholly in the parish of Liverpool aforesaid, commencing in Lord-street by a junction with the proposed Tramway No. 6 at a point about 95 feet from and east of its commencement as above described, running thence in a south-westerly direction in a curved line into South John-street, and terminating by a junction with the proposed Tramway No. 55 above described at a point 95 feet south of the intended commencement of that tramway as above described.

The centre line of the proposed Tramway No. 56 will, at its commencement, be 10 feet from and north of the imaginary centre line of Lord-street, and will be at the termination of the tramway, 4 feet 6 inches from and on the west side of the imaginary centre line of South John-street.

(57.) A Tramway (No. 57) wholly in the extra-parochial place of Toxteth Park, in the county palatine of Lancaster, commencing in St. James'-place, by a junction with the Tramway (No. 7) authorised by the Liverpool Tramways' Act, 1868, at a point about one chain north of the north-western corner of Upper Stanhope-street, thence running in a southerly direction along St. James'-place, into and along Mill-street, and thence (across Wellington-road) into Wellington-place and terminating in Wellington-place at a point about one chain south of its junction with Wellington-road.

The centre line of the proposed Tramway (No. 57) will be throughout at the distance of 4 feet 6 inches from and east of the imaginary centre line of each of the streets through which it is intended to pass, except that for the distance of one chain at its termination the tramway will be laid along the centre of Wellington-place.

(58.) A Tramway (No. 58) wholly in the extra-parochial place of Toxteth-park, in the county palatine of Lancaster, commencing in St. James'-place, by a junction with the Tramway No. 7A, authorised by the Liverpool Tramways Act, 1868, at a point about one chain north of the north-western corner of Upper Stanhope-street, thence running in a southerly direction, along St. James'-place, into and along Mill-street, and thence (across Wellington-road) into Wellington-place, and terminating in Wellington-place at a point about one chain south of its junction with Wellington-road.

The centre line of the proposed Tramway No. 58 will be throughout at the distance of 4 feet 6 inches, and west of the imaginary centre line of each of the streets through which it is intended to pass, except that, for the distance of one chain at its termination, the tramway will be laid along the centre of Wellington-place.

(59.) A Tramway (No. 59) wholly in the extra-parochial place of Toxteth Park aforesaid, commencing in Mill-street by a junction with the proposed Tramway (No. 58) at a point about 50 feet south of the junction of Mill-street with Warwick-street, and thence running into and eastward along Warwick-street into and along Upper Warwick-street, and terminating on the northern side of that street, at the entrance gates to the stabling of the Liverpool Road and Railway Omnibus Company Limited, at a point about 60 feet from the western end of Upper Warwick-street aforesaid.

The centre line of the proposed Tramway (No. 59) will in Mill-street be at the distance of 4 feet 6 inches from and on the west side of the

imaginary centre line of the street, and in Warwick-street and for a distance of 20 feet at the west end of Upper Warwick-street the tramway will be laid along the centre of the respective street, and thence the centre line of tramway will gradually diverge to the northward from the imaginary centre line of Upper Warwick-street, until at the termination of the tramway at the entrance gates to the stabling aforesaid, it reaches the distance of 30 feet from and northward of the said imaginary centre line.

(60.) A Tramway (No. 60) wholly in the extra-parochial place of Toxteth Park aforesaid, commencing in Mill-street by a junction with the proposed Tramway (No. 57) at a point about 50 feet south of the junction of Mill-street with Warwick-street, and thence running in a curved line to the north-east into Warwick-street, and terminating at a point in that street about 50 feet from the intersection of Mill-street and Warwick-street by a junction with the proposed Tramway No. 59.

The centre line of the proposed Tramway No. 60 will in Mill-street be at the distance of 4 feet 6 inches from and to the eastward of the imaginary centre line of the street, and in Warwick-street the tramway will be laid along the centre of the street.

(61.) A Tramway (No. 61) commencing in the parish of Liverpool aforesaid at or near the south end of Old Hall-street, running thence along Old Hall-street, Great Howard-street, Victoria-road, Derby-road, Kirkdale, Derby-road Bootle, Balliol-road, Canal-street, and terminating in the parish of Walton-on-the-Hill aforesaid, on the west side of that street at the entrance gate to the stables of the Liverpool Road and Railway Omnibus Company Limited, about 80 feet north of the junction of Bridge-street with Canal-street.

The proposed Tramway No. 61 will be made or pass from, in, through, or into the parishes and places following, or some of them, that is to say:—the parish of Liverpool, the township of Kirkdale, the township of Bootle-cum-Linacre, and the parish of Walton-on-the-Hill.

The proposed Tramway No. 61 will, for a length of one chain from its commencement, be laid along the centre of Old Hall-street, and thence the centre line of the tramway will gradually diverge from until in the length of half a chain it attains the distance of 4 feet from and on the west side of the imaginary centre line of Old Hall-street, and will continue at that distance from and on that side of the said imaginary centre line to a point opposite Queen-street, and thence for the length of 20 feet will gradually diverge from until it reaches the distance of 4 feet 6 inches from and on the west side of the imaginary centre line, and thence to the point where the tramway enters Balliol-road, the centre line of the tramway will be at the distance of 4 feet 6 inches from and on the west side of the imaginary centre line of each of the streets through which the tramway is intended to be laid, and in passing that part of Balliol-road aforesaid, which lies between Derby-road and the bridge over the Leeds and Liverpool Canal, the centre line of the tramway will be at the distance of 4 feet 6 inches from and on the south side of the imaginary centre line of the street, and thence to the termination of the tramway, the tramway will be laid along the centre of Balliol-road, and Canal-street, except that for a length of three-quarters of a chain at the termination of the tramway its centre line will gradually diverge to the westward from the imaginary centre line of Canal-street, until at the termination of the tramway at the entrance gates to the stabling above mentioned it reaches the distance of 22 feet

from and to the westward of the said imaginary centre line.

(62.) A Tramway (No. 62) commencing in the parish of Liverpool aforesaid, at or near the south end of Old Hall-street, running thence along Old Hall-street, Great Howard-street, Victoria-road, Derby-road, Kirkdale, and Derby-road Bootle, and thence eastward into Balliol-road, and terminating in that road at a point  $4\frac{1}{2}$  chains from and west of the western side of the bridge carrying that road over the Leeds and Liverpool Canal.

The proposed Tramway No. 62 will be made or pass from, in, through, or into the parishes and places following, that is to say:—the parish of Liverpool, the township of Kirkdale and Bootle-cum-Linacre, and the parish of Walton-on-Hill.

The proposed Tramway No. 62 will, for a length of one chain from its commencement, be laid along the centre of Old Hall-street, and thence the centre line of the tramway will gradually diverge from, until in the length of half a chain it attains the distance of 4 feet from, and on the east side of, the imaginary centre line of Old Hall-street, and will continue at that distance from and on that side of the said imaginary centre line to a point opposite Queen-street, and thence for the length of 20 feet will gradually diverge from until it reaches the distance of 4 feet 6 inches from, and on the east side of, the imaginary centre line, and thence to the point where the tramway enters Balliol-road the centre line of the tramway will be at the distance of 4 feet 6 inches from, and on the east side of, the imaginary centre line of each of the streets through which the tramway is intended to be laid; and in Balliol-road the centre line of the tramway will be at the distance of 4 feet 6 inches from and south of the imaginary centre line of that road.

The imaginary centre line means in all cases, except where otherwise stated, or some other description is given, an imaginary line drawn along the centre of the carriage-way of the street (by whatever name known or called), along which the respective tramway is intended to be laid.

To empower the Company from time to time to make such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in this Notice, as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any stables, carriage sheds or works of the Company.

And it is proposed by the Bill to authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company, for all or any of the purposes of their undertaking, to purchase or acquire, by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the

same, and to confer exemptions from the payment of such tolls, rates, or duties.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates, may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To reserve to the Company the exclusive right of using on the proposed tramways, carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or corporations other than the Company, with carriages with flange wheels or wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To make provision for regulating the passage of traffic (whether of the Company or not), along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To enable the Company when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township, or place mentioned in this Notice, and maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

To enable the Company to run over, work, and use, with horses and with carriages having flange wheels or wheels specially adapted to run upon rails, the Tramway (No. 1) authorized by the Liverpool Tramways Act, 1868, and so much of the Tramway (No. 7) and (No. 7A) authorized by the said Act as lies between the intended termination as above described of the proposed Tramways No. 54 and No. 55, and the intended commencement as above described of the proposed Tramways No. 57 and No. 58 and the works and conveniences connected therewith respectively, upon terms and conditions to be prescribed or provided for by the Bill, and to vary the tolls which the Liverpool Tramways Company are by the said Act authorized to take in respect of the tramways aforesaid.

To enable the Company and the Corporation of Liverpool and any Board, trustees, or other bodies

corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To enable the Board of Trade, or any or some one of Her Majesty's Principal Secretaries of State or some other public body or authority to appoint a referee or referees to inquire into, report upon, or decide any questions which it may be expedient to refer, or which by the Bill may be referred, or directed to be referred, to such referee or referees, and to authorize and empower the referee or referees to administer oaths and affirmations, and to confer upon him or them, and to enable him or them to exercise the powers of a court of law, or the powers usually conferred upon arbitrators, or other special powers; and to make provision for confirming and giving effect to his or their decisions, awards, and reports.

To empower the Company on the one hand, and the Liverpool Road and Railway Omnibus Company, Limited, and the Liverpool Tramways Company, or either of them on the other hand, to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, user, working, maintenance, and management of their respective undertakings, or some part or parts thereof respectively, the providing of rolling and working stock, the appointment, removal, and payment of officers and servants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, appointment, and appropriation of rates, tolls, and charges upon their respective undertakings and all incidental matters, and to sanction and give effect to contracts, agreements, and arrangements made or to be made with respect to any of the matters aforesaid.

To require and compel the Liverpool Tramways Company, within a time to be specified in the Bill, to remove the tramways laid down by them in any or any part of any of the streets, roads, or places mentioned in this Notice, and especially (but not exclusively) St. John's-lane, Manchester-street, Dale-street, Elliott-street, and Great George-place, and to relay such tramways in the position in such streets, roads, and places required by "The Liverpool Tramways Act, 1868," and shown upon the plans deposited with the Clerk of the Peace for the county palatine of Lancaster with respect to the application to Parliament for that Act, and to impose daily or other penalties upon the Liverpool Tramways Company for the breach of any provision to be made in the Bill for the above purpose, and to enable the Company to be empowered by the Bill to remove and relay any of such tramways as aforesaid in case of default in that behalf by the Liverpool Tramways Company, and (without prejudice and in addition to any such penalties as aforesaid) to recover the expense of so doing from the last-mentioned Company; and to make other provision with respect to the laying down by that Company of tramways otherwise than in accordance with "The Liverpool Tramways Act, 1868."

And the Bill will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that dupli-

cate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston, in that county; and with the Clerk of the Peace for the borough of Liverpool, at his office at Liverpool; and that a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes and extra-parochial places from, in, through, or into which the intended street tramways will be made or pass, and also a copy of this Notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection, in the case of each such parish, with the parish clerk thereof at his residence, and in the case of each such extra-parochial place, with the Parish Clerk of some immediately adjoining parish, at his residence.

And notice is hereby further given, that printed copies of the intended Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.—Dated this 17th day of November, 1869.

*Ashurst, Morris, and Co.*, 6, Old Jewry, E.C., and 30, Parliament-street, S.W., Solicitors for the Bill.

*J. Dorington and Co.*, 6, Parliament-street, Westminster, Parliamentary Agents.

#### Newport Railway.

(Extension of Newport Railway to Long Craig; Additional Capital; Abandonment or Extension of Time for Construction of Authorized Works; Agreements with the North British Railway Company; Amendment of Acts.)

**N**OTICE is hereby given, that it is intended to apply to Parliament in the next session thereof for leave to bring in a Bill (hereinafter called "the Bill") for the following, or some of the following, among other purposes (that is to say):

To empower the Newport Railway Company (hereinafter called "the Company") to make and maintain a railway, with all needful works, stations, approaches, and conveniences connected therewith, to commence in the parish of Ferryport-on-Craig and county of Fife, by a junction with the authorized line of railway called Railway No. 1, in the Newport Railway Act, 1866, at a point thereon marked 0 miles 2 furlongs on the plan and section deposited with reference to the said authorized railway, and to terminate in the parish of Forgan and said county of Fife, or in the bed or soil of the River or Firth of Tay, adjoining the said parish of Forgan, at or near the low-water mark of the ordinary spring tides of the said River Tay, at a point 700 yards or thereabouts northwards of the north-east corner of the farm-steading called Wormit, and 690 yards or thereabouts westwards of the west end of the buildings called Scroggieside, which proposed railway is intended, at the said point of termination, to form a junction with the proposed Tay Bridge Railway, and will pass from, in, through, or into the said parishes of Ferryport-on-Craig and Forgan, in the said county of Fife.

To enable the Company to deviate, in constructing the said intended railway and works, from the line and levels delineated on the plan and section to be deposited as after mentioned to such extent as will be defined on the said plan and section or be provided by the Bill.

To cross, alter, divert, or stop up, whether temporarily or permanently, highways, turnpike and other roads, railways, streets, paths, passages, navigations, rivers, streams, watercourses, gas and water pipes, and other works as may be necessary or expedient for the purpose of making, maintaining, and working the intended railway and works, or any part thereof.

To acquire, by compulsory purchase or otherwise, all such lands, houses, and other heritages and property as may be necessary for the purposes of the intended railway and works.

To vary or extinguish all existing rights and privileges connected with the land, houses, and other heritages and property so to be acquired, and all other rights and privileges which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges in relation to all the matters aforesaid.

To levy tolls, rates, and duties on and in respect of the said intended railway and works, and to confer exemptions from payment of tolls, rates, and duties, and to confer and vary other rights and privileges.

To empower the Company to apply, for the purposes of the Bill, any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors, and to raise further monies for the purposes aforesaid, and for the general purposes of the Company, by the creation of new shares and stock, with, or without priority or preference in the payment of dividends or interest, or other special privileges, and by borrowing, and the creation of debenture or other stock, or by any or either of such means, and in any way that may be necessary to reduce or regulate the share capital and borrowing powers of the Company.

To extend the time limited by "The Newport Railway Act, 1867," for the completion of the aforesaid authorized railway, called Railway No. 1, in "The Newport Railway Act, 1866," except such parts thereof as have been abandoned under the powers of "The Newport Railway Act, 1867," and to confer further powers on the Company with reference to the construction of the said authorized railway.

To extend the time limited by the said "Newport Railway Act, 1867," for the completion of the deviation railway by that Act authorized, and to confer further powers on the Company with reference to the construction of the said deviation railway, or otherwise to abandon and relinquish the said deviation railway.

To enable the Company on the one hand, and the North British Railway Company (hereinafter called "the North British Company") on the other hand, from time to time to enter into and carry into effect agreements for or with respect to the working, use, management, construction, and maintenance by the North British Company of the intended railway and works, or any part or parts thereof; the supply of rolling or working stock or machinery, and of officers and servants for the conduct of the traffic of the same undertaking; the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance; the interchange, accommodation, conveyance, and delivery of traffic away from or destined for the respective undertakings of the two contracting Companies aforesaid; and the division and appropriation of the tolls, rates, charges, receipts, and revenues arising from that traffic; and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to sanction and con-

firm any agreement which, previously to the passing of the intended Act, may be made touching any of the matters aforesaid.

To incorporate with the Bill all or some of the provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845;" "The Lands Clauses Consolidation Act Amendment Act, 1860;" "The Railways Clauses Consolidation (Scotland) Act, 1845;" "The Railway Clauses Act, 1863;" "The Companies Clauses Consolidation (Scotland) Act, 1845;" "The Companies Clauses Act, 1863;" and any other public Acts which may be necessary or expedient for the purposes of the Bill.

To alter, amend, extend, or repeal the provisions, or some of them, of the several Acts of Parliament following, local and personal (that is to say):—Acts relating to the Company, "The Newport Railway Act, 1866," and "The Newport Railway Act, 1867," and Acts relating to the North British Railway Company, 49 Geo. III, cap. 83; 54 Geo. III, cap. 138; 57 Geo. III, cap. 56; 59 Geo. III, cap. 29; 1 and 2 Geo. IV, cap. 122; 4 Geo. IV, cap. 18; 7 Geo. IV, cap. 45; 11 Geo. IV and 1 Will. IV, cap. 115; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 8 and 9 Vict., cap. 148; 9 and 10 Vict., caps. 81, 107, 202, 263, 332, and 377; 10 and 11 Vict., caps. 83, 245, and 246; 11 and 12 Vict., caps. 44, 70, 116, 118, 127, 134 (and the several Acts therein recited in so far as not repealed thereby), and 160; 12 and 13 Vict., caps. 39, 72, and 86; 14 and 15 Vict., caps. 55 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), and 62; 15 Vict., cap. 109; 16 and 17 Vict., caps. 90, 151, and 152; 17 and 18 Vict., caps. 199 and 212; 18 and 19 Vict., caps. 30, 127, 153, 158, and 190; 19 and 20 Vict., caps. 98 and 106; 20 and 21 Vict., caps. 78, 91, 124, and 129; 21 and 22 Vict., caps. 64, 65, 109 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), 145, and 165; 22 and 23 Vict., caps. 14, 24, 83, 85, and 96; 23 and 24 Vict., caps. 140, 145, 159, 178, and 195; 24 and 25 Vict., caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25 and 26 Vict., caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26 and 27 Vict., caps. 187, 194, 213, 223, 226, and 237; 27 and 28 Vict., caps. 81, 84, 100, 248, 271, 279, 286, and 292; 28 and 29 Vict., caps. 125, 152, 186, 200, 201, 202, 206, 213, 217, 308, 309, 328, and 356; 29 and 30 Vict., caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30 and 31 Vict., caps. 145 and 198; 31 and 32 Vict., caps. 63 and 139; and 32 and 33 Vict., cap. 119; and all other Acts (if any) relating to the North British Railway Company, and the Act 6 and 7 Vict., cap. 84, and the Acts therein recited, and any other Act or Acts relating to the Tay Ferries.

Duplicate plans and sections describing the line, situation, and levels of the proposed railway and works, and the lands and other property in or through which the same will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and other property; also a published map, with the line of railway delineated thereon so as to show its general course and direction; and a copy of the notice, as published in the Edinburgh Gazette will, on or before the 30th day of November instant, be deposited for public inspection in the offices, at Cupar and Dunfermline, of the Principal Sheriff-Clerk of the county of Fife; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works

will be made, or in which any lands or other property are intended to be taken; and a copy of this Notice will be deposited with the Schoolmaster, or if no Schoolmaster, then with the Session-Clerk of each such parish, at the residence of such Schoolmaster or Session-Clerk.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 12th day of November, 1869.

*Lindsay and Paterson, W.S., Edinburgh.*  
*Pattullo and Thornton, Solicitors, Dundee.*  
*James Dodds, Westminster, Parliamentary Agent.*

In Parliament.—Session 1870.

The Surbiton, Cobham, and Ripley Railway. (Incorporation of Company; Power to make a Railway from Surbiton to Cobham and Ripley; Compulsory purchase of Lands; Tolls; Traffic Arrangements with the London and South-Western Railway Company; Contingent Guarantee secured on Lands and Property; Amendment of Acts and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill, and to pass an Act to incorporate a Company for making the railway hereinafter mentioned, or some part or parts thereof; together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications, that is to say:—

A railway commencing in the parish of Kingston-upon-Thames, in the county of Surrey, at a point in the siding adjoining the down platform at the Surbiton Station of the London and South-Western Railway, and being 30 yards or thereabouts measured in a south-westerly direction from the south-east end of the footbridge over such last-mentioned railway in that station, and terminating in the parish of Send and Ripley, in the county of Surrey, at a point in the south-east corner of Ripley Green, and being 100 yards, or thereabouts, measured in a north-westerly direction from the centre of the bridge which carries the Portsmouth turnpike road, over the stream which forms the eastern boundary of Ripley Green, and is the boundary line between the parish of Send and Ripley, and the parish of Ockham, and 26 yards, or thereabouts, from the centre of such stream; and such proposed railway will pass from, through, or into the parishes, townships, or extra parochial places following, or some of them, that is to say:—Kingston-upon-Thames, Long Ditton, Thames Ditton, Claygate, Hook, Esher, Cobham, Stoke D'Abernon, Oxshot, Walton-upon-Thames, Ockham, Wisley, Ripley, Send and Ripley, and Send, all in the county of Surrey.

And it is also proposed by the said intended Act to confer on the Company to be thereby incorporated (hereinafter called "The Company") all necessary powers to effect the objects following, or some of them, that is to say:—

To stop up, alter, or divert whether temporarily or permanently, all such turnpike and other roads, and highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, extra-parochial and other places as it may be necessary to stop up, alter, or divert by reason of the construction of the said intended railway, or works, or any of them.

To purchase, by way of compulsion, or otherwise, any lands and houses for the purposes of the said proposed railway and works, and to alter, vary, or extinguish, all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said proposed railway and works, or any of them, and to confer other rights and privileges.

To levy tolls, rates, and duties for or in respect of the use of the said proposed railway and works, to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To provide for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over, all or any part of the intended railway of the Company, or to, from, or over, the railways of the London and South-Western Railway Company, and for ensuring all requisite or desirable facilities for those purposes, and, in default of agreement, for referring to arbitration or to the Board of Trade the terms and conditions upon which such interchange, accommodation, protection, and transmission, and other facilities, are to be afforded and effected, and so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said London and South-Western Railway Company is now authorized to take, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the London and South-Western Railway Company to enter into agreements for the management, use, working, and maintenance of the intended railway or works, or any part thereof, the supply of any rolling and working stock, and of officers and servants for the conduct of the traffic on the intended railway, the payments to be made, and the conditions to be performed with respect to the matters aforesaid, the interchange, accommodation, conveyance, and delivery of traffic from or destined for the railway of the Company and the railways of the London and South-Western Railway Company, or any railway leased or worked by them, and the fixing and division between the said Companies of the receipts arising from such traffic.

To make provisions subject to such conditions and restrictions as may be prescribed by the Bill for enabling and requiring the owners of any lands and property which may be benefited by the said intended railway, or any persons having limited interests in such lands, or the husbands, guardians, trustees or committees of such persons to guarantee, by way of collateral security, either absolutely or contingently, to and for the Company interest dividend annual or other payments on all or any portion of the capital of the Company, and for such guarantee being secured by rent charge or other security or charge upon or affecting in perpetuity or for a term of years, the freehold and inheritance of the lands belonging to such persons or wherein such persons have limited interests in priority to all or any other previously existing or future mortgages, rent charges, or other charges or incumbrances upon or affecting such lands.

To make provision for settling and determining what lands and property will be benefited by the intended railway, and the amount of benefit which will be received by such lands respectively, and the amount of the charge or security to be charged or secured thereon respectively,

and to authorize the appointment of valuers for such purposes.

To make provisions for the redemption of any rent charge, mortgage, or other charge or security given or made under the powers of the Bill by a money payment or by taking shares in the proposed undertaking, and to authorize and empower in certain events to be prescribed by the Bill any person or persons guaranteeing interest or dividend on any portion of the capital of the Company to participate in the profits to be derived from the intended railway.

To confer upon the Company and upon landowners, owners of settled estates, and other persons having limited interest in lands, or the husbands, guardians, trustees, or committees of such persons all such powers, rights, and privileges as may be necessary for carrying into complete and full effect the objects and purposes aforesaid or other the objects and purposes of the Bill.

To alter, amend, extend, and enlarge, and if need be, to repeal the powers and provisions of the following Acts, viz.:—4 and 5 Will. IV., cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. III., cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99 and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 122, 177, and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 24, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 124, 158, and 185; 24 and 25 Vic., caps. 111, 220, and 234; 25 and 26 Vic., caps. 42, 71, 78, 143, 152, 165, and 227; 26 and 27 Vic., caps. 90, 109, 192, and 208; 27 and 28 Vic., caps. 87, 166, 174, 227, and 325; 28 and 29 Vic., caps. 89, 102, 103, 104, 268, 273, and 304; 29 and 30 Vic., caps. 216 and 217; 30 and 31 Vic., cap. 156; 31 and 32 Vic., cap. 69; and 32 and 33 Vic., caps. 53 and 86, relating to the London and South-Western Railway Company, and any other Act or Acts relating to that Company.

And notice is hereby further given, that duplicate plans and sections of the said intended railway and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands and houses, together with the published map with the line of the intended railway delineated thereon, and a copy of this Notice as published in the London Gazette will be deposited on or before the 30th day of November instant, with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, in the said county, and that a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the intended railway and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this Notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his place of abode, and in the case of any extra-

parochial place with the parish clerk of some adjoining parish at his place of abode.

And notice is hereby further given that printed copies of the proposed Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1869.

*W. H. M. and F. F. Smallpeice*, Solicitors,  
Guildford.

*Wyatt and Hoskins*, 28, Parliament-street,  
Westminster, Parliamentary Agents.

In Parliament—Session 1870.

Dagenham (Thames) Dock Company.

(Settlement of Legal Proceedings and other Matters by Arbitration or otherwise; Stay of Legal Proceedings; Arrangement with Creditors and Shareholders; Vesting Undertaking or a Portion thereof in Trustees; Power to use Finished Works; Power for Lords of Treasury or Commissioners of Customs to grant Licenses and to remove Restrictions to the free User of Works, or Sale and Abandonment of Docks and Works, or a Portion thereof, and Dissolution and Winding-up of Company; Division of Assets in Specie or otherwise; Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for leave to introduce a Bill and to pass an Act for the following purposes, or some of them (that is to say):

1. To effect a general compromise and readjustment of the respective rights and liabilities of the Dagenham (Thames) Dock Company (hereinafter called "The Company," and the landowners, mortgagees, creditors, and holders of rent-charges, debentures, stocks or shares, preference or ordinary, of the Company.

2. To make provision by express enactments, or by agreement or arbitration, for and in regard to the liquidation, discharge, compromise, and settlement of the arrears of interest and dividends, and other debts and obligations of the Company, and the suspension of suits and actions relating thereto, or to any suits or actions against the Company, and for the general adjustment of the affairs of the Company.

3. To provide for the sale or other disposition of all or any portion of the lands, works, buildings, plant, machinery, property, rights, powers, and privileges of the Company, and the application of the purchase money thereof, or to authorise the Company or trustees or other persons to be named in the Bill to land and embark goods, wares, articles, and things at their present works, and upon any other works from time to time completed by the Company, and to levy, tolls, rates, and charges in respect thereof, and to authorise the Lords Commissioners of Her Majesty's Treasury, and the Commissioners of Her Majesty's Customs, or either of them, to grant licenses and privileges in connection with such works, or any part thereof, and to remove all restrictions to the free use of the works of the Company, and to confer, vary, or extinguish other rights and privileges.

4. If need be to authorise the abandonment of the dock and works authorised to be constructed by "The Dagenham (Thames) Dock Act, 1855," "The Dagenham (Thames) Dock Act, 1862," and "The Dagenham (Thames) Dock Act, 1866," or some of them, and to provide for the distribution of the proceeds arising from or received by



the sale thereof, or to divide the assets of the Company, under the provisions of "The Liquidation Act, 1868," and to provide for the dissolution of the Company, and the winding up of the affairs thereof, and for any other matter or matters arising out of or in consequence of the matters before specified or referred to, or any or either of them.

5. To alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the several Acts of Parliament following, or some of them, relating to the Company (that is to say), "The Dagenham (Thames), Dock Act, 1855," "The Dagenham (Thames) Dock Act, 1862," and "The Dagenham (Thames), Dock Act, 1866."

And notice is hereby also given, that printed copies of the intended Act will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1869.

*Young, Maples, Teesdale, and Nelson,*  
6, Frederick's-place, Old Jewry, London.  
*Wyatt and Hoshins,* 28, Parliament-street,  
Westminster.

In Parliament—Session 1870.

#### Severn Junction Railway.

(Abandonment or Diversion of authorized Lines; Construction of new or substituted Lines; Road and Toll Bridge over the Severn; Running Powers and Facilities; Agreements with other Companies; Money Powers; Amendment of Acts).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session by the Severn Junction Railway Company (hereinafter called "the Company") for an Act for the following or some of the following among other purposes:—

To authorize the Company to make and maintain the following railways with all proper stations, approaches, works, and conveniences connected therewith respectively, that is to say:—

A Railway (No. 1) commencing in the parish of Lydney by a junction with the South Wales Railway of the Great Western Railway Company, at or near the 133rd mile post near the Lydney station of that railway, and terminating in the parish of Berkeley, at a point at or near to the turnpike-road from Purton to Berkeley, 126 yards or thereabouts to the westward of Middleton House; which intended Railway (No. 1) will pass from, through, or into the several parishes, townships, and places following, or some of them, that is to say, Lydney, the township or tything of Lydney, the townships or tythings of Nass and Purton, in the parish of Lydney; the river Severn, the parish of Berkeley, the township or tything of Hinton, the township or tything of Hamfallow, and the township or tything of Breadstone, all in the parish of Berkeley.

A Railway (No. 2) commencing in the parish of Berkeley by a junction with Railway (No. 1), at the termination thereof before described, and terminating in the parish of Cam by a junction with the Bristol and Birmingham branch of the Midland Railway, near and to the eastward of the Dursley Junction Station of that railway; which intended Railway (No. 2) will pass from, through, or into the several parishes, townships, and places following, or some of them, videlicet—the parish of Berkeley, the township or tything of Hamfallow, the township or tything of Hinton, the township or tything of Breadstone, all in the parish of Berkeley, the parishes of Cam, Slim-

bridge, and Stinchcombe, and the township or tything of Slimbridge, in the parish of Slimbridge.

A Railway (No. 3) commencing in the parish of Lydney by a junction with Railway (No. 1) at a point two hundred and thirty-five yards or thereabouts east of the one hundred and thirty-third mile post on the said South Wales Railway, and terminating in the same parish by a junction with the Severn and Wye Railway, at or near the point where that railway is carried over the canal near Lydney Church; which intended Railway (No. 3) will pass from, through, or into the parish of Lydney, the township or tything of Lydney, and the township or tything of Nass, all in the parish of Lydney.

A Railway (No. 4) commencing in the parish of Berkeley by a junction with Railway (No. 2), at the commencement thereof, before described, and terminating near Dinmore, or Dunmore Pill, at a road leading from Park Hill Farm to the Sharpness Pleasure Grounds; which intended Railway (No. 4) will pass from, through, or into the parish of Berkeley, the township or tything of Purton, the township or tything of Hinton, the township or tything of Hamfallow, and the township or tything of Breadstone, all in the parish of Berkeley.

A Railway (No. 5) commencing in the parish of Leonard Stanley, by a junction with the Bristol and Birmingham Branch of the Midland Railway, at or near the Five Acre Grove, and terminating in the parish of Randwick by a junction with the Stroud line of the Great Western Railway, at or near the mile post thereon denoting 103½ miles from London, which intended Railway (No. 5) will pass from, through, or into the parishes of Frocester, Leonard Stanley, King Stanley, Eastington, Stonehouse, Ebley, Stroud, and Randwick.

To enable the Company to make and maintain a new road, commencing in the parish of Lydney, at a point on the turnpike-road leading from Lydney to Purton-passage, about 200 yards northwest from Purton farm-house, thence crossing the River Severn by a bridge in connection with the bridge for carrying Railway No. 1 over the same river, and terminating in the parish of Berkeley by a junction with the turnpike or public road from Purton to Berkeley, at or near to Middleton House, heretofore referred to in Railway No. 1, which said intended road will pass from, through, or into the parishes of Lydney and Berkeley, and the tythings or townships of Purton, Breadstone, Nass, Hinton, and Hamfallow, or some of them.

The said intended railways, road, bridge, and works, will be wholly situate in the county of Gloucester.

The intended Act will also empower the Company to apply to the purposes thereof any funds which they have raised or have power to raise, and also to raise further money by shares and by borrowing, and it will alter, regulate, and define the capital of the Company, and authorize the Company to exercise the following powers:—

To use the bed and channel of the River Severn, and to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike-roads, parish-roads, streets, and other highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramways within the parishes, townships, and extra-parochial, and other places aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railways, road, bridge, and works, or any of them, or of the said intended Act.

To deviate laterally from the lines of the intended works to the extent shown on the plans,

and also to deviate vertically from the levels shown on the sections hereinafter mentioned, and (if deemed expedient) beyond the extent of vertical deviation allowed by "The Railways Clauses Consolidation Act, 1845."

To purchase by compulsion lands and buildings in the several parishes, townships, and places aforesaid for the purposes of the intended railways, road, bridge, and works, and also lands, and buildings by agreement, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and buildings, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways, road, bridge, and works, or any or either of them, and to confer other rights, and privileges.

To levy tolls, rates, and duties upon or in respect of the intended railways, road, bridge, and works, and upon the railways, stations, and works hereinafter mentioned, belonging to other Companies, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To lay down rails adapted to the broad as well as the narrow gauge, or to one of such gauges on the proposed new railways, road, bridge, and works.

To run over, work, and use, with their engines and carriages, and for the purposes of traffic of every description, the portions of railways following, that is to say:—

So much of the Bristol and Birmingham branch of the Midland Railway as lies between the intended junction therewith of the Railway No. 2, hereinbefore described, and the Stonehouse station of the Bristol and Birmingham branch of the said Midland Railway, together with that station; so much of the railway of the Severn and Wye Railway and Canal Company as lies between the intended junction therewith of the Railway No. 3, hereinbefore described, and their Bic Slade branch, in the township of West Dean; together with the sheds and stations, roads, platforms, water, water-engines, engine-sheds, standing-room for engines, booking and other offices, warehouses, sidings, machinery, works, and conveniences of or connected with the portions of railways hereinbefore mentioned, and also to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the beforementioned portions of railways, and to alter the tolls, rates, and duties now authorized to be taken thereon.

And the intended Act will sanction and require the abandonment of the railways authorized by the Severn Junction Railway Act, 1865, and the Severn Junction Railway Act, 1866, respectively, and will substitute for those railways, the railways, road, bridge, and works hereinbefore particularly described, and so far as practicable, apply to such new railways, road, bridge, and works the provisions of the said Acts of 1865 and 1866.

The said Act will also empower the Midland Railway Company, the Great Western Railway Company, the Stonehouse and Nailsworth Railway Company, the Severn and Wye Railway and Canal Company, and the Gloucester and Berkeley Canal Company, or any or either of such Companies, and the Company to make and carry into effect contracts, agreements, and arrangements, for or with reference to the construction, maintenance, working and using by any or either of the contracting Companies of the railways and works of the other or others of them, or any part thereof, and with reference to the regulation, management, interchange, and transmission of the traffic thereon, the supply and main-

tenance of engines, rolling stock, and plant, and fixing, collecting, payment, division, appropriation, and apportionment of the tolls, and other income and profits arising therefrom, and the employment of officers and servants; and provide for securing the forwarding, transmission, collection and delivery of traffic passing from or destined for the railways, or any of the railways of the Company, to, from, at, and over the several railways, and portions of railways and stations hereinbefore mentioned, and the other railways and stations belonging to any or either of the said Railway Companies.

The Act will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate the necessary provisions of the "Companies Clauses Consolidation Act, 1845," the "Companies Clauses Acts, 1863 and 1869;" the Railways Clauses Consolidation Act, 1845," the "Railways Clauses Act, 1863;" and the "Lands Clauses Consolidation Acts, 1845, 1860, and 1869."

So far as may be requisite for any of the purposes aforesaid, the Act will amend or repeal the provisions of the Local and Personal Acts, 7 and 8 Vic. caps. 18 and 59; and all other Acts relating to the Midland Railway Company; and also the Local and Personal Act, 5th and 6th William IV. cap. 107; and all other Acts relating to the Great Western Railway Company; "The Stonehouse and Nailsworth Railway Act, 1863;" "the 49 Geo. III. cap. 159, and all other Acts relating to the Severn and Wye Railway and Canal Company, and also the Local and Personal Act, 45 Geo. III. cap. 104, and all the Acts relating to the Gloucester and Berkeley Canal Company.

On or before the 30th day of November, 1869, plans and sections in duplicate of the intended railways, road, bridge, and works, and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plans, and a published map with the lines of railway delineated thereon, showing their general course and direction, together with a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to any parish or extra-parochial place, with a copy of the said notice, will be deposited in the case of a parish with the parish clerk of such parish at his residence, and in the case of an extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

Printed copies of the Act for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons on or before 23rd day of December next.

Dated this 10th day of November, 1869.

*Philip Cooke*, Gloucester, Solicitor for the intended Act.

*William Bell*, 26, Duke-street, Westminster, Parliamentary Agent.

#### Ventnor Pier.

(Application for Provisional Order for powers to erect a Pier, &c., and to levy Tolls.)

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations (hereinafter called "the Board of Trade"), by a memorial, to be deposited in the office of the Board of Trade, on or before the 23rd day of

December, 1869, for a Provisional Order, pursuant to the provisions of "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," to constitute the promoters, and such persons, or body, or bodies corporate as shall be named in the said memorial, a corporate body or Company, and to confer on such Company the following, or some of the following, among other powers:—

To construct a pier and jetty or landing-place, with a sea-wall, embankment, and esplanade, and all other necessary works, approaches, buildings, and conveniences in connection therewith respectively, for the embarking and landing of passengers, cattle, goods, and merchandise, and for other purposes.

The intended pier will commence in the parish of Ventnor, in the Isle of Wight, at or near the point where the public road from Mill-street runs into the esplanade, and extend in a southerly direction across the foreshore and into the sea for about 700 feet.

The sea wall or embankment and esplanade will extend from the commencement of the pier eastward, along the shore between high and low water mark, for a distance of about 640 yards.

To purchase, take on lease, or otherwise acquire the lands and hereditaments necessary for the construction of the said works, and the approaches thereto.

To deviate the said works laterally, within the limits of deviation to be defined upon the plans hereinafter mentioned.

To erect upon the said pier and works refreshment and other rooms, and to demise the same for any term or terms of years; and also to demise the tolls, rates, and duties to be taken under the Provisional Order for the use of the said intended pier.

To raise, by means of shares, and by borrowing on mortgage or bond, any moneys which may be required for the purposes of the said Provisional Order.

To levy tolls, rates, and duties upon, or in respect of the said pier and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges.

The said Provisional Order will incorporate the whole, or so much as may be deemed necessary or expedient of the following Acts, or some of them, viz.:—"The Companies Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Act, 1845," "The Harbours, Docks, and Piers Clauses Act, 1847," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Companies Clauses Act, 1863."

On or before the 30th day of November, 1869, proper plans and sections of the proposed pier, embankment, esplanade, and works, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the said county; at the Custom House, at Cowes, and at the offices of the Admiralty and Board of Trade, Whitehall, London.

And notice is hereby given, that on and after the 23rd day of December next, printed copies of the draft Provisional Order will be furnished to all persons applying for the same, at the price of 1s. each, by the Parliamentary Agent for the promoters, at his office, situate as undermentioned.

Dated this 10th day of November, 1869.

*R. B. Sewell*, Ventnor, Solicitor.

*William Bell*, 26, Duke-street, Westminster, Parliamentary Agent.

#### Ruabon Waterworks.

Incorporation of Company, Construction of Works, Supply of Water to the Towns of Ruabon, Rhosllanerchrugog, and Neighbourhood.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill to incorporate a Company (hereinafter called "the Company"), and to confer on the Company the powers, or some of the powers, following, that is to say:—To enable the Company to supply water to the inhabitants and other persons within the limits of the parishes, ecclesiastical districts, towns, townships, and places following, or some of them, that is to say:—Ruabon, Rhosllanerchrugog, Christionydd, Kenrick, Dynhyllle Ucha, Bodylton, Rhyddallt, Bellan Hafod, Moreton Above, Moreton Below, Esclusham Above, and Esclusham Below, some or one of them in the parishes of Ruabon and Wrexham, all in the county of Denbigh, and to enable the Company to construct and maintain the works hereinafter mentioned, or some of them, to be situate in the parishes, ecclesiastical districts, towns, townships, or places aforesaid, some or one of them, and wholly in the county of Denbigh, that is to say:—

An impounding reservoir or basin (herein called "the Reservoir"), with a dam or weir across the Trefechan Brook, to be situate about 330 yards higher up such brook than the bridge called Penycæ Bridge, which carries the highway from Ruabon Mountain to the town of Ruabon across the same brook, such reservoir to be partly upon lands of Lord Kenyon, numbered 206 and 208 on the tithe commutation map of the township of Christionydd Kenrick, and 5 and 6 on the tithe commutation map of the township of Dynhyllle Ucha, all in the parish of Ruabon, occupied by Samuel Roberts, partly on land belonging to and occupied by John Jones, shopkeeper, Penycæ, numbered 3, 4, and 7 on the tithe commutation map of the township of Dynhyllle Ucha, in the parish of Ruabon, and partly on land belonging to Edward Evans, of Minera, and numbered 14 on the tithe commutation map of the township of Dynhyllle Ucha, in the parish of Ruabon, occupied by Edward Jones.

An aqueduct, conduit, or line of pipes, herein called No. 1, commencing at the said dam or weir, across Trefechan Brook, in the townships of Dynhyllle Ucha and Christionydd Kenrick aforesaid, or one of them, and terminating at a point on the highway leading from Penycæ and Ruabon Mountain to the town of Ruabon, distant about four yards from the end or corner of the beer-house or public-house called the Cross Keys at or near the Groes, in the parish of Ruabon.

An aqueduct, conduit, or line of pipes, herein called No. 2, commencing at the termination of aqueduct, conduit, or pipe, No. 1, and terminating at a point in the said highway from Ruabon Mountain and Penycæ to Ruabon Town, opposite the south-western corner of the Independent Chapel in the town of Ruabon, and about seven yards therefrom.

An aqueduct, conduit, or line of pipes (herein called No. 3), also commencing at the aforesaid termination of aqueduct, conduit, or line of pipes, No. 1, and terminating at the centre of the junction of Hill-street and Church-street, in the town or village of Rhosllanerchrugog.

To dam up, collect and divert into the intended reservoir, aqueducts, and works; and thereby, and thence to, distribute the waters of the brooks

or streams called Trefechan Brook, Nanty Crogrin Brook, and Tynant Brook, in the parishes, townships, or places aforesaid; and the springs, streams, tributaries, and watersheds supplying the said brooks or streams, and any other brooks, springs, and streams in the lines of the intended works.

To make and maintain in the parishes, towns, townships, and places aforesaid, approach roads or ways, embankments, filtering beds, dams, sluices, cuts, channels, pipes, wells, tanks, by-washes, valves, engines, and other appliances and conveniences necessary in connection with the before-mentioned works; and for collecting, cleansing, storing up, purifying, and distributing the waters of the said reservoir, brooks, streams, and springs.

To lay down and maintain pipes, culverts, and other works in, under, over, or across, and for the purposes aforesaid, to cross, break, open, alter, divert, or stop up, either temporarily or permanently, any turnpike roads, highways, footpaths, private roads, streets, squares, alleys, public places, bridges, canals, towing paths, railways, tramways, sewers, drains, rivers, streams, brooks, dams, weirs, flood-gates, and water-courses, in any of the parishes, townships, or places before mentioned.

To purchase and take by compulsion, or otherwise, any lands, houses, springs, streams, waters, and other hereditaments, requisite or desirable for the purposes aforesaid; or to acquire way-leaves, water-leaves, and easements in or over the same, and to vary or extinguish any rights or privileges connected therewith, which would in any way interfere with the objects of the Bill.

To levy and recover rates, rents, and charges for the proposed supply of water, and to confer exemptions from the payment of such rates, rents, or charges, and to confer other rights and privileges.

And it is intended to incorporate in the said Act, "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Water Works Clauses Act, 1847," "The Water Works Clauses Act, 1863," "and the Railways Clauses Consolidation Act, 1845," or some or one of them or portions of such Acts respectively, and to alter, repeal, or vary the provisions of "The Water Works Act, 1864."

On or before the 30th day of November, 1869, plans and sections of the intended Works showing the situation and levels thereof, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette will be deposited for public inspection at the Office of the Clerk of the Peace of the county of Denbigh at Ruthin, and on or before that day a copy of so much of the said plans and sections and book of reference as relates to each of the parishes and places from, in, through, or into which the intended works will be made or pass, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the Parish Clerk of each such parish or place at his usual place of residence.

On or before the 23rd day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1869.

*Longueville, Jones, and Williams*, Oswestry,  
Solicitors for the Bill.

*Martin and Leslie*, 27, Abingdon-street,  
Westminster, Parliamentary Agents.

North British and Mercantile Insurance Company.  
(Subdivision of Share Capital; Separation of Funds of Life and Fire Departments; Investment of Funds; Alteration of Dates of Meetings and Number of Directors; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, amend, extend, and enlarge, or to repeal, all or some of the powers and provisions of the "North British Insurance Company's Act, 1860," and the "North British and Mercantile Insurance Company's Act, 1862," or either of them, and also, if necessary, to amend or rescind the powers and provisions in the contract of copartnery, bearing date the 2nd day of November, 1809, and subsequent dates, the charter of incorporation of the Company, granted by His Majesty King George the Fourth, bearing date the 6th day of February, 1824, and the supplementary contract of copartnery or deed of accession or agreement, bearing date the 4th day of May, 1824, and subsequent dates, all recited or referred to in the said Acts: and to make new provisions in lieu of or in addition to the powers and provisions conferred by and contained in the said contracts of copartnery, charter of incorporation, and the said Acts respectively, to alter, amend, and enlarge the existing bye-laws and rules and regulations of the Company, to divide or enable the Company to divide its capital stock and shares into shares of a smaller denomination than they now bear, and to allocate and apportion the amount now paid up on each share between the divided shares or otherwise as the Company may determine, to make further and other provisions for defining and separating the funds, obligations, liabilities, and assets belonging to or affecting the life department from the funds, obligations, liabilities, and assets belonging to or affecting the fire department of the Company, and to make regulations with reference to the several existing funds, obligations, liabilities, and assets of the Company, to define and extend the powers of investment of the funds and assets of the Company, to alter the date of the annual meeting of the Shareholders of the Company, and the half-yearly meeting of the General Court, to enable the Company to hold annual and other meetings of the Shareholders in London, and to make provisions with respect to such and other meetings of the Shareholders and the places for holding the meetings, to vary and increase the number of Directors, to vary or extinguish existing rights and privileges of the Company and the Copartners or Shareholders, Directors, and Officers thereof and to confer other powers, rights, and privileges in lieu thereof, to make provisions for regulating, altering, and extending the business and Capital of the Company, and to confer upon the Company further powers, rights, and privileges in and for the carrying on, management, and regulation of their business.

And notice is hereby given, that printed copies of the proposed Act will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 8th day of November, 1869.

*Mackenzie, Innes, and Logan*, Edinburgh,  
Writers to the Signet.

*Bircham, Dalrymple, Drake, and Co.*,  
No. 46, Parliament-street, Westminster,  
Solicitors.

*Connell and Hope*, Princes-street, West-  
minster, Parliamentary Agents.

## Metropolitan Street Tramways.

(Construction of Street Tramways in Surrey and Middlesex; Compulsory taking of Lands; Tolls; Provisions for use of Tramways and Streets traversed; Agreements with and Powers to Metropolitan Board of Works, Street Authorities, &c.; Working and other Arrangements with other Companies and Bodies; 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 effecting the objects, or some of the objects, hereinafter mentioned, that is to say:

To authorize and empower the Metropolitan Street Tramways Company (hereinafter called "the Company") to make and maintain the following street tramways, or some or one of them, with all necessary and proper works and conveniences connected therewith respectively.

(1.) A Tramway (No. 1) wholly in the parish of St. Mary, Lambeth, and county of Surrey, commencing in the Kennington-road by a junction with the Tramway No. 4, authorized by the Metropolitan Street Tramways Act, 1869 (in this Notice called "the Act of 1869"), at a point about two chains from and south of the termination of that tramway, as shown on the plans deposited with the Clerk of the Peace for the county of Surrey, with respect to the application to Parliament for the said Act, passing thence in a northerly direction along the Kennington-road into and along the Westminster-bridge-road and terminating in the last-mentioned road at or near the junction therewith of Stangate and Belvedere-road.

The centre line of the proposed Tramway No. 1 will be throughout at the distance of 4 feet 6 inches from and on the west side of the imaginary centre line of Kennington-road, and 4 feet 6 inches from and on the south side of the imaginary centre line of the Westminster-bridge-road, except that in passing the paved cab-stand in Westminster-bridge-road, between Oakley-street and Lower-marsh, the centre line of the tramway will be 9 feet from and south of the imaginary centre line of that road, and that for a length of 2 chains east of the east end of the said cab-stand, and for a like length west of the west end of the said cab-stand, the centre line of the tramway will gradually approach until it reaches the distance of 4 feet 6 inches from and south of the said imaginary centre line.

(2.) A tramway (No. 2) wholly situate in the parish of St. Mary, Lambeth, aforesaid, commencing in the Kennington-road by a junction with the Tramway No. 4A, authorized by the Act of 1869, at the authorized termination of that tramway, as shown on the plans deposited as aforesaid, with respect to that Act, and running thence in a northerly direction along Kennington-road, into and along Westminster-bridge-road, and terminating in that road at or near the junction therewith of Stangate and Belvedere-road.

The centre line of the proposed Tramway No. 2 will be 4 feet 6 inches from and on the east side of the imaginary centre line of Kennington-road, and will be 4 feet 6 inches from and on the north side of the imaginary centre line of Westminster-bridge-road, except that (a) in passing the paved cab-stand in Westminster-bridge-road, between Oakley-street and Lower-marsh, the centre line of the tramway will be 9 feet from and north of the imaginary centre line of that road, and that for a length of 2½ chains east of the east end of the said cab-stand, and for a like length west of the westward of the said cab-stand the centre line of the tram-

way will gradually approach until it reaches the distance of 4 feet 6 inches from and north of the said imaginary centre line; and (b) from a point 2 chains from the termination of the tramway the centre line of the tramway will gradually approach until it intersects the imaginary centre line of the road, from which it will again gradually diverge to the southward until, at the termination of the tramway, it attains the distance of 4½ feet from and on the south side of the said imaginary centre line.

(3.) A Tramway (No. 3) commencing in the Westminster-bridge-road, in the parish of St. Mary, Lambeth, aforesaid, by a junction with the proposed Tramways No. 1 and No. 2, above described, at the point of their intended termination, as above described, thence passing in a westerly direction along Westminster-bridge-road on to and along Westminster-bridge (the roadway of which bridge is for the purposes of this notice considered as a street) into Bridge-street, Westminster, and terminating in that street in the parish of Saint Margaret, Westminster, in the county of Middlesex, immediately to the eastward of the safety crossing erected in the centre of Bridge-street, opposite the entrance to the Westminster station of the Metropolitan District Railway Company.

The centre line of the proposed Tramway No. 3 will be at the distance of 4 feet 6 inches from and to the southward of the imaginary centre line of the several streets through which it is intended to pass, except that from a point about 2 chains from the intended termination of the tramway the centre line of the tramway will gradually approach until at the termination of the tramway it reaches the said imaginary centre line.

(4.) A Tramway (No. 4) commencing in the Westminster-bridge-road, and parish of Saint Mary, Lambeth, by a junction with the proposed Tramway No. 2, at a point about 2 chains east of its intended termination, as above described, passing thence in a westerly direction along the Westminster-bridge-road on to and along Westminster-bridge aforesaid, and into Bridge-street, Westminster, aforesaid, and terminating in that street at the point of termination as above described of the proposed Tramway No. 3.

The centre line of the proposed Tramway No. 4 will be at the distance of 4 feet 6 inches from and to the northward of the imaginary centre line of the several streets through which it is intended to pass, except that at a point about 2 chains from the intended termination of the tramway the centre line of the tramway will gradually approach until at the termination of the tramway it reaches the said imaginary centre line.

(5.) A Tramway (No. 5) commencing in the Clapham-road, in the parish of Saint Mary, Lambeth, aforesaid, by a junction with Tramway No. 1, authorized by the Act of 1869, at a point about 1 chain from and northward of its authorized commencement, as shown on the plans deposited as aforesaid with respect to the said Act running, thence in a southerly direction along the Clapham-road, Clapham-rise and High-street, and terminating in that street, in the parish of Clapham, in the county of Surrey, opposite the end of Park-road.

The centre line of the proposed Tramway No. 5 will be throughout at the distance of 4 feet 6 inches from and on the west side of the imaginary centre line of the respective streets through which it is intended to pass.

(6.) A Tramway (No. 6) commencing in the Clapham-road, in the parish of Saint Mary, Lambeth, aforesaid, by a junction with Tramway No. 1A, authorized by the Act of 1869, at a point about 1 chain from and northward of its authorized

commencement as shown on the plans deposited as aforesaid with respect to the said Act, running thence in a southerly direction along the Clapham-road, Clapham-rise, and High-street, and terminating in that street, in the parish of Clapham aforesaid, opposite the end of the Park-road.

The centre line of the proposed Tramway No. 6 will be throughout at the distance of 4 feet 6 inches from and on the east side of the imaginary centre line of the respective streets through which it is intended to pass, except that from a point 2 chains from the intended termination of the tramway the centre line of the tramway will gradually approach until it intersects the imaginary centre line of High-street, and will thence again gradually diverge to the westward from the said imaginary centre line, until at the termination of the tramway it attains the distance of 4 feet 6 inches from and on the west side of the said imaginary centre line.

(7.) A short Junction Tramway (No. 7), wholly situate in the parish of Saint Mary Lambeth, aforesaid, commencing by a junction with the Tramway No. 3, authorized by the Act of 1869, at a point in the Stockwell-road  $2\frac{1}{2}$  chains (measuring along the centre line of the said authorized tramway, as shewn on the plans deposited as aforesaid with respect to the Act of 1869), from the authorized commencement of that tramway, as shewn on those plans, and thence running into the Clapham-road and terminating in that road opposite South Lambeth-road, by a junction with the Tramway No. 1, authorized by the Act of 1869, at its authorized commencement.

The centre line of the proposed Tramway No. 7 will at the commencement of the tramway be in the centre of the Stockwell-road, and at its termination Tramway No. 7 will be in the centre of Clapham-road.

(8.) A Tramway (No. 8) commencing in Brixton-road, wholly in the parish of Saint Mary Lambeth, aforesaid, by a junction with the Tramway No. 2, authorized by the Act of 1869, at a point about 1 chain north from the authorized commencement of that tramway, as shewn on the plans deposited as aforesaid with respect to the said Act, running thence in a southerly direction along Brixton-road, and into and along Brixton-rise, and terminating in that road at a point about 3 chains from and north of the junction of Acre-lane with Brixton-rise, nearly opposite Christ Church-road.

The centre line of the proposed Tramway No. 8 will be throughout at the distance of 4 feet 6 inches from and on the west side of the imaginary centre lines of the respective streets and roads through which it is intended to pass.

(9.) A Tramway (No. 9), commencing in Brixton-road, in the parish of Saint Mary, Lambeth, aforesaid, by a junction with the Tramway No. 2A, authorized by the Act of 1869, at a point about 1 chain north from the authorized commencement of that tramway as shewn on the plans deposited as aforesaid, with respect to the said Act, running thence in a southerly direction along Brixton-road, and into and along Brixton-rise, and terminating in that road at the point of termination as above described of the proposed Tramway No. 8.

The centre line of the proposed Tramway No. 9, will be throughout at the distance of 4 feet 6 inches from and on the east side of the imaginary centre lines of the respective streets and roads through which it is intended to pass, except that from a point about 2 chains from the termination of the tramway, its centre line will gradually approach until it intersects the said imaginary centre line, from which it will again

diverge to the westward, until, at the termination of the tramway, it attains the distance of 4 feet 6 inches from and to the westward of the said imaginary centre line.

(9a.) A Tramway (No. 9A) commencing in the Stockwell-road by a junction with the Tramway (No. 3) authorized by the Act of 1869 at or near the eastern end of that road, and running thence into and in a northerly direction along Brixton-road, and terminating in that road by a junction with the Tramway (No. 2A) authorized by the Act of 1869 at its point of commencement.

The centre line of the proposed Tramway (No. 9A) will, at the commencement of the tramway, be in the centre of the Stockwell-road, and at its termination the tramway will be in the centre of the Brixton-road.

(10.) A Tramway (No. 10) wholly situate in Brixton-rise, in the parish of Saint Mary Lambeth aforesaid, commencing by a junction with the proposed Tramways (No. 8 and No. 9), or one of them, at their termination as above described, and terminating at a point about 1 chain north of the junction of Water-lane with Brixton-rise.

The centre line of the proposed tramway will be throughout at the distance of 4 feet 6 inches from and on the west side of the imaginary centre line of Brixton-rise.

(11.) A Tramway (No. 11) wholly in Brixton-rise, and parish of Saint Mary Lambeth, commencing by a junction with the proposed Tramway (No. 9) at a point about 2 chains north of its termination as above described, and terminating at the point of termination as above described of the proposed Tramway (No. 10).

The centre line of the proposed Tramway (No. 11) will be throughout at the distance of 4 feet 6 inches from and on the east side of the imaginary centre line of Brixton-rise, except that at a point about 2 chains from the termination of the tramway its centre line will gradually approach until it intersects the imaginary centre line, from which it will again diverge to the westward, until at the the termination of the tramway it attains the distance of 4 feet 6 inches from and to the westward of the said imaginary centre line.

(12.) A Tramway (No. 12) wholly in the parish of Saint Mary Lambeth aforesaid, commencing at Brixton-rise by a junction with the proposed Tramways (No. 10 and No. 11), at their terminations as above described, passing thence into and along Water-lane, and terminating in that lane at a point about 6 chains from and east of the junction of that lane with Lower Tulse-hill.

The centre line of the proposed Tramway (No. 12) will be 4 feet 6 inches from and west of the imaginary centre line of Brixton-rise, and 6 feet from and south of the imaginary centre line of that portion of Water-lane which lies between Brixton-rise and Lower Tulse-hill, and 4 feet 6 inches from and south of the imaginary centre line of that portion of Water-lane which lies east of Lower Tulse-hill, except that for half a chain at the termination of the tramway its centre line will diverge southwards until at the termination of the tramway it reaches the distance of 16 feet from and south of the said imaginary centre line.

(13.) A Tramway (No. 13) wholly in Water-lane, in the parish of Saint Mary Lambeth aforesaid, commencing and terminating by junctions with the proposed Tramway (No. 12), the point of commencement being 1 chain at or near the west end of Water-lane at its junction with Brixton-rise, and the point of termination being at or near the west corner of Lower Tulse-hill at its junction with Water-lane.



The centre line of the proposed Tramway (No. 13) will be throughout at a distance of 6 feet from and north of the imaginary centre line of Water-lane, except that from a point about 2 chains from the commencement of the tramway, and from another point about 2 chains from the termination of the tramway, its centre line will gradually approach until it intersects the said imaginary centre line, from which it will again in each case diverge to the southward until, at the commencement and termination respectively of the tramway it attains the distance of 6 feet from and southward of the said imaginary centre line.

(14.) A Tramway (No. 14) wholly in the parish of Saint Mary Lambeth aforesaid, commencing by a junction with the proposed Tramway (No. 8) opposite the west end of Cold-harbour-lane, passing thence into and along Effra-road and into Water-lane, and terminating in that lane by a junction with the proposed Tramway (No. 12) opposite the east corner of Lower Tulse-hill at its junction with Water-lane.

The proposed Tramway (No. 14) will be at its commencement 4 feet 6 inches from and west of the imaginary centre line of Brixton-road, and at its termination 4 feet 6 inches from and south of the imaginary centre line of Water-lane, and the tramway will be laid along the centre of Effra-road.

(15.) A Tramway (No. 15) wholly in the parish of Saint Mary Lambeth aforesaid, commencing in the Brixton-road by a junction with the proposed Tramway (No. 9) opposite the west end of Cold-harbour-lane, passing thence into and along Cold-harbour-lane, and terminating on the north side of that lane at a point about  $2\frac{1}{2}$  chains east of the junction of Barrington-road with that lane.

The centre line of the proposed Tramway (No. 15) will at its commencement be 4 feet 6 inches from and east of the centre line of Brixton-road, and the tramway will be laid along the centre of Cold-harbour-lane, except that from a point half a chain from the termination of the tramway its centre line will gradually diverge from and northwards of the said imaginary centre line, until at the termination of the tramway it reaches the distance of 22 feet from and north of the said imaginary centre line.

To empower the Company from time to time to make such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in this Notice, as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage-sheds or works of the Company.

And it is proposed by the Bill to authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this notice for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of their undertaking to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or duties.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

To prohibit except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or corporations other than the Company with carriages with flange wheels or wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over and across such tramways; and for preventing obstructions to all or any such traffic; and to enable the Company, and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid; and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To enable the Company when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish, township, or place mentioned in this Notice, and maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed, or discontinued to be used or intended so to be.

To enable the Company and the Metropolitan Board of Works, and any vestry, district board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To enable the Board of Trade or any or some one of Her Majesty's Principal Secretaries of State or some other public body or authority to appoint a referee or referees to inquire into and

report upon or decide any questions which it may be expedient to refer, or which by the Bill may be referred or directed to be referred to such referee or referees, and to authorize and empower the referee or referees to administer oaths and affirmations, and to confer upon him or them, and to enable him or them to exercise the powers of a court of law or the powers usually conferred upon arbitrators or other special powers, and to make provision for enforcing and giving effect to his or their decisions, awards, and reports.

To empower the Company and the Pimlico, Peckham, and Greenwich Street Tramways Company, to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, user, working, maintenance, and management of their respective undertakings or some part or parts thereof respectively, the providing of rolling and working stock, the appointment, removal, and payment of officers and servants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, apportionment, and appropriation of rates, tolls, and charges upon their respective undertakings and all incidental matters, and to sanction and give effect to contracts, agreements, and arrangements made or to be made with respect to any of the matters aforesaid.

To apply to the tramways and works to be authorized by the Bill the provisions or some of the provisions of the Act of 1869; and so far as may be necessary for the purposes of the Bill, to amend or repeal the provisions or some of the provisions of that Act.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell, in that county; and with the Clerk of the Peace for the county of Surrey, at his office, at Lambeth, in that county; and that a copy of so much of the said plans, sections and book of reference as relates to each of the parishes from, in, through or into which the intended street tramways will be made or pass; and also a copy of this Notice as published in the London Gazette, will, on or before the said 30th day of November be deposited for public inspection as follows (that is to say): for the parish of Lambeth, with the Vestry Clerk of that parish, at his office at Kennington-green, in the county of Surrey; for the parish of Clapham, with the Clerk of the Wandsworth District Board of Works, at his office at Battersea-rise, in the said county; and for the parish of Saint Margaret Westminster, with the Clerk of the Board of Works for the Westminster District, at his office, at Great Smith-street, Westminster, in the county of Middlesex.

And notice is hereby further given that printed copies of the intended Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1869.

*Askurst, Morris, and Co.*, 6, Old Jewry, and 30, Parliament Street, Solicitors for the Bill.

*J. Dorington and Co.*, 6, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1870.

Wandsworth Bridge.

(Extension of Time for purchase of Lands and completion of Works; Amendment of "The Wandsworth Bridge Act, 1864," and "The Wandsworth Bridge Act, 1867.")

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

To further extend the time limited by "The Wandsworth Bridge Act, 1864," and "The Wandsworth Bridge Act, 1867," for the compulsory purchase of all or some of the lands, tenements, and hereditaments required for the construction of the bridge and works by those Acts authorised, and also to further extend the time limited by those Acts for the completion and opening for public use of the same bridge and works.

To amend, alter, or repeal Section 32 of "The Wandsworth Bridge Act, 1864," and to make other provisions in lieu thereof.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill.

And the Bill will, so far as may be necessary or convenient, alter, amend, or repeal the following local and personal Acts; that is to say:—27 and 28 Vict., cap. 238, and 30 and 31 Vict., cap. 201, relating to the Wandsworth Bridge Company.

Printed copies of the intended Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1869.

*Wilkins, Blyth, and Marsland*, 10, St. Swithin's-lane, E.C., Solicitors for the Bill.

In Parliament.—Session 1870.

Harborne Railway.

(Extension of Time for Purchase of Lands and Completion of Railways—Amendment of Act, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Harborne Railway Company, for an Act for all or some of the following purposes (that is to say):

To extend the time limited and continue the powers granted by "The Harborne Railway Act, 1866," for the compulsory purchase of all or some of the lands and houses authorised by such Act for the railways and works, thereby authorised, and also to extend the time limited by such Act for the construction and completion of the works thereby authorised.

And to alter, amend, or enlarge the powers and provisions of the said Act, and to vary or extinguish all rights and privileges which would interfere with the objects of the Bill.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 10th day of November, 1869.

*Wilkins, Blyth, and Marsland*, 10, St. Swithin's-lane, London, E.C., Solicitors for the Bill.

## London Street Tramways.

(Incorporation of Company—Construction of Street Tramways in Middlesex and Surrey—Compulsory Taking of Lands—Tolls—Provisions for use of Tramways and Streets Traversed—Agreements with and Powers to Metropolitan Board of Works, Street Authorities, &c.—Working and other Arrangements with other Companies and bodies—Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill for incorporating a Company, and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the works, and to carry into effect the objects, or some of the objects hereinafter mentioned, that is to say:—

To make and maintain the following street tramways, or some or one of them, with all necessary and proper works and conveniences connected therewith respectively.

(1 and 1a.) A Tramway (No. 1) and a Tramway (No. 1a), wholly situate respectively in the parish of St. Mary, Islington, in the county of Middlesex, commencing respectively in the Archway-road, at a point eight chains or thereabouts, measuring along the said Archway-road from the junction or intersection of Holloway-road, Junction-road, and St. John's-road, thence passing respectively along the said Archway-road and Holloway-road, and terminating respectively in Holloway-road at a point about one chain from and north of the junction of Liverpool-road with that road.

The centre line of the Tramway (No. 1) will be throughout its entire length on the left hand side (proceeding from the commencement to the termination of the tramway), of and at a distance of four and a half feet from the imaginary centre line of each of the streets along which it is intended to be laid, except that (a) in passing the paved cab-stand and public urinal in Holloway-road, between Bovay-place and Camden-road, the centre line of the tramway will be ten feet on the left hand side, as aforesaid, from the imaginary centre line of Holloway-road aforesaid, and (b) for a length of a chain at the commencement of the tramway, the tramway will be laid in the centre of the Archway-road, and thence for a length of half a chain the centre line of the tramway will gradually diverge from the imaginary centre line of the road, until it reaches the distance of four feet six inches from and east of the said imaginary centre line.

The centre line of the Tramway (No. 1a) will be throughout its entire length on the right hand side (proceeding from the commencement to the termination of the tramway) of and at a distance of four and a half feet from the imaginary centre line of each of the streets along which it is intended to be laid, except that (a) in passing the paved cab-stand and public urinal in Holloway-road, between Bovay-place and Camden-road, the centre line of the tramway will be ten feet on the right hand side as aforesaid from the imaginary centre line of Holloway-road aforesaid, and (b) for a length of a chain at the commencement of the tramway the tramway will be laid in the centre of the Archway-road, and thence for a length of half a chain the centre line of the tramway will gradually diverge from the imaginary centre line of the road, until it reaches the distance of four feet six inches from and west of the said imaginary centre line, and (c) at a point of one and a half chains from the termination of the tramway its centre line will gradually

approach until (at the distance of one chain from the termination of the tramway) it intersects the imaginary centre line of Holloway-road, and will then again diverge from the said imaginary centre line, until at the distance of half a chain from the termination of the tramway it reaches the distance of four feet six inches from and on the left hand side (proceeding as aforesaid) of the said imaginary centre line, and will thence to the termination of the tramway be at that distance from and on that side of the said imaginary centre line.

(2 and 2a.) A Tramway (No. 2), and a Tramway (No. 2a) wholly situate respectively in the Holloway-road in the parish of St. Mary, Islington, in the county of Middlesex, commencing respectively at a point about three chains from and north of the junction of Liverpool-road and Holloway-road, by a junction with the proposed Tramway No. 1a, to be authorized by the Bill, and terminating respectively at a point about three quarters of a chain from and north-west of the junction of Highbury-place with Holloway-road.

The centre line of the proposed Tramway (No. 2) will, at the commencement of the tramway, be at the distance of four feet six inches from and on the west side of the imaginary centre line of Holloway-road, and will for the length of half a chain from the commencement of the tramway be at that distance from and on the west side of the said imaginary centre line, and will then gradually approach until, at the distance of one chain from the commencement of the tramway, it intersects the said imaginary centre line, from which it will again diverge until at the distance of one and a half chain from the commencement of the tramway it reaches the distance of four feet six inches from and on the east side of the said imaginary centre line, and thence to the termination of the tramway will be at that distance from and on that side of the said imaginary centre line.

The centre line of the proposed Tramway No. 2a, to be authorized by the Bill, will be throughout at the distance of four feet six inches from and west of the imaginary centre line of Holloway-road, except that at a point one and a half chains from the termination of the tramway, its centre line will gradually approach until at the distance of one chain from the termination of the tramway it intersects the said imaginary centre line, and will then again diverge from the said imaginary centre line, until at the distance of half a chain from the termination of the tramway it reaches the distance of four feet six inches, from and on the east side of the said imaginary centre line, and will thence to the termination of the tramway be at that distance from and on that side of the said imaginary centre line.

(3.) A Tramway (No. 3), commencing in the Holloway-road, in the parish of St. Mary, Islington, aforesaid, by a junction with the proposed Tramway (No. 2a) above described, at a point about two and three quarter chains from and north-west of the junction of Highbury-place with the said road, thence passing along the Holloway-road, Upper-street, Islington (passing along the western side of Islington Green), and High-street, and terminating in High-street, in the parishes of St. Mary, Islington, and St. James and St. John, Clerkenwell, in the county of Middlesex, or one of those parishes, at a point about one and three quarter chains south of the junction of White Lion-street with High-street.

The centre line of the proposed Tramway (No. 3) will, at the commencement of the tram-

way, be at the distance of four feet six inches from and on the west side of the imaginary centre line of Holloway-road, and will then, for the length of half a chain from the commencement of the tramway, be at that distance from and on that side of the said imaginary centre line, and will then gradually approach until, at the distance of one chain from the commencement of the tramway, it intersects the said imaginary centre line, from which it will again gradually diverge, until, at the distance of one and a half chains from the commencement of the tramway, it reaches the distance of four feet six inches from and on the east side of the said imaginary centre line, and thence will continue at that distance from and on the east side of the imaginary centre lines of Holloway-road and Upper-street, Islington, to a point one chain from and north of the junction of Barnsbury-street with Upper-street aforesaid, and thence for the length of one chain the centre line of the tramway will gradually approach until it reaches the imaginary centre line of Upper-street aforesaid, and thence to a point in Upper-street aforesaid four and a half chains from and south of the junction with that street of Cross-street, the tramway will be laid along the centre of Upper-street aforesaid, and from the last mentioned point for a further length of half a chain the centre line of the tramway will gradually diverge from the imaginary centre line of Upper-street aforesaid until it attains in that length the distance of four and a half feet from and on the east side of the said imaginary centre line, and thence for a further length of one and a half chains the centre line of the tramway will be on the east side of, and at the distance of four and a-half feet from the imaginary centre line of Upper Street aforesaid, and thence for a further length of half a chain the centre line of the tramway will gradually approach until it reaches the centre of Upper-street aforesaid, and thence to a point opposite the north end of Islington-green the tramway will be laid along the centre of Upper-street aforesaid, and thence for a further length of one chain, the centre line of the tramway will gradually diverge from the imaginary centre line of Upper-street aforesaid, until it attains in that length the distance of four and a-half feet from and on the east side of the said imaginary centre line, and thence to a point five and a-half chains north of the public urinal at the junction of Liverpool-road, Upper-street, and High-street the centre line of the tramway will be on the east side of and at the distance of four and a-half feet from the imaginary centre line of Upper-street aforesaid, and thence to a point opposite the said public urinal the centre line of the tramway will diverge from the imaginary centre line of Upper-street, until at the last-mentioned point it reaches the distance of thirty-four feet from and east of the said imaginary centre line of the street, and thence for a length of  $2\frac{1}{2}$  chains, the centre line of the tramway will gradually approach until it reaches the distance of four feet six inches from and east of the imaginary centre line of High-street, and thence to the termination of the tramway its centre line will be at that distance from and on that side of the said imaginary centre line.

For the purposes of this notice, where Upper-street, Islington, is mentioned, the ordinary roadway of that street is intended, exclusive of the open spaces on the west side of such roadway, of which one extends from a point two chains to a point ten chains north of Park-street, and the other lies between Berners-road and a point two and a-half chains north of the junction of Liverpool-road with Upper-street aforesaid,

(3a.) A Tramway (No. 3a), wholly in the parish of St. Mary, Islington, aforesaid, commencing in Holloway-road, by a junction with the proposed Tramway (No. 2a) above described, at a point about two and three quarter chains from and north-west of the junction of Highbury-place with Holloway-road, and passing thence along Holloway-road into and along Upper-street, Islington, and terminating in that street by a junction with the proposed Tramway (No. 3) at or near the point where Barnsbury-street joins Upper-street aforesaid.

The centre line of the proposed Tramway (No. 3a) will, throughout the entire length of the tramway, be on the west side of and at the distance of four and a half feet from the imaginary centre lines of Holloway-road and Upper street aforesaid, except that for a distance of one chain at the termination of the tramway the centre line of the tramway will gradually approach, until at the termination of the tramway it reaches the imaginary centre line of Upper-street.

(3b.) A Tramway (No. 3b), wholly in Upper-street, in the parish of St. Mary, Islington, aforesaid, commencing by a junction with the proposed Tramway (No. 3) above described, at a point four and a half chains from and south of the junction of Cross-street with Upper-street, and terminating by a junction with the same Tramway (No. 3) at a point seven chains from and south of the said junction of Cross-street with Upper-street.

The centre line of the proposed Tramway (No. 3b) will, throughout the entire length of the tramway, be on the west side of and at the distance of four and a half feet from the imaginary centre line of Upper-street aforesaid, except that for a distance of half a chain at the commencement, and for a like distance at the termination of the tramway, the centre line of the tramway will gradually approach until at the commencement and termination respectively of the tramway it reaches the said imaginary centre line.

(3c.) A Tramway (No. 3c) wholly in the parishes of St. Mary, Islington, and St. James and St. John, Clerkenwell, in the county of Middlesex, or one of those parishes, commencing in Upper-street, aforesaid, by a junction with the proposed Tramway (No. 3) above described, opposite or nearly opposite the north end of Islington-green, and terminating in High-street, at the point at which the proposed Tramway No. 3 is above described as intended to terminate.

The centre line of the proposed Tramway (No. 3c) will at the commencement of the tramway be in the centre of Upper-street aforesaid, and for a distance of one chain from the commencement of the tramway it will gradually diverge from the imaginary centre line of that street, until it attains in that length the distance of four and a half feet from and on the west side of the said imaginary centre line, and thence to a point five and a half chains north of the public urinal at the junction of Liverpool-road, Upper-street, and High-street, the centre line of the tramway will be on the west side of and at a distance of four and a half feet from the said imaginary centre line, and thence for a distance of three quarters of a chain will gradually approach until it intersects the said imaginary centre line, and thence will diverge from until opposite the public urinal aforesaid it attains the distance of twenty-five feet from and east of the said imaginary centre line, and thence to a point opposite the north side of White Lion-street, will gradually approach until at the last mentioned point it coincides with the said ima-

inary centre line, and thence for a length of half a chain the tramway will be laid in the centre of High-street, and thence to a point half a chain from and north of the termination of the tramway, its centre line will gradually diverge from, until at that point it reaches the distance of four feet six inches from and east of the said imaginary centre line of High-street, and thence to the termination of the tramway will be at that distance from and on the east side of the said imaginary centre line.

(4 and 4a.) A Tramway (No. 4) and a Tramway (No. 4a), commencing respectively in High-street Islington, at a point opposite the north side of White Lion-street and passing thence respectively along High-street into and along the City-road, and terminating respectively in that road at a point about forty yards from and east of the Clock Tower and Safety Crossing situate at the junction of High-street and City-road.

The proposed Tramways (No. 4) and (No. 4a) will be wholly situate respectively in the parishes of St. Mary, Islington, and St. James and St. John, Clerkenwell aforesaid, or in one of those parishes.

The centre line of the proposed Tramway (No. 4) will, for half a chain from the commencement of the tramway, be laid in the centre of High-street, and thence for a length of one chain will gradually diverge from, until it attains the distance of four feet six inches from and east of the imaginary centre line of that street, and thence to the termination of the tramway, its centre line will be at that distance from the imaginary centre lines of High-street and City-road respectively, being to the east of the imaginary centre line of High-street and north of the imaginary centre line of the City-road.

The centre line of the proposed Tramway (No. 4a) will, for half a chain from the commencement of the tramway, be laid in the centre of High-street, and thence for a length of one chain will gradually diverge from until it attains the distance of four feet six inches from and west of the imaginary centre line of High-street, and thence to the termination of the tramway, its centre line will be at that distance from the imaginary centre lines of High-street and City-road respectively, being to the west of the imaginary centre line of High-street and south of the imaginary centre line of the City-road.

(5 and 5a.) A Tramway (No. 5), and a Tramway (No. 5a), commencing respectively in the parishes of St. Mary, Islington, and St. James and St. John, Clerkenwell, aforesaid, or one of those parishes, at the point of termination as above described of the intended Tramways (No. 4) and (No. 4a) respectively, the proposed Tramway (No. 5) there forming a junction with the proposed Tramway (No. 4), and the proposed Tramway (No. 5a) there forming a junction with the proposed Tramway (No. 4a), thence passing respectively along City-road, the western side of Finsbury-square and Finsbury-place, and terminating respectively in the parish of St. Luke, Middlesex, at or near the south end of Finsbury-place aforesaid, which said street tramways respectively will be made or pass from, in, through, or into the following parishes, or some of them, viz., St. Mary, Islington, St. James and St. John, Clerkenwell, St. Leonard, Shoreditch, and St. Luke, Middlesex, all in the county of Middlesex.

The centre line of the Street Tramway (No. 5) will be throughout its entire length on the left hand side (proceeding from the commencement to the

termination of the tramway) of the imaginary centre line of each of the streets along which it is intended to be laid, and will be throughout its entire length at a distance of four and a half feet from such imaginary centre line, except that at a point of one and a half chains from and north of the termination of the tramway the centre line of the tramway will gradually approach until, at a point one chain from the termination of the tramway, it reaches the imaginary centre line of Finsbury-place, and thence to the termination of the tramway, will be in the centre of Finsbury-place, and except also that in passing the cab-stand between Windsor-terrace and Shepherd's-walk the centre line of the tramway will be nine feet from and north of the imaginary centre line of the City-road.

The centre line of the Tramway (No. 5a) will be throughout its entire length on the right hand side (proceeding from the commencement to the termination of the tramway), of and at a distance of four and a half feet from the imaginary centre line of each of the streets along which it is intended to be laid, except that at a point one and a half chains from and north of the termination of the tramway the centre line of the tramway will gradually approach, until at a point one chain from the termination of the tramway it reaches the imaginary centre line of Finsbury-place, and thence to the termination of the tramway will be in the centre of Finsbury place, and except also that in passing the cab-stand between Windsor-terrace and Shepherd's-walk, the centre line of the tramway will be nine feet from and south of the imaginary centre line of the City-road.

(9 and 9a.) A Tramway (No. 9), and a Tramway (No. 9a), commencing respectively in the Holloway-road, in the parish of St. Mary, Islington, aforesaid, at a point about one chain from and north-west of the junction of Camden-road with Holloway-road (the proposed Tramway (No. 9) there forming a junction with the proposed Tramway (No. 1) above described, and the proposed Tramway (No. 9a) there forming a junction with the proposed Tramway (No. 1a) above described), passing thence into and along Camden-road, High-street Camden Town, Hampstead-road, and Tottenham-court-road, and terminating respectively in the parishes of St. Giles in the Fields, and St. Marylebone, or one of them, near the south-end of Tottenham-court-road, at a point about sixty yards south of the junction of Great Russell-street with that road, which said street tramways respectively, will be made or pass from, in, through, or into the following parishes, or some of them, that is to say:— St. Mary Islington, St. Pancras, St. Giles in the Fields, St. George Bloomsbury, and St. Marylebone, all in the county of Middlesex. For the purposes of this notice the centre of High-street Camden Town, from a point (near its south end) about three chains north of the Cobden Memorial to the north end of Hampstead-road, is taken to be a line parallel to and at a distance of twenty-two feet from and east of the kerbstone of the footway on the west side of High-street aforesaid.

The centre line of the proposed Tramway (No. 9) will be throughout on the left hand side (proceeding from the commencement to the termination of the tramway) of and at a distance of four feet six inches from the imaginary centre line of each of the streets along which it is intended to be laid, except that (a) at the commencement of the tramway its centre line will

be eight feet from and east of the imaginary centre line of the street and (b) in passing the cab-stand in High-street Camden Town, opposite York-street, the centre line of the tramway will be at the distance of eight feet from and on the east side of the imaginary centre line of High-street, and (c) in passing the cab-stand and safety crossing in Tottenham-court-road, between Euston-road and Grafton-street, the centre line of the tramway will be at the distance of nine feet from and east of the imaginary centre line of the Tottenham-court-road, and (d) in passing the cab-stand and public urinal in the Tottenham-court-road; between Howland-street and Tottenham-street, the centre line of the tramway will be at the distance of eleven feet from and to the eastward of the imaginary centre line, and (e) in passing the cab-stand in Tottenham-court-road between Kirkman-place and Percy-street, the centre line of the tramway will be seven and a half feet from and on the east side of the imaginary centre line of the said road.

The centre line of the proposed Tramway (No. 9a) will be throughout on the right hand side (proceeding from the commencement to the termination of the tramway), of and at a distance of four feet six inches from the imaginary centre line of each of the streets along which it is intended to be laid, except that (a) at the commencement of the tramway its centre line will be nine feet from and west of the imaginary centre line of the street and (b) in passing the cab-stand in High-street, Camden Town, opposite York-street, the centre line of the tramway will be at the distance of eight feet from and on the west side of the imaginary centre line of High-street, and (c) in passing the cab-stand and safety crossing in Tottenham-court-road, between Euston-road and Grafton-street, the centre line of the tramway will be at the distance of nine feet from the imaginary centre line of the Tottenham-court-road, and (d) in passing the cab stand and public urinal in the Tottenham-court-road, between Howland-street and Tottenham-street, the centre line of the tramway will be at the distance of eleven feet from and to the westward of the imaginary centre line, and (e) in passing the cab-stand in Tottenham-court-road, between Kirkman-place and Percy-street, the centre line of the tramway will be seven and a half feet, from and on the west side of the imaginary centre line of the said road and (f) at a point two chains from the termination of the tramway, its centre line will gradually approach until, at the distance of one and a half chains from the termination of the tramway, it intersects the imaginary centre line of Tottenham-court-road, and will then again diverge from the said imaginary centre line, until, at the distance of one chain from the termination of the tramway, it reaches the distance of four feet six inches from and on the east side of the said imaginary centre line, and will thence, to the termination of the tramway, be at that distance from and on that side of the said imaginary centre line.

(10 and 10a.) A Tramway (No. 10), and a Tramway (No. 10a), commencing respectively in and passing through the parishes of St. Pancras and St. Giles in the Fields, St. Marylebone and St. Anne Soho, in the county of Middlesex, or some or one of those parishes, by a junction with the proposed Tramway (No. 9a), above described, at a point opposite the south side of Great Russell-street, passing thence respectively in a south-easterly direction along Tottenham-court-road into Oxford-street, and terminating in that street at a point opposite

the eastern corner of High-street, at its junction with Oxford-street.

The centre line of the proposed Tramway (No. 10) will at the commencement of the tramway be at the distance of four feet six inches from and on the west side of the imaginary centre line of Tottenham-court-road, and will, for the length of half a chain from the commencement of the tramway, be at that distance from and on the west side of the said imaginary centre line, and will then gradually approach until at the distance of one chain from the commencement of the tramway it intersects the said imaginary centre line, from which it will again gradually diverge until at the distance of one and a-half chain from the commencement of the tramway it reaches the distance of four feet six inches from and on the east side of the said imaginary centre line, and thence will gradually diverge further to the eastward until at the south end of Tottenham-court-road it attains the distance of eleven feet from the said imaginary centre line, and the tramway will be at the distance of four feet six inches from and on the north side of the imaginary centre line of Oxford-street.

The centre line of the proposed Tramway (No. 10a) will, at the commencement of the tramway, be at the distance of four feet six inches from and on the west side of the imaginary centre line of Tottenham-court-road, and will, for a distance of one and a-half chain from the commencement of the tramway, continue at that distance from and on that side of the said imaginary centre line, and will thence gradually diverge until at the south end of Tottenham-court-road it reaches the distance of twelve feet from and westward of the said imaginary centre line; and the line of the tramway will be four feet six inches from and on the south side of the imaginary centre line of Oxford-street.

(11 and 11a.) A Tramway (No. 11) and a Tramway (No. 11a) commencing respectively in the Edgware-road, in the parishes of Willesden and St. John, Hampstead, both in the county of Middlesex, or one of them, at the north-western end of the bridge carrying that road over the London and North-Western Railway, passing thence in a south-easterly direction along the Edgware-road No. 11 terminating at the south end of the said road at a point about one chain northward of the safety crossing at the southern end of the Edgware-road and No. 11a terminating two chains from safety crossing in the parishes of St. Marylebone and Paddington and St. George's Hanover-square, all in the county of Middlesex, or one of them.

The proposed Tramways, No. 11 and No. 11a, will be made or pass from, in, through, or into the parishes and places following, or some or one of them, that is to say:—Willesden, St. John, Hampstead, Kilburn, Paddington, St. Marylebone, and St. George's, Hanover-square, all in the county of Middlesex, or some or one of them.

The centre line of the proposed Tramway No. 11 will be throughout at the distance of four feet six inches from and on the north-east side of the imaginary centre line of Edgware-road, except that for a distance of one chain from its commencement the tramway will be laid in the centre of the road, and thence will diverge to the northward until in the further length of one chain it attains the said distance of four feet six inches from and on the north-east of the said imaginary centre line, and, except (a) and (b), that in passing the public lamps and safety crossing in the centre of Edgware-road opposite the end of



Praed-street and Marylebone-road respectively, the centre line of the tramway will be in each case at the distance of nine feet from and on the north-east side of the said imaginary centre line.

The centre line of the proposed Tramway No. 11a, will be throughout at the distance of four feet six inches from and on the south-west side of the imaginary centre line of Edgware-road, except that for a distance of one chain from its commencement the tramway will be laid in the centre of the road, and thence will diverge to the southward until in the further length of one chain it attains the said distance of four feet six inches from and on the south-west of the said imaginary centre line, and, except (a) and (b), that in passing the public lamps and safety crossing in the centre of Edgware-road, opposite the end of Praed-street and Marylebone-road respectively, the centre line of the tramway will be in each case at the distance of nine feet from and on the south-west side of the said imaginary centre line and (c) at a point one chain from the termination of the tramway, its centre line will gradually approach until it intersects the said imaginary centre line from which it will again diverge to the eastward until at the termination of the tramway its centre line will be four feet six inches from and to the north-east of the said imaginary centre line.

(12 and 12a.) A Tramway (No. 12), and a Tramway (No. 12a), commencing respectively in the Edgware-road, in the parishes of Paddington and St. Marylebone aforesaid, or one of them, by a junction with the proposed Tramway No. 11a, at a point about two chains from and north-west of its termination as above described, running thence along the Edgware-road into and along Oxford-street (passing through the centre of Regent's-circus) and into Oxford-street, and terminating in that street at the point of termination, as above described, of the proposed Tramways No. 10 and No. 10a.

The proposed Tramways No. 12 and No. 12a will respectively be made or pass from, in, through, or into the parishes or places following, that is to say, Paddington, St. Marylebone, St. George's Hanover-square, St. James's Westminster, St. Anne's Soho, St. Giles'-in-the-Fields and St. George's Bloomsbury, all in the county of Middlesex, or some or one of them.

The centre line of the proposed Tramway No. 12 will be throughout, at the distance of four feet six inches from and on the northern side of the imaginary centre line of each of the streets through which it is intended to pass (the centre of the carriage-way of Regent's-circus aforesaid being for the purpose of this description taken to be a continuation of the imaginary centre line of Oxford-street), except that (a) the centre line of the tramway will, for the length of one chain from its commencement, be at the distance of four feet six inches from and on the south-west side of the imaginary centre line of Edgware-road, and will thence gradually approach until it intersects the said imaginary centre line, from which it will again diverge to the eastward, until, at the distance of two chains from the commencement of the tramway, the centre line attains the distance of four feet six inches from, and on the northern side of the said imaginary centre line, and (b) that in passing the public lamps and safety crossing at the south end of Edgware-road and in Oxford-street, east and west of the Marble Arch, and the public lamps and safety crossing in the centre of Oxford-street, opposite Duke-street, Bond-street, Holles-street, and at the east and west sides of Regent's-circus, and oppo-

site Charles-street and opposite Tottenham-court-road, the centre line of the tramway will be nine feet from and on the north-west side of the imaginary centre line of the street, and (c) in passing the cab-stand opposite Portman-street, and the cab-stand and safety crossing opposite the end of Orchard-street, the centre line of the tramway will be in each case at the distance of nine feet from and north of the said imaginary centre line.

The centre line of the proposed Tramway No. 12a will be throughout at the distance of four feet six inches from and on the south of the imaginary centre line of each of the streets through which it is intended to pass (the centre of the carriage-way of Regent-circus aforesaid being for the purpose of this description taken to be a continuation of the imaginary centre line of Oxford-street) except that (a) the centre line of the tramway will in passing the public lamps and safety crossing at the south end of Edgware-road, and in Oxford-street, east and west of the Marble-arch, and the public lamps and safety crossing in the centre of Oxford-street, opposite Duke-street and Bond-street, Holles-street, and at the east and west sides of Regent's-circus, and opposite Charles-street, and opposite Tottenham-court-road the centre line of the tramway will be nine feet from and on the south-west side of the imaginary centre line of the street, and (c) in passing the cab-stand opposite Portman-street, and the cab-stand and safety crossing opposite the end of Orchard-street, the centre line of the tramway will be in each case at the distance of nine feet from and south of the said imaginary centre line.

(13 and 13a.) A Tramway (No. 13), and a Tramway (No. 13a), commencing respectively in Oxford-street, in the parish of St. Giles-in-the-Fields aforesaid, at the point of termination as above described of the proposed Tramways No. 12 and No. 12a (the proposed Tramway No. 13 there forming a junction with the proposed Tramways No. 10 and No. 12, or one of them, and the proposed Tramway No. 13a there forming a junction with the proposed Tramways No. 10a and No. 12a, or one of them) and passing thence along Oxford-street, High Holborn, Holborn, Holborn-hill, Holborn-circus, and Charterhouse-street, and thence into Victoria-street, and terminating respectively in that street at a point about two and a half chains north of the intersection of that street and Charterhouse-street.

The proposed Tramways No. 13 and No. 13a will respectively be made or pass from, in, through, or into the parishes or places following, that is to say:—St. Giles-in-the-Fields, St. George Bloomsbury, St. Andrew's Holborn, otherwise St. Andrew's Holborn-above-Bars, St. George-the-Martyr, St. Sepulchre, otherwise St. Sepulchre Without, and the Liberty of Saffron-hill, Hatton-garden, Ely-rents, and Ely-place, and the Liberty of Glasshouse-yard, all in the county of Middlesex, and St. Andrew Holborn, otherwise St. Andrew Holborn-below-Bars, and St. Sepulchre, otherwise St. Sepulchre Without Newgate, all in the city of London.

The centre line of the proposed Tramway No. 13 will be throughout at the distance of four feet six inches from and north of the imaginary centre line of each of the streets through which it is intended to pass, except (a) that in passing the cab-stand in the centre of High Holborn, between Dean-street and New Turnstile, and between Brownlow-street and Southampton-buildings, and the lamp-post and safety crossing in High Holborn, opposite the end of Gray's Inn-

lane, the centre line of the tramway will in each case be at a distance of nine feet from and on the north side of the imaginary centre line of the street, and (b) in passing the public urinal and cab-stand on Holborn-hill, between Castle-street and Fetter-lane, the centre line of the tramway will be eleven feet from and north of the imaginary centre line of the street, and (c) the centre line of the tramway will be on the west side of the imaginary centre line of Victoria-street.

The centre line of the proposed Tramway No. 13a will be throughout at the distance of four feet six inches from and south of the imaginary centre line of each of the streets through which it is intended to pass, except (a) that in passing the cab-stand in the centre of High Holborn, between Dean-street and New Turnstile, and between Brownlow-street and Southampton-buildings, and the public lamp and safety crossing in High Holborn, opposite the end of Gray's Inn-lane, the centre line of the tramway will in each case be at a distance of nine feet from and on the south side of the imaginary centre line of the street, and (b) in passing the public urinal and cab-stand on Holborn-hill, between Castle-street and Fetter-lane, the centre line of the tramway will be eleven feet from and south of the imaginary centre line of the street, and (c) for a distance of half a chain on entering Victoria-street, the centre line of the tramway will be four feet six inches from and on the east side of the imaginary centre line of that street, and will thence gradually approach until it intersects the said imaginary centre line, from which it will again diverge to the westward, until at the distance of one chain from the termination of the tramway, its centre line will be four feet six inches from and on the west side of the said imaginary centre line, and thence to the end of the tramway its centre line will be at that distance from and on that side of the said imaginary centre line.

For the purposes of the above descriptions of Tramways No. 13 and No. 13a, the imaginary centre line of the carriage-way of Holborn-circus, is taken to be a straight line passing directly from the centre line of Holborn-hill to the centre line of Charterhouse-street.

(14.) A Tramway No. 14, commencing in the Kentish Town-road, otherwise High-street Kentish Town, in the parish of St. Pancras aforesaid, at or near the centre of the bridge carrying that road over the Midland Railway, passing thence in a southerly direction along the Kentish Town-road, Chestnut-row, Monte Video-place, College-terrace, Great College-street North, Great College-street, the north side of Goldington-crescent, Old St. Pancras-road, Battle-bridge, King's Cross-road, Farringdon-road, Victoria-street, Farringdon-street, New Bridge-street, Chatham-place, Blackfriars Bridge, and Blackfriars-road, and terminating in that road in the parish of Christchurch in the county of Surrey, opposite, or nearly opposite, Holland-street.

The proposed Tramway No. 14 will be made or pass from, in, through, or into the parishes and places following, or some of them, that is to say: St. Mary Islington; Clerkenwell; St. James and St. John Clerkenwell; the Liberty of Saffron-hill; Hatton-garden; Ely-rents and Ely-place; and the Liberty of Glass House-yard; St. Andrew Holborn, otherwise St. Andrew Holborn above Bars; St. George the Martyr; St. Sepulchre, otherwise St. Sepulchre Without; all in the county of Middlesex; St. Sepulchre, otherwise St. Sepulchre Without Newgate; St. Andrew Holborn, otherwise St. Andrew Hol-

born below Bars; St. Bride, otherwise St. Bridget; the precinct of St. Ann Blackfriars; the precinct of Bridewell; all in the City of London; and Christchurch Southwark, in the county of Surrey.

The centre line of the proposed Tramway No. 14 will for the length of one chain from its commencement, be in the centre of the Kentish Town-road, otherwise High-street, Kentish Town, and will thence gradually diverge from and to the eastward of, until in the further length of one chain it attains the distance of four feet six inches from and east of the imaginary centre line of the road, and will thence continue at that distance from and on the east side of the said imaginary centre line to a point half a chain north of the intersection of the Bartholomew-road and Kentish Town-road, and will thence gradually approach until at the said point of intersection it reaches the centre line of the Kentish Town-road, and will thence be laid along the centre of that road and of Chesnut-row to a point two chains north of the junction of Alpha-place with Monte Video-place, and thence the centre line of the tramway will gradually diverge from and to the eastward of, until, in the length of two chains, it attains the distance of four feet six inches from and on the east side of the said imaginary centre line of Monte Video-place, and thence to the termination of the tramway, its centre line will be at the distance of four feet six inches from and on the east side of the imaginary centre line of each of the streets through which it is intended to pass (the northern side of Goldington-crescent being for this purpose considered as a separate street), except that at a point in Farringdon-street, two chains north of the public urinal in that street, near the southern end of that street, the centre line of the tramway will gradually diverge from and to the eastward of, until, in the length of half a chain, it attains the distance of twelve feet from and on the east side of the imaginary centre line of the street, and thence gradually diverges further to the eastward from, until, opposite the said public urinal, it attains the distance of fourteen feet from and eastward of the said imaginary centre line, and thence to a point opposite the safety crossing at the northern end of New Bridge-street the centre line of the tramway will continue at the said distance of fourteen feet from and to the eastward of the said imaginary centre line, and thence to a point half a chain north of Tudor-street the centre line of the tramway will gradually approach, until, at the last mentioned point, it reaches the distance of nine feet from, and on the east side of the said imaginary centre line of New Bridge-street, and thence in a further length of half a chain the centre line of the tramway will again approach until it reaches the distance of four feet six inches from and on the east side of the imaginary centre line of the street.

(15.) A Tramway, No. 15, wholly in the Kentish Town-road, in the parish of St. Pancras aforesaid, commencing in the Kentish Town-road, otherwise High-street, Kentish Town, in the centre of the bridge carrying that road over the Midland Railway, and terminating at or about the point of intersection of Bartholomew-road and Kentish Town-road.

The proposed Tramway No. 15 will, for one chain from its commencement, be laid in the centre of the street, and will thence gradually diverge from and to the westward of, until in the further length of one chain it attains the distance of four feet six inches from and westward of the imaginary centre line of the street, and will con-

time at that distance from and on that side of the said imaginary centre line to a point half a chain north of the termination of the tramway, and will thence gradually approach until at the termination of the tramway its centre line reaches the centre of the street.

(16.) A Tramway No. 16, commencing in the parish of St. Pancras aforesaid, at a point in Monte Video-place, two chains north of the junction of Alpha-place with Monte Video-place, and running thence southwards along Monte Video-place, College-terrace, Great College-street North, Great College-street, the north side of Goldington-crescent, Old St. Pancras-road, Battle-bridge, King's-cross-road, Farringdon-road, Victoria-street, Farringdon-street, New Bridge-street, Chatham-place, Blackfriars-bridge, and Blackfriars road, and terminating in that road in the parish of Christchurch, in the county of Surrey, opposite, or nearly opposite Holland-street.

The proposed Tramway No. 16 will be made or pass from, in, through, or into the parishes and places following, or some of them, that is to say: St. Mary Islington, Clerkenwell, St. James and St. John Clerkenwell, the Liberty of Saffron-hill, Hatton-garden, Ely-rents, and Ely-place, and the Liberty of Glass-house-yard, St. Andrew, Holborn, otherwise St. Andrew Holborn-above-Bars, St. George the Martyr, St. Sepulchre, otherwise St. Sepulchre Without, all in the county of Middlesex; St. Sepulchre, otherwise St. Sepulchre Without, Newgate, St. Andrew Holborn, otherwise St. Andrew Holborn-below-Bars, St. Bride, otherwise St. Bridget, the precinct of St. Ann Blackfriars, the precinct of Bridewell, all in the city of London, and Christchurch Southwark, in the county of Surrey.

The centre line of the proposed tramway No. 16 will, at the commencement of the tramway, be in the centre of Monte Video-place, and will thence gradually diverge from and to the westward of until opposite Alpha-place it attains the distance of four feet six inches from and to the westward of the imaginary centre line of each of the streets through which the tramway is intended to pass, except that at a point in Farringdon-street two chains north of the public urinal in that street near the southern end of that street, the centre line of the tramway will gradually diverge from and to the westward of until in the length of half a chain it attains the distance of twelve feet from and on the west side of the imaginary centre line of the street, and thence gradually diverges further to the westward from until opposite the said public urinal it attains the distance of fourteen feet from and westward of the said imaginary centre line, and thence to a point opposite the safety crossing at the northern end of New Bridge-street, the centre line of the tramway will continue at the said distance of fourteen feet from and to the westward of the said imaginary centre line, and thence to a point one-half chain north of Tudor-street the centre line of the tramway will gradually approach until at the last-mentioned point it reaches the distance of nine feet from and on the west side of the said imaginary centre line of New Bridge-street, and thence in a further length of half a chain the centre line of the tramway will again approach until it reaches the distance of four feet six inches from and on the west side of the said imaginary centre line of the street, except also that in passing the safety crossing at the junction of the York-road and Old St. Pancras-road the centre line of the tramway will be eighteen feet from and on the southern side of the

imaginary centre line of the street (the northern side of Goldington-crescent, being for this purpose considered as a separate street).

(17.) A short Junction Tramway, No. 17, commencing by a junction with the proposed Tramway No. 14 at a point two chains south of the junction of Alpha-place with Monte Video-place, thence running southward for the length of one and a-half chains, and terminating by a junction with the proposed tramway No. 16, wholly in the parish of St. Pancras aforesaid.

The centre line of the proposed Tramway No. 17 will, at the commencement of the tramway, be at a distance of four feet six inches from and on the east side of the imaginary centre line of the street, and will thence gradually approach until it intersects the said imaginary centre line from which it will again diverge to the westward, until at the termination of the tramway it attains the distance of four feet six inches from and on the west side of the said imaginary centre line.

(17a.) A Tramway (No. 17a) commencing in the Blackfriars-road by a junction with the intended Tramway No. 14 at its point of termination as above described, and passing thence in a southerly direction along the Blackfriars-road, into and in a westerly direction, across St. George's-circus, and terminating at a point twenty-three feet from the north-west of the north-westerly corner of the kerb-stone, round the Obelisk, in St. George's-circus aforesaid, and which said intended tramway will pass from, through, or into the parishes of Christchurch and St. George the Martyr, Southwark, in the county of Surrey.

The centre line of the proposed Tramway (No. 17a) will be throughout at a distance of four feet six inches from and on the left-hand side (proceeding from the commencement to the termination of the tramway) of the imaginary centre line of the respective streets through which it is intended to pass except that in passing the cab-stand between Stamford-street and Collingwood-street the centre line of the tramway will be at the distance of nine feet from the imaginary centre line of Blackfriars-road, and in passing the cab-stand in that road, between George-street and York-street, the centre line of the tramway will be also at the distance of nine feet from the said imaginary centre line, and that in passing the public urinal under the railway arch south of York-street, the tramway will be at the distance of fourteen feet from and on the left hand side, as aforesaid, of the imaginary centre line of Blackfriars-road.

(17b.) A Tramway (No. 17b) commencing in the Blackfriars-road by a junction with the intended Tramway (No. 16) at its point of termination as above described, and passing thence in a southerly direction along the Blackfriars-road, into and in a westerly direction across St. George's-circus, and terminating at a point thirty-one feet north-west of the kerb-stone round the Obelisk in St. George's-circus aforesaid, and which said intended tramway will pass from, through, or into the parishes of Christchurch and St. George the Martyr Southwark, in the county of Surrey.

The centre line of the intended Tramway No. 17b will, throughout its entire length, be laid at a distance of four feet six inches from and on the right-hand side (proceeding from the commencement to the termination of the tramway) of the respective roads and streets through which it is intended to pass, except that in passing the cab-stand in the Blackfriars-road, between Stam-

ford-street and Collingwood-street, the centre line of the tramway will be at the distance of nine feet from and on the right-hand side, as aforesaid, of the imaginary centre line of Blackfriars-road, and in passing the cab-stand between George-street and York-street, the centre line of the tramway will be at a distance of nine feet from and on the right-hand side of the imaginary centre line of Blackfriars-road, and that in passing the public urinal under the railway bridge south of York-street the centre line of the tramway will be fourteen feet from and on right-hand side, as aforesaid, of the imaginary centre line of Blackfriars-road.

(No. 17c and 17d.) A Tramway (No. 17c) and a Tramway (No. 17d) commencing respectively in St. George's-circus aforesaid, Tramway No. 17c by a junction with the proposed Tramway 17a, at its termination as above described, and Tramway No. 17d by a junction with the proposed Tramway (No. 17b) at its point of termination as above described and passing thence respectively in a westerly direction along St. George's-circus into and along Westminster-bridge-road, and terminating respectively in that road at or near the junction therewith of the Belvedere-road and Stangate, and which said proposed Tramways No. 17c and 17d will be wholly situate respectively in the parishes of St. George the Martyr, Southwark, and Lambeth, otherwise, St. Mary, Lambeth, in the county of Surrey.

The centre line of the proposed tramways 17c and 17d will respectively be laid throughout their entire length, at a distance of four feet six inches, (Tramway No. 17c on the left, and Tramway No. 17d on the right hand side, proceeding from the commencement to the termination of the respective tramways) from the imaginary centre line of the respective roads through which they are intended to be laid, except that (a) from a point three and a half chains north of the junction of Oakley-street with Westminster Bridge-road, the centre line of each tramway will gradually diverge (Tramway No. 17c) to the southward, and Tramway (No. 17d) to the northward from the imaginary centre line of that road, until, at a point one chain south-eastward of the junction of Lower Marsh with Westminster-bridge-road, the centre of each tramway attains the distance of nine feet from the said imaginary centre line, and thence the centre line of each tramway will continue at that distance from and on the respective side aforesaid of the said imaginary centre line, to a point opposite Lower Marsh, and will thence again approach the said imaginary centre line, until in a length of one chain it again reaches the distance of four and a half feet from and on the respective sides aforesaid of the said imaginary centre lines, and except (b) from a point two chains from the termination of the tramway the centre line of the tramway (No. 17d) will gradually approach until it intersects the imaginary centre line of the road, from which it will again gradually diverge to the southward, until, at the termination of the tramway, it attains the distance of four and a half feet from and on the south side of the imaginary line.

(18 and 18a.) A Tramway No. 18, and a Tramway No. 18a, commencing in New Bridge-street, Blackfriars, by a junction with the proposed Tramways No. 14 and No. 16 respectively, at a point opposite, or nearly opposite, the north-east corner of William-street. (The tramway No. 18 here forming a junction with the proposed Tramway No. 14, and the Tramway No. 18a here forming a junction with the pro-

posed Tramway No. 16) passing thence in a south-easterly direction into and across Earl-street, and thence in an easterly direction along the site of the new street now in course of formation, between New Bridge-street at the west end of Earl-street and New Earl-street, and thence into and along New Earl-street and the new street, extending from New Earl-street and Cannon-street West to the Mansion House, and terminating in the last-mentioned street at a point about one and a half chains from and west of the north-west corner of the Mansion House.

The proposed Tramways No. 18 and No. 18a will be made or pass from, in, through, or into the parishes and places following, or some of them, that is to say: the precinct of Bridewell, the precinct of St. Ann Blackfriars, St. Andrew Wardrobe, St. Benet Paul's Wharf, St. Gregory, St. Peter Paul's Wharf, St. Mary Magdalen, St. Mary Mount Haw, St. Nicholas College, Cole Abbey, St. Mary Somerset, St. Nicholas Olave, St. Margaret Moses, St. Mildred Bread-street, Holy Trinity the Less, St. Mary Alder Mary, St. Thomas the Apostle, otherwise Great St. Thomas the Apostle, St. Antholine, St. Pancras, Soperlane, St. Benet Shear Hog, St. Stephen Wallbrook, St. Mary Woolchurch Haw, and St. Mildred Poultry, all in the city of London.

The centre line of the proposed Tramway No. 18 will, at its commencement, be at the distance of four feet six inches from and eastward of the imaginary centre line of New Bridge-street, and will thence pass in a south-easterly direction in a curved line to the south-west corner of Earl-street as now existing, and will thence run in a north-easterly direction across and to the northern side of that street at the western side of the Viaduct of the London, Chatham, and Dover Railway, the centre line of the tramway intersecting the present centre line of Earl-street about midway between New Bridge-street and the said Viaduct, and in passing through New Earl-street and the new street aforesaid extending from New Earl-street and Cannon-street West to the Mansion House, the centre line of the tramway will be four feet six inches from and north-west of the imaginary centre line of the street, except that in passing the entrance to the subway, at the intersection of Queen-street with the said new street, the centre line of the tramway will be nine feet from and north-west of the said imaginary centre, and except also that at a point two chains from the termination of the tramway its centre line will gradually approach until at the length of one chain it reaches the imaginary centre line of the said new street and thence to its termination the tramway will be laid along the centre of the street.

The centre line of the proposed Tramway No. 18a will, at the commencement of the tramway, be at the distance of four feet six inches from and on the west side of the imaginary centre line of New Bridge-street, and thence to the western end of New Earl-street, the centre line of the tramway will run parallel to and nine feet from and southward of the centre line as above-described of the proposed Tramway No. 18, and from the west end of New Earl-street to the termination of the tramway its centre line will be four feet six inches from and to the south-east of the imaginary centre line of the street, except that in passing the safety crossing at the south-west end of the new street aforesaid leading from Cannon-street West to the Mansion House, the centre line of the tramway will be eighteen feet from and south-west of the said imaginary

centre line of the street, and except also that in passing the entrance to the subway, at the intersection of Queen-street and the said new street, the centre line of the tramway will be nine feet from and south-west of the imaginary centre line of the street, and except further that at a point two chains from the termination of the tramway its centre line will gradually approach, until in the length of one chain it reaches the centre line of the street, and thence to its termination the tramway will be laid in the centre of the street.

(19 and 19a.) A Tramway (No. 19), and a Tramway (No. 19a), wholly situate respectively in the precinct of Bridewell, and the precinct of St. Ann Blackfriars or one of them, commencing respectively in New Bridge-street at a point about one chain south of the junction of William-street with New Bridge-street (the Tramway No. 19 there forming a junction with the proposed Tramway No. 16, and the Tramway No. 19a there forming a junction with the proposed Tramway No. 14), and thence running respectively in a north-easterly direction to and terminating at or near the south-west corner of Earl-street, the proposed Tramway No. 19, there forming a junction with the proposed Tramway No. 18, and the Tramway No. 19a, there forming a junction with the proposed Tramway No. 18a.

The centre line of the proposed Tramway No. 19 will, at its commencement, be four feet six inches from and on the west side of the imaginary centre line of New Bridge-street, and thence the tramway will run in a curved line in a north-easterly direction (intersecting the centre line of New Bridge-street in the length of about half a chain from the commencement of the tramway), and at the termination of the tramway its centre line will be twelve feet from and south of the imaginary centre line of Earl-street.

The Tramway No. 19a will at its commencement be four feet six inches from and on the east side of the imaginary centre line of New Bridge-street, and will thence run by a curved line in a north-easterly direction, being at its termination at a distance of eighteen feet from and south of the imaginary centre line of Earl-street.

(20.) A Tramway No. 20 commencing in the Holloway-road, in the parish of St. Mary Islington, aforesaid, by a junction with the proposed Tramway No. 1 at its termination as above described, and thence running into and along Liverpool-road, and into High-street Islington, and terminating in that street in the parishes of St. Mary Islington, and St. James and St. John Clerkenwell, or one of them, by a junction with the proposed Tramway No. 3c, opposite the public urinal, at the junction of Liverpool-road, Upper-street, and High-street.

The centre line of the proposed Tramway No. 20 will be throughout at the distance of four feet six inches from and on the left side (proceeding from the commencement to the termination of the tramway) of the imaginary centre line of the street, except that from a point opposite the north-east corner of Chapel-street the centre line of the tramway will gradually approach until in the length of half a chain it reaches the centre line of the street, and thence to its termination the tramway will be laid in the centre of the Liverpool-road, being at its termination twenty-five feet from and east of the imaginary centre line of High-street, Islington.

(20a.) A Tramway, No. 20a, commencing in the Holloway-road, in the parish of St.

Mary Islington, by a junction with the proposed Tramway No. 1a at its termination, as above described, passing thence into and along the Liverpool-road, and terminating in that road in the parishes of St. Mary Islington, and St. James and St. John Clerkenwell, or one of them, by a junction with the proposed Tramway No. 20, opposite, or nearly opposite, the south-east corner of Chapel-street.

The centre line of the proposed Tramway No. 20a will be throughout at the distance of four feet six inches from and on the right hand side (proceeding from the commencement to the termination of the tramway) of the imaginary centre line of the street, except that from a point half a chain from the termination of the tramway, its centre line will gradually approach until at the termination of the tramway it reaches the centre of the Liverpool-road.

(21.) A Tramway, No. 21, commencing in the City-road, in the parishes of St. Mary Islington, and St. James and St. John Clerkenwell, or one of them, by a junction with the proposed Tramway No. 4, at its termination, as above described, passing thence along the Goswell-road, Goswell-street, Aldersgate-street, and St. Martin's-le-Grand, and terminating in St. Martin's-le-Grand, in the parish of St. Leonard Foster, in the city of London, at a point about one chain north-west of the south-west corner of the General Post-office.

The proposed Tramway, No. 21, will be made or pass from, in, through, or into the parishes or places following, or some or one of them, that is to say:—St. Mary Islington, St. James and St. John, Clerkenwell, St. Luke's, St. Sepulchre (without), Middlesex; and St. Botolph Aldersgate, St. Ann, and St. Agnes, St. Leonard Foster, and St. Michael-le-Querne, in the city of London.

The centre line of the proposed Tramway No. 21, will, from the commencement of the tramway to a point one chain south of the junction of Upper Charles-street with Goswell-road, be at the distance of four feet six inches from and on the left hand side of the (proceeding from the commencement to the termination of the tramway) imaginary centre line of the street, and will thence gradually approach until in the length of half a chain it reaches the centre of Goswell-road, and thence to a point opposite the north-west corner of Old-street, the tramway will be laid along the centre of the street, and thence will gradually diverge from, until in the length of one chain it reaches the distance of nine feet from and on the left hand side as aforesaid of the imaginary centre line of the street, and thence for the length of two chains will be at that distance from and on that side of the said imaginary centre line, and will then again approach until in the length of half a chain it reaches the distance of four feet six inches from and on the left-hand side as aforesaid of the said imaginary centre line, and will thence continue at that distance from and on that side of the said imaginary centre line to a point opposite the south-east corner of Carthusian-street, and will thence gradually approach until in the distance of half a chain it reaches the centre line of Goswell-street, and thence to a point two chains south of the junction of Long-lane with Aldersgate-street, the tramway will be laid along the centre of the street and thence will gradually diverge from until in the length of half a chain it reaches the distance of four feet six inches from and on the left-hand side as aforesaid of the imaginary centre line of Aldersgate-street, and thence to a point two chains from the



termination of the tramway above described, its centre line will continue at that distance from the imaginary centre line, and thence will gradually approach until in the length of one chain it reaches the centre line of St. Martin's-le-Grand, and thence to its termination the tramway will be laid in the centre of the street.

(21a.) A Tramway, No. 21a, commencing in the City-road, in the parishes of St. Mary Islington, and St. James and St. John Clerkenwell, by a junction with the proposed Tramway No. 4a at its termination as above described, passing thence into and along the Goswell-road and terminating in that road at a point in the parish of St. James and St. John Clerkenwell, and St. Luke's, or one of them, by a junction with the proposed Tramway No. 21 at a point about a quarter of a chain north-east of the north-east corner of Percival-street.

The centre line of the proposed Tramway No. 21a will be throughout at the distance of four feet six inches from and on the west side of the imaginary centre line of the street, except that for a distance of half a chain at the termination of the tramway its centre line will gradually approach until at the termination of the tramway it reaches the centre of the Goswell-road.

(21b.) A Tramway, No. 21b, wholly in Goswell-street aforesaid, commencing and terminating by junctions with the proposed Tramway No. 21, the point of commencement being opposite the north-west corner of Old-street, and the point of termination being half a chain south of the south-east corner of Carthusian-street, and the proposed Tramway 21b will be made or pass from, in, through, or into the parishes and places following, or some or one of them, that is to say, St. James and St. John Clerkenwell, St. Luke's Middlesex, the liberty of Glasshouse-yard, and St. Sepulchre Without, all in the county of Middlesex, and St. Botolph Aldersgate, in the city of London.

The proposed Tramway No. 21b will, at its commencement, be in the centre of Goswell-street, and the centre line of the tramway will thence gradually diverge from, until, in the length of one chain, it attains the distance of nine feet from and on the west side of the imaginary centre line of the street, and thence for a further length of two chains will continue at that distance from and on that side of the imaginary centre line, which it will again approach, until, in the further length of half a chain, it reaches the distance of four feet six inches from and on the west side of the said imaginary centre line, and thence to a point half a chain from the termination of the tramway its centre line will continue at that distance from and on that side of the said imaginary centre line, and thence to the termination of the tramway, will gradually approach, until, at the termination of the tramway, it reaches the centre of Goswell-street.

(21c.) A Tramway, No. 21c, commencing in Aldersgate-street, in the parish of St. Botolph aforesaid, by a junction with the proposed Tramway No. 21 at a point two chains south of the junction of Long-lane with Aldersgate-street, passing thence through Aldersgate-street into St. Martin's-le-Grand, and terminating in St. Martin's-le-Grand by a junction with the proposed Tramway No. 21 at a point one chain north of its termination, as above described.

The proposed Tramway No. 21c will be made or pass from, in, through, or into the parishes and places following, or some, or one of them, that

is to say, St. Botolph Aldersgate, St. Leonard Foster, St. Ann and St. Agnes, St. Michael-le-Querne, all in the city of London, or some or one of them.

The proposed Tramway No. 21c will, at its commencement, be in the centre of Aldersgate-street, and thence the centre line of the tramway will gradually diverge from, until in the length of half a chain it reaches the distance of four feet six inches from and west of the imaginary centre line of the street, and thence to a point one chain from the termination of the tramway its centre line will continue at that distance from and on that side of the said imaginary centre line, and thence will gradually approach until at the termination it reaches the centre of St. Martin's-le-Grand.

(22.) A Tramway (No. 22) wholly situate in the parish of St. James and St. John Clerkenwell, commencing by a junction with the proposed Tramway (No. 16) at a point three chains and a half north of the junction of Castle-street with Farringdon-road, and passing thence into and along the street leading from Farringdon-road to the north-west side of Clerkenwell-green, and thence along the said north-west side of Clerkenwell-green into and along Aylesbury-street, and thence into and in a northerly direction along St. John-street into and along Compton-street to Northampton-street, and along that street and Percival-street into Goswell-road, and terminating by a junction with the proposed Tramway No. 21 at a point about half a chain north of the junction of Percival-street with Goswell-road.

The proposed Tramway No. 22 will, at its commencement, be four feet six inches from and on the west side of the imaginary centre line of Farringdon-road, and will thence pass by a curve to the west end of the street leading from Farringdon-road to Clerkenwell-green aforesaid, and on entering that street will be at the distance of four feet six inches from the imaginary centre line of that street, and thence it will gradually approach until in the length of one and a half chains it reaches the centre of the street, and thence will be laid along the centre of the street to the south-west corner of Clerkenwell-green, and thence the centre line of the tramway will diverge to the northward of the said imaginary centre line of Clerkenwell-green (which imaginary centre line is for this purpose taken to be a straight line, drawn from the centre of the street above-mentioned, leading from Farringdon-road to Clerkenwell-green, through the centre of Aylesbury-street at its west end) until in the length of half a chain it reaches the distance of four feet six inches from, and on the west side of the said imaginary centre line of Clerkenwell-green, and will continue at that distance from and on that side of the imaginary centre line to a point one chain west of the west end of Aylesbury-street, and thence the centre line of the tramway will gradually approach until at the west end of Aylesbury-street it reaches the imaginary centre lines of Clerkenwell-green and Aylesbury-street, and the tramway will be laid along the centre of Aylesbury-street to a point one chain west of the east end of that street, and thence will gradually diverge until at the east end of the street it reaches the distance of two feet six inches from and south of the imaginary centre line of the street, and thence the centre line of the tramway will pass by a curved line to the north-east to a point in St. John's-street, opposite Brew House-yard, where it will be three feet six inches from and on the east side of the imaginary centre line of St. John's-street, and thence the centre line of



the tramway will gradually approach until it intersects the said imaginary centre line, from which it will again diverge until in the length of half a chain from the said point opposite Brew House-yard it attains the distance of four feet six inches from and on the west side of the said imaginary centre line, and thence the centre line of the tramway will pass by a curved line to the north-east (intersecting the centre line of St. John's-street) opposite the west end of Compton-street, to the west end of that last-mentioned street, on entering which it will be at the distance of four feet six inches from and on the north side of the imaginary centre line of the street, and thence will gradually approach until in the length of three quarters of a chain it reaches the centre line of the street, and thence the tramway will be laid along the centre of Northampton-street to a point one chain south of the north end of that street, and thence the centre line of the tramway will gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and west of the imaginary centre line of the street, and thence the centre line of the tramway will pass by a curved line to the north-east into Percival-street, the curve intersecting the centre line of Northampton-street at the north end of that street, and at the west end of Percival street being two feet from and north of the imaginary centre line of that street, and thence the centre line of the tramway will gradually approach until in the length of half a chain it reaches the centre of that street, and thence the tramway will be laid along the centre of Percival-street to a point one chain from the east end of that street, and thence will gradually diverge until in the length of three-quarters of a chain it reaches the distance of three feet from and south of the said imaginary centre line, and thence the tramway will pass by a curved line to the north-east to the centre of Goswell-street, at a point about half a chain north of Percival-street, and thence the tramway to its termination will be laid in the centre of Goswell-street.

(22a.) A short junction Tramway (No. 22a) wholly situate in the parish of St. James and St. John, Clerkenwell, aforesaid, commencing by a junction with the proposed Tramway No. 14, at a point nine feet from and east of the commencement, as above described, of the proposed Tramway No. 22, and running thence in a curved line in a north-easterly direction for the length of one chain, and terminating by a junction with the said proposed Tramway No. 22.

At the commencement of the proposed Tramway No. 22a, its centre line will be four feet six inches from and east of the imaginary centre line of Farringdon-road, and at the termination of the tramway its centre line will be four feet six inches from and north of the imaginary centre line of the street leading from Farringdon-road to the north-west side of Clerkenwell-green.

(22b.) A tramway (No. 22b), wholly situate in Clerkenwell-green, in the parish of St. James and St. John Clerkenwell aforesaid, commencing and terminating by junctions with the proposed Tramway No. 22 above described, the point of commencement being at the north-west corner of Clerkenwell-green, and the point of termination being at the junction of Clerkenwell-green with Aylesbury-street.

At the commencement of the proposed Tramway No. 22b its centre line will be in the centre of the street, and thence will gradually diverge until in the length of half a chain it reaches the

distance of four feet six inches from and on the south-east side of the imaginary centre line as above described of Clerkenwell-green, thence to a point one chain from the termination of the tramway its centre line will be at that distance from and on that side of the said imaginary centre line, and thence will gradually approach until at the termination of the tramway it reaches the centre of the street.

(22c.) A Tramway (No. 22c), wholly in the parish of St. James and St. John Clerkenwell aforesaid, commencing in St. John-street by a junction with the proposed Tramway No. 22 at a point opposite the end of Brew House-yard, and thence passing northward along St. John-street, into and along Compton-street, and into and northward along Goswell-street, and terminating in that street by a junction with the proposed Tramway No. 21 at a point half a chain north of the junction of Compton-street with that street.

The centre line of the proposed Tramway No. 22c will, at the commencement of the tramway, be at the distance of three feet six inches from and east of the imaginary centre line of St. John-street, and thence will gradually diverge, until, in the length of half a chain, it reaches the distance of four feet six inches from and on the same side of the said imaginary centre line, and thence to a point half a chain east of the west end of Compton-street the centre line of the tramway will be at that distance from and on the east side of the imaginary centre line of the street, and thence will gradually approach, until, at a point three-quarters of a chain east of the west end of Compton-street, it reaches the centre of that street, and thence to a point three-quarters of a chain west of the east end of Compton-street the tramway will be laid in the centre of that street, and thence will gradually diverge, until, in the length of half a chain, it reaches the distance of three feet from and south of the imaginary centre line of that street, and thence to the termination of the tramway it will pass to the north-eastward by a curved line to its termination, where it will be in the centre of Goswell-street.

(23.) A Tramway (No. 23), wholly situate in the parish of St. Mary, Islington, aforesaid, commencing in the Caledonian-road, at the north end of the bridge, carrying that road over the Great Northern Railway, thence running southward along the Caledonian-road into and along Roman-road, into and in an easterly direction along Offord-road, and thence into the Liverpool-road, and terminating in that road by a junction with the proposed Tramway No. 20a, at a point about two chains south of the junction of Offord-road with Liverpool-road.

For the length of one chain at its commencement the proposed Tramway No. 23 will be laid in the centre of the Caledonian-road, and thence the centre line of the tramway will gradually diverge until, in the further length of one chain, it attains the distance of four feet six inches from and on the left-hand side (proceeding from the commencement to the termination of the tramway) of the imaginary centre line of that road, and thence to a point in Offord-road opposite the south-west corner of Barnsbury-grove, the centre line of the tramway will be at that distance from and on the left-hand side (proceeding as aforesaid) of the imaginary centre line of the street, and thence will gradually approach until in the length of one chain it reaches the centre of Offord-road, and thence to a point opposite the north-west corner of Minerva-place,

the tramway will be laid along the centre of the Offord-road, and thence its centre line will gradually diverge until in the length of one chain it reaches the distance of four feet six inches from and north of the said imaginary centre line of Offord-road, and thence to a point opposite the south-west corner of Arundel-place, it will continue at that distance from and north of the said imaginary centre line, and will thence gradually approach until, in the length of one chain, it reaches the centre of Offord-road, and thence to the east end of Offord-road the tramway will be laid in the centre of that road, and from the east end of Offord-road the centre line of the tramway will be carried by a curved line in a south-westerly direction to a point half a chain south of the junction of Offord-road with Liverpool-road, at which point the tramway will be four feet six inches from and on the east side of the imaginary centre line of the last-mentioned road, and will thence continue for a further length of half a chain at that distance from and on that side of the last-mentioned imaginary centre line, which it will then gradually approach until it intersects it, and will again diverge until at the termination of the tramway its centre line will be four feet six inches from and west of the said imaginary centre line.

(23a.) A Tramway (No. 23a) wholly in the parish of St. Mary Islington aforesaid, commencing in the Caledonian-road at the point of commencement as above described of the proposed Tramway No. 23, running thence southward along the Caledonian-road into and along Roman-road, and eastward along Offord-road, and terminating in that road at a point half a chain east of the south-east corner of Barnsbury-grove by a junction with the proposed Tramway No. 23.

For the length of one chain at its commencement the proposed Tramway No. 23a will be laid in the centre of Caledonian-road, and thence the centre line of the tramway will gradually diverge until in the further length of one chain it attains the distance of four feet six inches from and on the right hand side (proceeding from the commencement to the termination of the tramway) of the imaginary centre line of that road, and thence to a point in Offord-street, opposite the south-west corner of Barnsbury-grove, the centre line of the tramway will be at that distance from and on the right hand side (proceeding as aforesaid) of the imaginary centre line of the street, and thence for the length of one chain will gradually approach until at the termination of the tramway it reaches the centre of Offord-road.

(23b.) A Tramway (No. 23b), wholly situate in Offord-road, in the parish of St. Mary Islington, commencing and terminating by junctions with the proposed Tramway No. 23, the point of commencement being opposite the north-west corner of Minerva-place, and the point of termination being half a chain east of the south-east corner of Arundel-place.

The centre line of the proposed Tramway No. 23b will be throughout at the distance of four feet six inches from and south of the imaginary centre line of Offord-road, except that for the length of one chain at the commencement, and the like length at the termination of the tramway, its centre line will gradually approach until at the commencement and termination respectively of the tramway it reaches the centre of that road.

In all cases where it is stated that any Street Tramway is intended to be laid at a greater or less distance from the imaginary centre line than four and a half feet, such Street Tramway is (except where otherwise stated, or some other

description is given) intended to be laid at a gradually varying distance from the imaginary centre line for a length of half a chain before and after attaining the greater or less distance so stated, so as to make up in that length the difference between the distance of four-and-a-half feet and the greater or the less distance (as the case may be) so stated.

To empower the Company from time to time to make such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in this notice, as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any stables, or carriage houses, or works of the Company.

And it is proposed by the Bill to authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, water courses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their places, or for other the purposes of the Bill.

To enable the Company, for all or any of the purposes of their undertaking, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or duties.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway, or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons, Corporations, other than the Company with carriages with flange wheels specially or particularly adapted to run on an edged rail, or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or Corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of

Trade, or some other public body or authority to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To enable the Company, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township, or place mentioned in this notice, and maintain so long as occasion may require a temporary tramway, or temporary tramways, in lieu of the tramway, or part of a tramway, so removed or discontinued, to be used or intended so to be.

To enable the Company and any vestry district board, trustee, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control, or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To enable the Board of Trade, or any or some one of Her Majesty's Principal Secretaries of State, or some other public body or authority, to appoint a referee or referees to enquire into, report upon, or decide any questions which it may be expedient to refer, or which by the Bill may be referred, or directed to be referred, to such referee or referees, and to authorize and empower the referee or referees to administer oaths and affirmations, and to confer upon him or them, and to enable him or them to exercise the powers of a court of law, or the powers usually conferred upon arbitrators, or other special powers, and to make provision for enforcing and giving effect to his or their decisions, awards, and reports.

To empower the Company on the one hand, and the Metropolitan Street Tramways Company, the Pimlico, Pockham, and Greenwich Street Tramway Company, or any one or more of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, user, working, maintenance, and management of their respective undertakings, or some part or parts thereof respectively, the procuring of rolling and working stock, the appointment, removal, and payment of officers and servants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, apportionment, and appropriation of rates, tolls, and charges upon their respective undertakings, and all incidental matters, and to sanction and give effect to contracts, agreements, and arrangements made, or to be made, with respect to any of the matters aforesaid.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, for

public inspection with the Clerk of the Peace for county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county, with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, in the said county, and with the Clerk of the Peace for the City of London, at his office at the Old Bailey, in the said city, and that a copy of so much of the said plans, sections, and book of reference as relate to each of the parishes from, in, through, or into which the intended street tramways and works will be made or pass, and also a copy of the said notice as published in the London Gazette will, on or before the said 30th day of November, be deposited for public inspection, as follows, that is to say: For the parish of Paddington, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Paddington Green; for the parish of St. Marylebone, with the Vestry Clerk of that parish at his office at the Court House, Marylebone-lane; for the parish of St. John Hampstead, with the Vestry Clerk of that parish, at his office at New End, Hampstead; for the parish of St. George Hanover-square, with the Vestry Clerk of that parish, at his office at Mount-street, Grosvenor-square; for the parish of St. James Westminster, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Piccadilly, for the parish of St. Ann's Soho (otherwise St. Ann's Westminster); with the Clerk to the Board of Works for the Strand District, at his office in Tavistock-street, Strand; for the parish of St. Giles-in-the-Fields and the parish of St. George Bloomsbury, with the Clerk of the Board of Works for the St. Giles's district at his office at High Holborn; for the parish of St. Andrew Holborn (otherwise St. Andrew Hoiborn above Bars), with the Clerk to the Board of Works for the Holborn district, at his office at Chancery-lane; for the parish of St. Pancras, with the Vestry Clerk of that parish, at his office at King's-road, Old St. Pancras-road; for the parish of St. James and St. John Clerkenwell, with the Vestry Clerk of that parish, at his office at Upper Rosoman-street, Clerkenwell; for the parish of St. Mary Islington, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Upper-street, Islington; for the parish of St. Luke's Middlesex, with the Vestry Clerk of that parish, at his office at the Vestry Hall, City-road; for the parish of St. Leonard's Shoreditch, with the Vestry Clerk of that parish, at his office at Shoreditch Town Hall, Old Street-road; for the parish of Christ Church, Southwark, with the Clerk to the St. Saviours Board of Works, at his office at Emerson-street, Bankside, Southwark; for the parish of St. George the Martyr Southwark, with the Vestry Clerk of that parish, at his office at the Vestry Hall in the Borough-road; and for the parish of Lambeth (otherwise St. Mary Lambeth), with the Vestry Clerk of that parish at his office at the Vestry Hall, Kennington-green, in the county of Surrey; and with the Parish Clerk of each remaining parish at his residence, and in the case of any extra-parochial, or other place, with the Clerk of some parish immediately adjoining thereto at his place of residence.

And notice is hereby further given, that printed copies of the intended Bill will, on or before the twenty-third day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1869.

*Ashurst, Morris, and Co.*, 6, Old Jewry, and 30, Parliament-street, Solicitors for the Bill.

*J. Dorington and Co.*, 6, Parliament-street, Parliamentary Agents.

Pimlico, Peckham, and Greenwich Street  
Tramways (Extensions, &c.).

(Construction of Street Tramways in Surrey, Middlesex, and Kent—Compulsory taking of lands—Tolls—Provisions for use of Tramways and Streets traversed—Agreements with and Powers to Metropolitan Board of Works, Street Authorities, &c.—Working and other arrangements with other Companies and bodies—Amendment of Acts.)

**N**OTICE 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 objects or some of the objects hereinafter mentioned, that is to say:—

To authorize and empower the Pimlico, Peckham, and Greenwich Street Tramways Company (hereinafter called "the Company") to make and maintain the following street tramways, or some or one of them, with all necessary and proper works and conveniences connected therewith respectively.

Group A (Elephant and Castle and Vauxhall to Victoria Station).

(1.) A Tramway (No. 1), commencing in the St. George's-road, in the parish of St. George the Martyr, Southwark, in the county of Surrey, at a point about 10 feet north of the public urinal at the east end of St. George's-road, running thence along the St. George's-road, Lambeth-road, Church-street, across the Thames Embankment, south side, and Lambeth-bridge, and thence into Horseferry-road, Greycoat-place, Old Rochester-row, Artillery-row, and thence into and in a westerly direction along Victoria-street, and terminating in that street at a point opposite, or nearly opposite the end of Carlisle-street.

The proposed Tramway (No. 1) will be made, or pass from, in, through, or into the parishes, or some of the parishes following, that is to say: St. George the Martyr Southwark, and Lambeth, both in the county of Surrey, and St. John's, Westminster, and St. Margaret's Westminster, both in the county of Middlesex.

The centre line of the proposed Tramway No. 1, will, at the commencement of the tramway, be at the distance of 20 feet from and on the north side of the imaginary centre line of St. George's-road, and will thence gradually approach until opposite Nelson's-place it reaches the distance of 4 feet 6 inches from and north of the said imaginary centre line, and thence will continue at that distance from and on that side of the imaginary centre line of St. George's-road and Lambeth-road, until it reaches a point 1 chain east of the east end of the paved cab-stand between Kennington-road and King Edward-street, and thence for a length of 1 chain will gradually diverge northward until it reaches the distance of 13 feet from the said imaginary centre line, and thence for a length of 2 chains it will continue at that distance from and on the north side of the said imaginary centre line, and thence in the length of 1 chain will again approach until it reaches the distance of 4 feet 6 inches from and north of the said imaginary centre line, and will continue at the last-mentioned distance of and on the north side of the said imaginary centre line, until it reaches a point 1 chain east of the eastern face of the bridge carrying the London and South Western Railway over the Lambeth-road, and thence will for the length of 1 chain gradually diverge to the northward until it reaches the distance of 9 feet from the said imaginary centre line, and thence will continue for a length of 1 chain at that distance from and on that side of the said imaginary centre line, and will then

again approach until in the length of 1 chain it again reaches the distance of 4 feet 6 inches from and north of the said imaginary centre line, and thence will continue at that distance from and on the north side of the imaginary centre line of Lambeth-road and Church-street until it reaches a point opposite Norfolk-row, and thence will gradually diverge northward from the said imaginary centre line until in the length of 1 chain it reaches the distance of 8 feet 6 inches therefrom, and will continue at the last-mentioned distance from and on the north side of the imaginary centre line of Church-street until it reaches the east end of the approach on the Surrey side to Lambeth-bridge, and in passing along that approach the centre line of the tramway will gradually approach until at the eastern end of the said bridge, it reaches the distance of 4 feet 6 inches from and northward of the imaginary centre line of the street, and will thence continue at that distance from and on that side of the imaginary centre line of the street to the east end of Horseferry-road, and thence to the north end of Old Rochester-row, will be at the distance of 3 feet and 6 inches from the imaginary centre line of each street, and thence to the termination of the tramway the centre line of the tramway will be at the distance of 4 feet 6 inches from the imaginary centre line of each of the streets through which it is intended to pass, except that for a length of 2 chains at the end of the tramway the centre line of the tramway will gradually approach the imaginary centre line of Victoria-street, until at the distance of 1 chain from the end of the tramway it reaches the said imaginary centre line, and thence the tramway will continue to its termination in the centre of Victoria-street. The centre line of the tramway will be on the north side of the imaginary centre line of Horseferry-road, Greycoat-place, and (except where it is above described as being in the centre of the street) Victoria-street, and on the east side of the imaginary centre line of Artillery-row.

(1a.) A short junction Tramway (No. 1a), wholly in the parish of Lambeth, in the county of Surrey, commencing in Lambeth-road by a junction with the proposed Tramway (No. 1), opposite the north-east corner of the public urinal in Lambeth-road near its junction with Kennington-road and terminating in Kennington-road by a junction with the authorized Tramway (No. 4), described in and authorized by the "Metropolitan Street Tramways Act, 1869," at a point about 60 feet south-west of the south-west corner of the same public urinal.

The centre line of the proposed Tramway (No. 1a), will at its commencement be 13 feet from and north of the imaginary centre line of Lambeth-road, and will at its termination be at the distance of 4 feet 6 inches from and west of the imaginary centre line of Kennington-road.

(2.) A Tramway (No. 2), commencing in the St. George's Road, in the parish of St. George the Martyr, Southwark, in the county of Surrey, at a point about 10 feet south of the public urinal at the east end of St. George's-road, running thence along the St. George's-road, Lambeth-road, Church-street, across the Thames Embankment, south side, and Lambeth-bridge, and thence into Horseferry-road, Greycoat-place, Old Rochester-row and Artillery-row, and thence into and in a westerly direction along Victoria-street, and terminating in that street, at a point opposite or nearly opposite the end of Carlisle-street.

The proposed Tramway (No. 2), will be made or pass from in through or into the parishes or

some of the parishes following, that is to say St. George the Martyr, Southwark, and Lambeth both in the county of Surrey, and St John's Westminster, and St. Margaret's, Westminster, both in the county of Middlesex.

The centre line of the proposed Tramway (No. 2), will, at the commencement of the tramway, be 12 feet from and south of the imaginary centre line of St. George's-road, and will thence gradually approach until opposite Nelson's-place it reaches the distance of 4 feet 6 inches from and south of the imaginary centre line, and thence will continue at that distance from and on that side of the imaginary centre line, of St. George's-road, and Lambeth-road, until it reaches a point 1 chain east of the east end of the paved cab-stand between Kennington-road and King Edward-street, and thence for a length of 1 chain will gradually diverge southward until it reaches the distance of 13 feet from the said imaginary line, and thence for a length of 2 chains it will continue at that distance from and on the south side of the said imaginary centre line, and thence in the length of 1 chain will again approach until it reaches the distance of 4 feet 6 inches from and south of the said imaginary centre line, and will continue at the last-mentioned distance from and on the south side of the said imaginary centre line until it reaches a point 1 chain east of the eastern face of the bridge carrying the London and South Western Railway over the Lambeth-road, and thence will, for the length of 1 chain, gradually diverge to the southward, until it reaches the distance of 9 feet from the said imaginary centre line, and thence will continue, for a length of 1 chain, at that distance from and on that side of the said imaginary centre line, and will then again approach until, in the length of 1 chain, it again reaches the distance of 4 feet 6 inches from and south of the imaginary centre line, and thence will continue, at that distance, from and on the south side of the imaginary centre line of Lambeth-road and Church-street until it reaches a point opposite Norfolk-row, and thence the centre line of the tramway will gradually approach the imaginary centre line of Church-street until, in the length of 1 chain, it reaches the said imaginary centre line, and thence the tramway will be laid in the centre of the street to the east end of the approach on the Surrey side to Lambeth-bridge, and in passing along that approach the centre line of the tramway will gradually diverge until at the eastern end of the said bridge it reaches the distance of 4 feet 6 inches from and south of the imaginary centre line of the street, and will thence continue at that distance from and on that side of the imaginary centre line of the street to the east end of Horseferry-road, and thence to the north end of Old Rochester-row, will be at the distance of 5 feet 6 inches from the imaginary centre line of each street, and thence to the termination of the tramway, the centre line of the tramway will be 4 feet 6 inches from the imaginary centre line of each of the streets through which it is intended to pass, except that at a point distant 2 chains from the termination of the tramway the centre line of the tramway will gradually approach until, in the length of 1 chain, it reaches the imaginary centre line of Victoria-street, and thence to its termination the tramway will be laid in the centre of the said street.

The centre line of the proposed tramway (No. 2) will be on the south side of the imaginary centre line of Horseferry-road, Greycoat-place, and except where it is above described as being

in the centre of the street, Victoria-street, and on the west side of the imaginary centre line of Artillery-row.

(2a.) A short junction Tramway (No. 2a), wholly in the parish of Lambeth, in the county of Surrey, commencing by a junction with the proposed Tramway (No. 2) in the Lambeth-road opposite the south-east corner of the public urinal in Lambeth-road near its junction with Kennington-road, and terminating in Kennington-road by a junction with the Tramway (No. 4a) described in and authorized by the "Metropolitan Street Tramways Act, 1869," at a point about 71 feet south-west of the south-west corner of the same public urinal.

The centre line of the proposed Tramway (No. 2a) will at its commencement be 13 feet from and south of the imaginary centre line of the Lambeth-road, and will at its termination be at the distance of 4 feet 6 inches from and east of the imaginary centre line of Kennington-road.

(3.) A Tramway No. 3, to be wholly situate in the parish of St. Margaret, Westminster, and St. George's, Hanover-square, or one of those parishes, commencing in Victoria-street by a junction with the proposed Tramway No. 1, at its termination as above-described, passing thence in a westerly direction into Vauxhall-bridge-road and terminating in that road opposite or nearly opposite the northern corner of Vauxhall-bridge-road, at its junction with Buckingham Palace-road.

The centre line of the proposed Tramway No. 3, will at its commencement be in the centre of Victoria-street, and thence will gradually diverge northward of the imaginary centre line of that street until at the junction of that street with Vauxhall-bridge-road, the centre line of the tramway will be 8 feet from and north of the imaginary centre line of the said street and road respectively, and thence the centre line of the tramway will gradually diverge from and to the north of the imaginary centre line, and thence to a point opposite the public urinal situate east of Allington-street, the centre line of the tramway will gradually diverge northward from the said imaginary centre line until it reaches the distance of 12 feet, and will continue at that distance from and north of the said imaginary centre line to a point 2 chains east of the termination of the tramway, at which point it will gradually approach until in the length of one chain it reaches the said imaginary centre line and thence to the termination of the tramway, the tramway will be laid in the centre of the Vauxhall-bridge-road.

(4.) A Tramway No. 4, to be wholly situate in the parish of St. Margaret, Westminster, and St. George's, Hanover-square, or one of those parishes commencing in Victoria-street, by a junction with the proposed Tramway, No. 2, at its termination as above described, passing thence in a westerly direction, into Vauxhall-bridge-road, and terminating in that road, opposite, or nearly opposite the northern corner of Vauxhall Bridge-road, at its junction with Buckingham Palace-road.

The centre line of the proposed Tramway, No. 4, will at its commencement be in the centre of Victoria-street, and thence will gradually diverge southwards of the imaginary centre line of that street until at the junction of that street with Vauxhall-bridge-road, the centre line of the tramway will be 18 feet from and south of the imaginary centre line of the said street and road respectively, and thence the centre line of the tramway will gradually diverge from and to the south of the imaginary centre line, and thence

to a point opposite the public urinal situate east of Allington-street, the centre line of the tramway will gradually diverge southward from the said imaginary centre line until it reaches the distance of 20 feet, and will continue at that distance from and south of the said imaginary centre line to a point 2 chains east of the termination of the tramway at which point it will gradually approach until in the length of one chain it reaches the said imaginary centre line, and thence to the termination of the tramway, the tramway will be laid in the centre of the Vauxhall-bridge-road.

(5 and 6.) A Tramway (No. 5) and a Tramway (No. 6) commencing respectively in St. George's-road Tramway No. 5 by a junction with the proposed Tramway No. 2, and Tramway No. 6 by a junction with the proposed Tramway No. 1 at a point 86 feet east of the point at which the centre line of St. George's-road is intersected by the centre line of Lambeth-road, and passing thence respectively in a north-westerly direction along St. George's-road to and terminating respectively in Westminster-bridge-road at a point 122 feet west of the centre of the public lamp-post and safety crossing in the open space at the junction of Westminster-bridge-road and St. George's-road, and which proposed Tramways (No. 5 and No. 6) will respectively be made in the parishes of St. George the Martyr Southwark, and Lambeth, in the county of Surrey.

The centre line of each of the proposed tramways will be laid throughout the entire length of the tramway at a distance of 4 feet 6 inches from the imaginary centre line of each of the roads through which the tramways are intended to pass, Tramway (No. 5) being on the left hand side, and Tramway (No. 6) being on the right hand side of the imaginary centre line, proceeding in each case from the commencement to the termination of the respective tramway.

(7.) A Tramway (No. 7) commencing in Upper Kennington-lane, in the parish of St. Mary, Lambeth, in the county of Surrey, opposite or nearly opposite the junction of Goding-street with that lane, running thence along Upper Kennington-lane in a westerly direction into and along New Bridge-street, and across Vauxhall-bridge into and along Vauxhall-bridge-road, and terminating at or near its junction with Buckingham Palace-road.

The proposed Tramway (No. 7) will be made or pass from, in, through or into, the following parishes, or some of them, viz., St. Mary, Lambeth, in the county of Surrey, St. John the Evangelist, St. Margaret's, Westminster, and St. George's Hanover-square, in the county of Middlesex.

The centre line of the proposed Tramway (No. 7) will, at its commencement, be 4 feet 8½ inches from and north of the imaginary centre line of each of the streets through which it is intended to pass except that (a) from a point 1 chain east of the Vauxhall-bridge toll-gates at the Surrey end of that bridge, the centre line of the tramway will gradually diverge until at the said gates it will reach the distance of 10 feet from and north of the imaginary centre line, and will thence gradually approach until in the distance of 1 chain west of the said toll-gates it attains the distance of 4 feet 8½ inches from and north of the imaginary centre line of Vauxhall-bridge and (b) at a point 1 chain east of the toll-gates at the Middlesex end of Vauxhall-bridge the centre line of the tramway will gradually diverge from and north of the imaginary centre line until at the last-

mentioned toll-gates it attains the distance of 10 feet from and north of the imaginary centre and thence will gradually approach until in the distance of 1 chain it reaches the distance of 4 feet 8½ inches from and north of the imaginary centre line, and (c) from a point in Vauxhall-bridge-road, 1 chain east of the eastern end of the paved cab-stand opposite Alfred-street, the centre line of the tramway will gradually diverge from until opposite the eastern end of the said cab-stand it reaches the distance of 10 feet from and north of the imaginary centre line of the road, and thence will continue at that distance from and north of the imaginary centre line to a point opposite the western end of the said cab-stand, and thence the centre line of the tramway will gradually approach until in a length of 1 chain it reaches the distance of 4 feet 8½ inches from and north of the imaginary centre line of the road, and (d) from a point in Vauxhall-bridge-road 1 chain south of the public drinking fountain at the junction of that street with Victoria-street, the centre line of the tramway will gradually diverge until opposite the said drinking fountain it attains the distance of 10 feet from and east of the said imaginary centre line (e), from the junction of Vauxhall-bridge-road with Victoria-street to a point 2 chains east of the termination of the tramway its centre line will be 12 feet from and north of the imaginary centre line of the road, and thence will gradually approach, until in a length of 1 chain it reaches the centre of the road, and thence to its termination the tramway will be laid along the centre of the road.

(8.) A Tramway (No. 8), commencing in Upper Kennington-lane, in the parish of St. Mary Lambeth, in the county of Surrey, opposite or nearly opposite the junction of Goding-street with that lane, running thence along Upper Kennington-lane in a westerly direction into and along New Bridge-street and across Vauxhall-bridge into and along Vauxhall-bridge-road, and terminating at or near its junction with Buckingham Palace-road.

The proposed Tramway (No. 8) will be made or pass from, in, through, or into the following parishes, or some of them, viz.: St. Mary, Lambeth, in the county of Surrey, St. John the Evangelist, St. Margaret's, Westminster, and St. George's, Hanover-square, in the county of Middlesex.

The centre line of the proposed Tramway (No. 8) will at its commencement be 4 feet 8½ inches from and south of the imaginary centre line of each of the streets through which it is intended to pass, except that (a) from a point 1 chain east of the Vauxhall-bridge toll-gates at the Surrey end of that bridge, the centre line of the tramway will gradually diverge until at the said gates it will reach the distance of 10 feet from and south of the imaginary centre line, and will thence gradually approach until in the distance of 1 chain west of the said toll-gates, it attains the distance of 4 feet 8½ inches from and south of the imaginary centre line of Vauxhall-bridge, and (b) at a point 1 chain east of the toll-gates at the Middlesex end of Vauxhall-bridge the centre line of the tramway will gradually diverge from and south of the imaginary centre line until at the last-mentioned toll-gates it attains the distance of 10 feet from and south of the imaginary centre, and thence will gradually approach until in the distance of 1 chain it reaches the distance of 4 feet 8½ inches from and south of the imaginary centre line, and (c) from a point in Vauxhall-bridge-road, 1 chain east of the eastern end of



the paved cab-stand opposite Alfred-street, the centre line of the tramway will gradually diverge from until opposite the eastern end of the said cab-stand it reaches the distance of 10 feet from and south of the imaginary centre line of the road, and thence will continue at that distance from and south of the imaginary centre line to a point opposite the western end of the said cab-stand, and thence the centre line of the tramway will gradually approach until in a length of 1 chain it reaches the distance of 4 feet 8½ inches from and south of the imaginary centre line of the road, and (d) from a point in Vauxhall-bridge-road 1 chain south of the public drinking fountain at the junction of that street with Victoria-street, the centre line of the tramway will gradually diverge until opposite the said drinking fountain it attains the distance of 10 feet from and west of the said imaginary centre line (e), from the junction of Vauxhall-bridge-road with Victoria-street to a point 2 chains east of the termination of the tramway its centre line will be 20 feet from and south of the imaginary centre line of the road, and thence will gradually until in a length of 1 chain it reaches the centre of the road, and thence to its termination the tramway will be laid along the centre of the road.

Group B (Elephant and Castle to Westminster and Blackfriars Bridges).

(9.) A Tramway (No. 9), wholly in the parishes of St. George the Martyr, Southwark, and Christ Church, Southwark, in the county of Surrey, or one of those parishes, commencing at a point opposite and south of the Alfred's Head public-house, at the corner of Newington-causeway and London-road, and running thence along the London-road into and across St. George's-circus, and thence into and along Blackfriars-road, and terminating opposite, or nearly opposite, Holland-street.

The centre line of the proposed Tramway (No. 9) will be throughout at the distance of 4 feet 6 inches from and on the right hand side (proceeding from the commencement to the termination of the tramway), of the imaginary centre line of each of the streets through which it is intended to pass, except that (a) at the point at the north end of the London-road, at which the tramway enters St. George's-circus, the centre line of the tramway will be 70 feet from and south-east of the imaginary centre line of the Circus, and will thence gradually approach until, at a point 34 feet from and south of the south-east corner of the kerb round the Obelisk in the centre of the Circus, it intersects the said imaginary centre line, and thence (the tramway passing in a curved line on the west side of the Obelisk) will gradually diverge from and to the eastward of the said imaginary centre line until at a point opposite Westminster Bridge-road, it attains the distance of 24 feet from and east of the said imaginary centre line, and thence will again gradually approach until, at a point opposite the Blackfriars-road, it again intersects the said imaginary centre line, and thence will run by a curved line in a north-easterly direction to the south end of the Blackfriars-road, and (b), in passing the public urinal under the railway bridge, south of York-street, the centre line of the tramway, will be 14 feet from and on the right hand side, as aforesaid, of the imaginary centre line of the Blackfriars-road, and thence to the south end of the cab-stand in Blackfriars-road, between York-street and George-street, the centre line of the tramway will again approach until it reaches the distance of 9 feet from and on the right hand side, as aforesaid, of the said

imaginary centre line, and will for the whole length of the said cab-stand be at the last-mentioned distance from and on the same side of the said imaginary centre line, and (c) in passing the paved cab-stand in the Blackfriars-road between Collingwood-street and Stamford-street, the centre line of the tramway will be at the distance of 9 feet from and on the right hand side, as aforesaid, of the imaginary centre line of the Blackfriars-road.

(10.) A tramway No (10), wholly in the parishes of St. George the Martyr, Southwark, and Christchurch, Southwark, in the county of Surrey, or one of those parishes, commencing at a point opposite and south of the Alfred's Head public-house at the corner of Newington-causeway and London-road, and running thence along the London-road into and across St. George's-circus, and thence into and along Blackfriars-road, opposite or nearly opposite Holland-street.

The centre line of the proposed Tramway No. (10) will be throughout at a distance of 4 feet 6 inches from and on the left hand side (proceeding from the commencement to the termination of the tramway) of the imaginary centre line of the respective streets through which it is intended to pass, except that (a) at the point at the north end of the London-road at which the tramway enters St. George's-circus, the centre line of the tramway will be 75 feet from and south-east of the imaginary centre line of the Circus, and will thence gradually approach until, at a point 35 feet from, and south of the south-east corner of the kerb round the Obelisk, in the centre of the Circus it intersects the said imaginary centre line, and thence (passing in a curved line on the west side of the Obelisk) will gradually diverge from and to the eastward of the said imaginary centre line until at a point opposite Westminster-bridge-road it attains the distance of 15 feet from and east of the said imaginary centre line, and thence will again gradually approach until at a point opposite Blackfriars-road it again intersects the said imaginary centre line, and thence will run by a curved line in a north-easterly direction to the south end of Blackfriars-road, and (b) in passing the public urinal under the railway bridge south of York-street, the centre line of the tramway will be 14 feet from and on the left hand side as aforesaid of the imaginary centre line of the Blackfriars-road, and thence to the south end of the cab-stand in Blackfriars-road, between York-street and George-street, the centre line of the tramway will again approach until it reaches the distance of 9 feet from and on the left hand side as aforesaid of the said imaginary centre line, and will for the whole length of the said cab-stand be at the last-mentioned distance from and on the same side of the said imaginary centre line, and (c) in passing the paved cabstand in the Blackfriars-road between Collingwood-street and Stamford-street, the centre line of the tramway will be at the distance of 9 feet from and on the left hand side as aforesaid of the imaginary centre line of the Blackfriars-road.

(11 and 12.) A Tramway (No. 11) and a Tramway No. 12) commencing respectively in St. George's-circus aforesaid, Tramway (No. 11) by a junction with the proposed Tramway (No. 9) at a point 23 feet north of the north-western corner of the kerb stone round the Obelisk in that circus, and Tramway (No. 12) by a junction with the proposed Tramway (No. 10) at a distance of 32 feet from the same point, and passing thence respectively in a westerly direction along St. George's-circus into and along Westminster

bridge-road, and terminating respectively in that road at or near the junction therewith of Belvedere-road and Stangate, and which said proposed Tramways (No. 11 and No. 12) will be wholly situate respectively in the parishes of St. George the Martyr Southwark, and Lambeth, otherwise St. Mary Lambeth, in the county of Surrey.

The centre line of the proposed Tramways (No. 11 and No. 12) will respectively be laid throughout their entire length at a distance of 4 feet 6 inches (Tramway No. 11 on the left, and Tramway No. 12 on the right hand side proceeding from the commencement to the termination of the respective tramways) from the imaginary centre line of the respective roads through which they are intended to be laid, except that (A) from a point  $5\frac{1}{4}$  chains north of the junction of Oakley-street with Westminster-bridge-road the centre line of each tramway will gradually diverge; Tramway (No. 11) to the southward, and Tramway (No. 12) to the northward) from the imaginary centre line of that road until, at a point 1 chain south-eastward of the junction of Lower Marsh with Westminster-bridge-road, the centre of each tramway attains the distance of 9 feet from the said imaginary centre line, and thence the line of each tramway will continue at that distance from and on the respective side aforesaid of the said imaginary centre line to a point opposite Lower Marsh, and will thence again approach the said imaginary centre line until, in a length of 1 chain it again reaches the distance of  $4\frac{1}{2}$  feet from and on the respective side aforesaid of the said imaginary centre line, and except (b) from a point 2 chains from the termination of the tramway the centre line of the Tramway No. 12 will gradually approach until it intersects the imaginary centre line of the road, from which it will again gradually diverge to the southward until, at the termination of the tramway, it attains the distance of 4 feet 6 inches from and on the south side of the said imaginary centre line.

#### Group C (Miscellaneous Junctions, &c.).

(13.) A Tramway (No. 13) to be wholly situate in the parishes of St. George-the-Martyr, Southwark, and St. Mary, Newington, or one of those parishes commencing by a junction with the proposed Tramway (No. 1) at its commencement as above described, passing thence across the open space formed by the junction of St. George's-road, London-road, Newington-causeway, New Kent-road, Walworth-road, and Newington-butts, and terminating at or about the western end of New Kent-road.

The centre line of the proposed Tramway (No. 13) will, at the commencement of the tramway be at the distance of 20 feet from and on the north side of the imaginary centre line of St. George's-road, and will then pass in a north-easterly direction by a curved line across the open space above-mentioned to a point 37 feet from and north of the centre of the northern front of the Elephant and Castle Tavern, and thence in a straight line across the said open space to the termination of the tramway, the centre line of the tramway being at its termination at a distance of 4 ft. 6 in. from and north of the imaginary centre line of the New Kent-road.

(14.) A Tramway (No. 14) to be wholly situate in the parishes of St. George-the-Martyr, Southwark, and St. Mary, Newington, or one of those parishes commencing by a junction with the proposed Tramway (No. 2) at its commencement as above described passing thence

across the open space formed by the junction of St. George's-road, London-road, Newington-causeway, New Kent-road, Walworth-road, and Newington-butts, and terminating at or about the western end of New Kent-road.

The centre line of the proposed Tramway (No. 14) will, at the commencement of the tramway, be at the distance of 12 feet from, and on the south side of the imaginary centre line of St. George's-road, and will then pass in a north-easterly direction by a curved line across the open space above-mentioned to a point 28 feet from and north of the centre of the northern front of the Elephant and Castle Tavern, and then in a straight line across the said open space to the termination of the tramway, the centre line of the tramway being at its termination at a distance of 4 feet 6 inches from, and south of the imaginary centre line of the New Kent-road.

(15.) A Tramway No. 15, to be wholly situate in the parishes of St. George the Martyr, Southwark, and St. Mary, Newington, or one of those parishes, commencing by a junction with the proposed Tramway No. 9 at its commencement as above-described, passing thence across the open space formed by the junction of London-road, Newington-causeway, New Kent-road, Walworth-road, Newington-butts, and St. George's-road, and terminating at or near the western end of New Kent-road.

The centre line of the proposed Tramway No. 15 will at the commencement of the tramway be at the distance of 4 feet 6 inches from and on the east side of the imaginary centre line of the London-road, and will thence pass in a south-easterly direction by a curved line across the open space above-mentioned, to a point 37 feet from and north of the centre of the northern front of the Elephant and Castle Tavern, and thence in a straight line across the said open space to the termination of the tramway, the centre line of the tramway being at its termination at a distance of 4 feet 6 inches from and north of the imaginary centre line of the New Kent-road.

(16.) A Tramway (No. 16), to be wholly situate in the parishes of St. George the Martyr, Southwark, and St. Mary, Newington, or one of those parishes commencing by a junction with the proposed Tramway (No. 10) at its commencement as above described, passing thence across the open space formed by the junction of London-road, Newington-causeway, New Kent-road, Walworth-road, Newington-butts, and St. George's-road, and terminating at or about the western end of New Kent-road.

The centre line of the proposed Tramway No. 16, will at the commencement of the tramway be at the distance of 4 feet 6 inches from and on the west side of the imaginary centre line of the London-road, and will thence pass in a south-easterly direction by a curved line across the open space above mentioned, to a point 28 feet from and north of the centre of the northern front of the Elephant and Castle Tavern, and thence in a straight line across the said open space to the termination of the tramway, the centre line of the tramway being at its termination at a distance of 4 feet 6 inches from and south of the imaginary centre line of the New Kent-road.

(17.) A Tramway (No. 17), commencing in the Lambeth-road, in the parish of Lambeth aforesaid, by a junction with the proposed Tramway (No. 1), at a point 100 feet west of the junction of St. George's-road with Lambeth-road, and thence running in a north-easterly direction in

the Lambeth-road into St. George's-circus, and there terminating in the parish of St. George the Martyr, Southwark, aforesaid, by a junction with the proposed Tramway (No. 10), at a point about 33 feet from and north-west of the north-west corner of the kerb round the Obelisk in the centre of the Circus.

The centre line of the proposed Tramway (No. 17) will be 4 feet 6 inches from, and on the west side of the imaginary centre line of Lambeth-road, and on entering (at the north end of that road) St. George's-circus, the centre line of the tramway will be 50 feet from and south-west of the imaginary centre line of the Circus, and will thence gradually approach until at a point 34 feet from, and south-west of the south-west corner of the kerb round the Obelisk, in the centre of the Circus, it intersects the said imaginary centre line, and thence (the tramway passing on the west side of the Obelisk) the centre line will gradually diverge from the said imaginary centre line until at the termination of the tramway the centre line attains the distance of 8 feet from and east of the said imaginary centre line.

(18.) A Tramway, No. (18), commencing in the Lambeth-road, in the parish of Lambeth aforesaid, by a junction with the proposed Tramway, No. (2) at a point 100 feet west of the junction of St. George's-road, with Lambeth-road, and thence running in a north easterly direction in the Lambeth-road, into St. George's-circus, and there terminating in the parish of St. George-the-Martyr, Southwark aforesaid, by a junction with the proposed Tramway, No. (9) at a point about 24 feet, from and north-west of the north-west corner of the kerb round the Obelisk, in the centre of the Circus.

The centre line of the proposed Tramway, No. (18), will be 4ft. 6in., from and on the east side of the imaginary centre line of Lambeth-road, and in St. George's-circus, the centre line of the Tramway, will be parallel to and at the distance of 9 feet from and to the eastward of the centre line as above described of the proposed Tramway, No. (17).

Group D (Elephant and Castle to Camberwell).

(19.) A Tramway No. (19), commencing in the parish of St. Mary, Newington aforesaid, in the open space formed by the junction of Newington-causeway, New Kent-road, Walworth-road, Newington-butts, St. George's-road, and Lambeth-road, by a junction with the proposed Tramways No. 13 and No. 15, at a point 37 feet from and north of the centre of the northern front of the Elephant and Castle Tavern, thence running in a south-easterly direction into and along Walworth-road, Camberwell-road, and into the street on the south side of Camberwell-green, and terminating in the last-mentioned street at a point about 37 feet from and south-west of the public drinking fountain at the south-west corner of Camberwell-green.

The proposed Tramway (No. 19) will be made or pass from, in, through, or into the parishes of St. Mary Newington, Camberwell, and Lambeth, all in the county of Surrey, or some of them.

The proposed Tramway No. (19) will pass from its commencement, as above described, by a curved line to the north end of the Walworth-road, and in the Walworth-road from its north end to the junction of Short-street therewith, the tramway will be laid in the centre of the road, and thence the centre line of the tramway will gradually diverge from, until in the length of half a chain it reaches the distance of 4 feet 6 inches from and to the eastward of the imaginary centre line of the Walworth-road, and will thence continue at

that distance from and on the east side of the said imaginary centre line to a point 120 feet south of the centre of the southern face of the bridge carrying the London, Chatham, and Dover Railway over the Walworth-road, and thence will diverge from, until in the further length of half a chain it attains the distance of 8 feet from and eastward of the said imaginary centre line, and will thence continue at that distance from and on the east side of the said imaginary centre line to a point opposite the south-west corner of Prospect-row, and thence will again gradually approach until in the further length of half a chain it again reaches the distance of 4 feet 6 inches from and on the east side of the said imaginary centre line, and thence to a point in the Camberwell-road opposite Green's-row, the centre line of the tramway will continue at that distance from and on the east side of the imaginary centre lines of Walworth-road and Camberwell-road and thence will gradually diverge from, until in a length of half a chain it reaches the distance of 8 feet from and east of the imaginary centre line of the Walworth-road, and thence for a distance of 3 chains, the centre line of the tramway will continue at that distance from and east of the said imaginary centre line, and thence will gradually approach until in a further length of 20 feet it reaches the distance of 7 feet from and east of the said imaginary centre line, and thence will gradually approach until at a point 45 feet north-west of the north western entrance gates of Camberwell-green it reaches the distance of 4 feet 6 inches from and east of the said imaginary centre line, and thence to the termination of the tramway its centre line will continue at that distance from and on the east side of the imaginary centre line of the said street.

(20.) A Tramway (No. 20), wholly in the parish of St. Mary, Newington aforesaid, commencing in the open space above-mentioned at a point 28 feet from and north of the centre of the northern front of the Elephant and Castle Tavern, and thence passing by a curved line in a south-easterly direction and terminating at or near the northern end of the Walworth-road by a junction with the proposed Tramway No. 19, being there in the centre of the Walworth-road.

(21.) A Tramway (No. 21), commencing in the Walworth-road in the parish of St. Mary Newington aforesaid, by a junction with the proposed Tramway (No. 19), opposite or nearly opposite Short-street, and passing thence in a southerly direction along the Walworth-road and Camberwell-road into the street on the south side of Camberwell-green, and terminating in that street at a point about 46 feet from and south-west of the public drinking fountain at the south-west corner of Camberwell-green.

The proposed Tramway (No. 21), will at its commencement be in the centre of the Walworth-road and thence the centre line of the tramway will gradually diverge from until in the length of half a chain it reaches the distance of 4 feet 6 inches from and west of the imaginary centre line of the Walworth-road, and thence will continue at that distance from and on the west side of the said imaginary centre line to a point 120 feet south of the centre of the south-west face of the bridge carrying the London, Chatham and Dover Railway over the Walworth-road, and thence will gradually approach until in the length of half a chain it reaches the centre of the road, and thence to a point opposite the south-west corner of Prospect-row, the tramway will be laid in the centre of the Walworth-road, and thence the centre line of the tramway will gradually diverge from until in the

length of half a chain it attains the distance of 4 feet 6 inches from and west of the imaginary centre line of that road, and thence will continue at that distance from and on the west side of the imaginary centre lines of Walworth-road and Camberwell-road to a point opposite Green's-row, and will thence gradually approach until in the length of half a chain it reaches the centre of Camberwell-road and thence the tramway will be laid in the centre of the road to a point 70 feet from and north-west of the north-western entrance gates to Camberwell-green, and thence the centre line of the tramway will gradually diverge from until in the length of half a chain it reaches the distance of 4 feet 6 inches from and west of the the imaginary centre line of the road, and thence to the termination of the tramway its centre line will continue at that distance from and on the west side of the imaginary centre line of the street.

(22.) A short junction Tramway (No. 22), wholly in the parishes of Lambeth and Camberwell aforesaid, or one of those parishes, commencing by a junction with the proposed Tramway No. 19, at a point about 55 feet north-west of the public drinking fountain at the south-west corner of Camberwell-green, and running thence for 1 chain in a southerly direction and terminating by a junction with the proposed Tramway No. 21.

The centre line of the proposed Tramway No. (22), will be in the Camberwell-road at the distance of 4 feet 6 inches, from and on the east side of the imaginary centre line of the road.

#### Group E (Elephant and Castle to New-cross).

(23.) A Tramway, No. (23), commencing in the New Kent-road, in the parish of St. Mary, Newington, in the county of Surrey, at or about the western end of that road by a junction with the proposed Tramway No. 15, at its termination as above described, passing thence along the New Kent-road, and terminating at or near the eastern end of that road, in the parish of St. George the Martyr, Southwark, in the said county of Surrey.

The centre line of the proposed Tramway No. 23 will be throughout at a distance of 4 feet 6 inches from and to the northward of the imaginary centre line of the New Kent-road.

(24.) A Tramway, No. (24), commencing in the New Kent-road, in the parish of St. Mary, Newington, in the county of Surrey, at or about the western end of that road by a junction with the proposed Tramway No. 16, at its termination as above described, passing thence along the New Kent-road, and terminating at or near the eastern end of that road in the parish of St. George the Martyr, Southwark, in the said county of Surrey.

The centre line of the proposed Tramway No. 24 will be throughout at a distance of 4 feet 6 inches from and to the southward of the imaginary centre line of the New Kent-road.

(25.) A Tramway No. (25), commencing in the New Kent-road in the parish of St. George the Martyr aforesaid, by a junction with the proposed Tramway No. (23) at its termination as above described, and passing thence into and along the Old Kent-road and the New-cross-road, and terminating in that road at a point about 2 chains from and east of the junction of Queen's-road with New-cross-road.

The proposed Tramway No. (25) will be made or pass from, in, through, or into the parishes of St. George the Martyr, Southwark, Camberwell, and St. Paul, Deptford, in the county of Surrey, or one of them.

The centre line of the proposed Tramway

No. (25) will throughout be at the distance of 4 feet 6 inches from and on the north side of the imaginary centre line of each of the said streets through which it is intended to pass, except that in passing the paved cab-stand in the Old Kent-road immediately eastward of the junction therewith of the New Kent-road and the cab-stand in the Old Kent-road, between Coburg-road and Trafalgar-road, the centre line of the tramway will be for the length of the respective cab-stands at a distance of 9 feet from and on the north side of the imaginary centre line of the street.

(26.) A Tramway No. (26), commencing in the New Kent-road, in the parish of St. George the Martyr aforesaid, by a junction with the proposed Tramway No. 24, at its termination, as above described, and passing thence into and along the Old Kent-road and the New-cross-road, and terminating in that road at a point about 2 chains from and east of the junction of the Queen's-road with New-cross-road.

The proposed Tramway No. 26 will be made, or pass from, in, through, or into the parishes of St. George-the-Martyr, Southwark, Camberwell, and St. Paul, Deptford, in the county of Surrey, or one of them.

The centre line of the proposed Tramway (No. 26) will, throughout be at the distance of 4 feet 6 inches from and on the south side of the imaginary centre line of each of the said streets, through which it is intended to pass, except that in passing the paved cab-stand in the Old Kent-road immediately eastward of the junction therewith of the New Kent-road, and the cab-stand in the Old Kent-road between Coburg-road and Trafalgar-road, the centre line of the tramway will be for the length of the respective cab-stand at a distance of 9 feet from and on the north side of the imaginary centre line of the street.

#### Group F (Extensions to Greenwich and Woolwich.)

(27.) A Tramway (No. 27), wholly situate in the parish of Greenwich, in the county of Kent, commencing in the street called Deptford-bridge, at a point about 90 yards from and east of the centre of the bridge carrying that street over the river Ravensbourne, passing thence in an easterly direction along Deptford-bridge, and thence into and along Greenwich-road, London-street, Church-street, Nelson-street, Trafalgar-road, and the Greenwich and Woolwich Lower-road, otherwise Woolwich-road, and terminating in the last-mentioned road, opposite or nearly opposite to Hatchliffe-street West.

The centre line of the proposed Tramway No. 27 will be at the distance of 4 feet 6 inches from and on the left hand side (proceeding from the commencement to the termination of the tramway) of the imaginary centre line of each of the streets through which it is intended to pass, except that in Deptford-bridge, it will be 2 feet 5 inches from and north of the imaginary centre line of the street.

(28.) A Tramway No. 28, wholly situate in the parish of Greenwich aforesaid, commencing at a point 9 feet 5 inches south of the point of intended commencement as above described of the proposed Tramway No. 27, and passing thence in an easterly direction along Deptford-bridge to and along Greenwich-road, London-street, Church-street, Nelson-street, Trafalgar-road, and the Greenwich and Woolwich Lower-road (otherwise Woolwich-road), and terminating in the last-mentioned road by a junction with the proposed Tramway No. 27 at a point about 1 chain from and west of its intended termination as above described.

The centre line of the proposed Tramway No. 28. will be at the distance of 4 feet 6 inches from and on the right hand side (proceeding from the commencement to the termination of the tramway) of the imaginary centre line of each of the streets through which it is intended to pass, except that (a) in Deptford-bridge, the centre line of the tramway will be 7 feet from and south of the imaginary centre line of the street and (b) at the distance of 1 chain from the intended termination of the said proposed Tramway No. 28, its centre line will gradually approach until in the length of half a chain it reaches the imaginary centre line of the Greenwich and Woolwich Lower-road, and will then diverge again to the northward from the said imaginary centre line until, at the termination of the said proposed Tramway No. 28, its centre line will be 4 feet 6 inches from and to the northward of the said imaginary centre line.

(29.) A Tramway (No. 29), commencing in the parish of Greenwich aforesaid, by a junction with the proposed Tramway No. 27, at its termination as above described, passing thence in an easterly direction along the Greenwich and Woolwich Lower-road into Albion-road and terminating in that road in the parish of Woolwich in the county of Kent, opposite Sand-street.

The proposed Tramway No. 29, will be made or pass from in through or into the parishes of Greenwich, Charlton, and Woolwich, all in the county of Kent, or some or one of them.

The centre line of the proposed Tramway No. 29, will be at the commencement of the Tramway at the distance of 4 feet 6 inches from and to the northward of the imaginary centre line of the Greenwich and Woolwich Lower-road, and will thence gradually diverge to the northward, until in the length of 2 chains it reaches the distance of 5 feet 6 inches from and north of the said imaginary centre line, and thence to the termination of the tramway will be at the last mentioned distance, from and north of the imaginary centre line of each of the roads through which the tramway is intended to pass.

(30.) A Tramway (No. 30) wholly situate in the parish of Greenwich aforesaid, commencing in Blackheath-road, at a point about 1 chain from and west of the east end of that road, thence passing along Blackheath-road into and along South-street and London-street, and terminating in London-street by a junction with the proposed Tramway No. 27, at a point about 240 feet west of the junction of Royal-hill and London-street.

The centre line of the proposed Tramway No. 30 will, in Blackheath-road, be at the distance of 4 feet 6 inches from and north of the imaginary centre line of the road, and from the point at which the tramway will enter South-street to a point opposite Grove-street, the centre line of the tramway will be at the distance of 4 feet from and west of the imaginary centre line of the street, and thence will gradually diverge from until, in the length of half a chain, it reaches the distance of 5 feet from and west of the said imaginary centre line, and will continue at that distance from and west of the said imaginary centre line to the north end of South-street, and in London-street the centre line of the tramway will be 4 feet 6 inches from and west of the imaginary centre line of the street.

(31.) A Tramway (No. 31), wholly situate in the parish of Greenwich aforesaid, commencing in the Blackheath-road at a point about 9 feet south of the intended commencement as above described of the proposed Tramway No. 30, passing thence along Blackheath-road into and along South-street

and London-street, and terminating in the last mentioned street by a junction with the proposed Tramway No. 28, at a point about 240 feet west from the junction of Royal-hill with London-street.

The centre line of the proposed Tramway No. 31, will, in Blackheath-road be 4 feet 6 inches from and on the south of the imaginary centre line of the road and in South-street will be 4 feet from and east of the imaginary centre line of that street and in London-street will be 4 feet 6 inches from and on the east side of the imaginary centre line of the street.

(32.) A tramway or passing place (No. 32) wholly situate in the Greenwich and Woolwich Lower-road, and in the parishes of Greenwich and Charlton aforesaid, or one of them, commencing and terminating by junctions with the proposed Tramway No. 29, the point of commencement being about 40 feet west, and the point of termination being about 150 feet east of the junction of Lombard-road with the Greenwich and Woolwich Lower-road.

The centre line of the proposed Tramway No. 32 will, at the commencement of the tramway, be at the distance of 5 feet 6 inches from and to the north of the imaginary centre line of the Greenwich and Woolwich Lower-road, and will thence gradually approach (running in a south-easterly direction) until it intersects the imaginary centre line, and will again diverge (still running in a south-easterly direction) from the said imaginary centre line until in the length of one chain from the commencement of the proposed Tramway No. 32, its centre line attains the distance of 3 feet 6 inches from and south of the said imaginary centre line, and thence for the length of one chain the centre line of the tramway will remain at that distance from and on the south side of the said imaginary centre line, and will then again approach and intersect the said imaginary centre line and again diverge from it towards the north until at the termination of the tramway it will again reach the distance of 5 feet 6 inches from and to the northward of the said imaginary centre line.

(33.) A Tramway (No. 33) wholly situate in the parish of Woolwich aforesaid, commencing in Albion-road by a junction with the proposed Tramway No. 29, at its intended termination as above described, passing thence in an easterly direction along Albion-road into and along George-street, Church-street, the Lower-road between Church-street and High-street, Edward-street, Powis-street, Green's-end and Beresford-square, and terminating in Beresford-square at a point 10 feet from and south-west of the public lamp post in the centre of that square.

From the commencement of the tramway to a point in High-street 6 chains west of the junction of Edward-street and High-street, the centre line of the proposed Tramway No. 33 will be at the distance of 5 feet 6 inches from and to the north of the imaginary centre lines of the streets, and from the said point in High-street the centre line of the tramway will gradually approach until in the length of 1 chain it reaches the distance of 3 feet from and north of the imaginary centre line, and thence to a point in Powis-street 4 chains east of its junction with Edward-street, the centre line of the tramway will continue at the distance of 3 feet from and north of the imaginary centre line of the streets, and thence will gradually diverge from until in a length of 2 chains it reaches the distance of 5 feet 6 inches from and north of the said imaginary centre line, and will continue at that distance from and north

of the said imaginary centre line to the termination of the tramway.

(34.) A Tramway (No. 34), wholly situate in the parish of Woolwich aforesaid, commencing in Albion-road, by a junction with the proposed Tramway, No. 29, at its termination as above described, passing thence in an easterly direction along Albion-road, into and along George-street, Church-street, the Lower-road aforesaid, and High-street, and terminating in High-street by a junction with the proposed Tramway No. 33, at a point about 4 chains from and west of the junction of Edward-street with High-street.

The centre line of the proposed Tramway, No. 34, will, at the commencement of the tramway, be at the distance of 5 feet 6 inches from and south of the imaginary centre line of Albion-road, and will thence gradually approach until it intersects the said imaginary centre line, from which it will then gradually diverge to the southward, until, in the length of one chain from the commencement of the tramway, its centre line attains the distance of 3 feet 6 inches from and south of the said imaginary centre line, and will continue at that distance from and south of the said imaginary centre line to a point in High-street, 6 chains from the junction of High-street and Edward-street, and thence will gradually approach until it intersects the said imaginary centre line, from which it will again diverge northward, until, at the termination of the tramway, its centre line reaches the distance of 3 feet from and north of the said imaginary centre line.

(35.) A Tramway (No. 35) wholly situate in the parish of Woolwich aforesaid, commencing in Powis-street, by a junction with the proposed Tramway, No. 33, at a point about 4 chains east of the junction of Edward-street and Powis-street, passing thence along Powis-street, and Green's-end, into Beresford-square, and terminating in that square by a junction with the proposed Tramway No. 33, at a point one chain from and south-west of the intended termination of that tramway as above described.

The centre line of the proposed Tramway No. 35, will, at the commencement of the tramway, be at the distance of 3 feet from and north of the imaginary centre line of Powis-street, and thence will gradually approach until it intersects that imaginary centre line from which it will again diverge to the southward, until in the length of two chains from the commencement of the tramway its centre line attains the distance of 3 feet 6 inches from and on the south of the said imaginary centre line, and thence to a point one chain from and south of the termination of the tramway, its centre line will be at the said distance of 3 feet 6 inches from and south of the imaginary centre line of the street, and thence will gradually approach until it intersects the imaginary centre line of the street from which it will then again gradually diverge northward, until at the termination of the tramway, its centre line attains the distance of 5 feet 6 inches from and north of the said imaginary centre line.

To empower the Company, from time to time, to make such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in this notice as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Company.

And it is proposed by the Bill to authorize the Company to enter upon and open the surface of,

and to alter and stop up, remove, and otherwise interfere with streets, turnpike-roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this notice for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of their undertaking to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or duties.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway, or other rate, or assessment, in respect of any portion or part of any street, road, or place, upon or along which, any of the proposed tramways may be laid.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail.

To prohibit except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramway by persons or corporations other than the Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or corporations, for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To enable the Company when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township, or place mentioned in this notice, and maintain, so long as occasion may require, a temporary tramway or temporary tram-



ways in lieu of the tramway or part of a tramway so removed or discontinued, to be used or intended so to be.

To enable the Company and the Metropolitan Board of Works, and any vestry, district board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To enable the Board of Trade, or any or some one of Her Majesty's Principal Secretaries of State, or some other public body or authority, to appoint a referee or referees to inquire into, report upon, or decide any questions which it may be expedient to refer, or which by the Bill may be referred or directed to be referred to such referee or referees, and to authorize and empower the referee or referees to administer oaths and affirmations, and to confer upon him or them, and to enable him or them to exercise the powers of a court of law, or the powers usually conferred upon arbitrators, or other special powers, and to make provision for enforcing and giving effect to his or their decisions, awards, and reports.

To empower the Company and the Metropolitan Street Tramways Company to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, user, working, maintenance, and management of their respective undertakings, or some part or parts thereof respectively, the providing of rolling and working stock; the appointment, removal, and payment of officers and servants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, apportionment, and appropriation of rates, tolls, and charges upon their respective undertakings, and all incidental matters, and to sanction and give effect to contracts, agreements, and arrangements made or to be made with respect to any of the matters aforesaid.

To apply to the tramways and works to be authorized by the Bill the provisions, or some of the provisions of the Act of 1869, and so far as may be necessary for the purposes of the Bill, to amend or repeal the provisions or some of the provisions of that Act.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given that duplicate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection with the clerk of the peace for the county of Kent, at his office at Maidstone, in the said county, with the clerk of the peace for the county of Surrey, at his office at Lambeth, in the said county, and with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, from, in, through, or into which the intended street tramways and works will be made, or pass, and also a copy of the said notice, as published in the London Gazette, will, on or

before the said 30th day of November, be deposited for public inspection as follows, that is to say: For the parishes of St. Paul Deptford, in the counties of Kent and Surrey, and Greenwich, in the county of Kent, with the clerk of the Greenwich Board of Works, at his office at Church-street, Greenwich; for the parish of Charlton, with the clerk of the Board of Works for the Plumstead district, at his office at Old Charlton, in the county of Kent; and for the parish of Woolwich, with the vestry clerk of that parish, at his office at the Town Hall, Woolwich, in the same county; for the parish of Camberwell, with the vestry clerk of that parish, at his office at the Vestry Hall, Camberwell; and for the parish of St. George the Martyr Southwark, with the vestry clerk of that parish, at his office at the Borough-road; for the parish of Christchurch Southwark, with the clerk to the St. Saviour's District Board of Works, at his office at Emerson-street, Southwark; and for the parish of St. Mary Newington (Surrey), with the vestry clerk of that parish, at his office at the Vestry Hall, in the Walworth-road; for the parish of Lambeth (otherwise St. Mary Lambeth), with the vestry clerk of that parish, at his office at the Vestry Hall at Kennington-green, all in the county of Surrey; for the parishes of St. Margaret and St. John the Evangelist Westminster, with the clerk to the Westminster District Board of Works, at his office at Great Smith-Street; and for the parish of St. George Hanover-square, with the clerk to the vestry of that parish, at his office at Mount-street, Grosvenor-square, in the county of Middlesex.

And notice is hereby further given, that printed copies of the intended Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1869.

*Ashurst, Morris, and Co.*, 6, Old Jewry, and 80, Parliament-street, Solicitors for the Bill.

*J. Dorington and Co.*, 6, Parliament-street, Westminster, Parliamentary Agents.

#### Birmingham Canal Navigations.

(Agreements and Arrangements with London and North-Western Railway Company for altering, modifying, extending, and enlarging, the authorized Guarantees by that Company in favour of the Company of Proprietors of the Birmingham Canal Navigations, and for altering, regulating, and modifying the constitution and powers and duties of the Committee of Management of such last-named Company; Construction of Canal from Spon-lane Branch; Revival of powers for Construction of Norton Springs Tramway; Provisions as to Littleworth Tramway; Provisions as to Stoppage of Canal Towing Paths at Spon-lane and Bromford; Extension of time for Sale of Surplus Lands; Additional Capital; Conversion of Shares into Stock; Power to create Debenture Stock; Provisions as to Annual Assemblies of the Company; Provisions as to Gauging and Indexing Boats Navigating the Canals of the Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Company of Proprietors of the Birmingham Canal Navigations (hereinafter called "the Company") for an Act to effect the following purposes, or some of them (that is to say):—

To authorize the Company and the London and North-Western Railway Company (hereinafter called the Railway Company) to enter into agreements and arrangements for altering, modifying, extending, and enlarging the existing authorized guarantees by the Railway Company in favour of the Company; for making further provision with regard to the unallocated debt of the Company and the interest thereof; for substituting a guarantee by the Railway Company of a fixed or fluctuating payment in perpetuity, or for such other period as may be agreed upon, on the shares of the Company, in lieu and in place of the existing authorized guarantees on such shares, or for making provision in such other manner as the Company and the Railway Company may mutually agree upon with reference to such guarantees, debt, shares, interest, dividends, and other matters; or to confirm any agreements which may have been or may be made between the Company and the Railway Company for carrying out those objects, or some of them; and to make all necessary provisions for giving effect to such agreements and arrangements.

To make provision, in the event of such agreements and arrangements being entered into between the Company and the Railway Company, for altering and modifying the existing constitution of the committee of management of the Company, and their quorum, and the mode and time of their appointment, and for regulating their powers and duties.

To enable the Company to construct and maintain a canal with all necessary works, approaches, and conveniences connected therewith, commencing by a junction with the branch canal of the Company, known as the Spon-lane Branch, at or near to the bridge over that branch known as the Rood End-lane-bridge, in the township of Oldbury, in the parish of Halesowen, in the county of Worcester, and terminating at or near the west side of a new street, called or intended to be called Mallin-street, in the hamlet of Smethwick, in the parish of Harborne, in the county of Stafford, and to provide that such intended canal shall for all purposes be and be deemed to be a branch canal of the Company.

The water for supplying the intended new canal will be taken directly from the existing Spon-lane Branch Canal of the Company, which Spon-lane Branch Canal is supplied with water from one of the main canals of the Company.

To enable the Company to purchase and take, by compulsion or agreement, lands in the parishes of Halesowen and Harborne, for the purposes of such canal and works.

To enable the Company to purchase and take, by compulsion or agreement, additional lands in the parishes of Bushbury and Wolverhampton, both in the county of Stafford, for the purpose of erecting and constructing works for pumping back water at or near the Wolverhampton Locks.

To extend or to revive and renew the powers granted to the Company by "The Birmingham Canal Navigations Act, 1854," for the construction of the tramway thirdly described in the ninth section of that Act, as commencing by a junction with the Cannock Extension Canal in or near a field called Red Lion, in the parish of Norton Canes, otherwise Norton-under-Cannock, and terminating at or near a point called Norton Springs, on Cannock Chase, in the parish of Cannock, all in the county of Stafford, passing through the parishes of Norton Canes, otherwise Norton-under-Cannock, and Cannock.

To authorize the Company to maintain the tramway made by them, situate in the township

of Hednesford, in the parish of Cannock, and known as the Littleworth Tramway.

To provide that such tramways shall be and be deemed to be tramways of the Company, and to apply thereto all or some of the powers and provisions contained in "The Birmingham Canal Navigations Act, 1854."

To authorize the use of locomotive engines on the said tramways, or either of them, subject to such restrictions as in the Act shall be prescribed.

To empower the Company to stop up so much of the towing-path parallel to and on the north side of their canal, known as the Wolverhampton Level, at or near Spon-lane, and partly in the township of Oldbury, in the parish of Halesowen, in the county of Worcester, and partly in the hamlet of Smethwick, in the parish of Harborne, in the county of Stafford, as is situate and lies between the west side of a newly erected bridge, on the said canal, in the said hamlet of Smethwick, and a point twenty yards, measuring in an easterly direction from the east side of the Blakeley Hall Bridge, in the said township of Oldbury, also so much of the towing path parallel to and on the north side of their canal, known as the Birmingham Level, at or near Bromford, in the parish of West Bromwich, in the county of Stafford, as is situate and lies between a point twenty yards, measuring in an easterly direction from the east side of the Bromford Bridge and the towing path bridge over the same canal, near to the bottom of the Spon-lane Locks, both in the parish of West Bromwich, and to discontinue and extinguish all rights of way over the same, and to vest in and appropriate to the purposes of the Company the portions of towing paths so to be stopped up and the sites and soil thereof.

To extend the time for the sale by the Company of all or any lands acquired or held by them which are not or may not be required for the purposes of their undertaking, and to confer further powers on the Company with relation thereto, and for leasing letting, or disposing of the said lands, or part thereof; and for granting other rights and privileges with reference thereto, or to their canals, reservoirs, wharfs, or works.

To enable the Company to apply any existing funds at their disposal to the purposes of the new works to be authorized by the Act, and to raise additional capital by shares and by borrowing, and to extend to such additional capital, or to some part thereof, the authorized, or new, or substituted guarantees by the Railway Company in favour of the Company.

To enable the Company to convert their shares, or any portion of their shares, into stock, and to adopt for that purpose certain of the provisions of "The Companies Clauses Consolidation Act, 1845," and to create and issue debenture stock, and to extend to such stock and debenture stock and the interest thereof respectively, the authorized, or new, or substituted guarantees by the Railway Company in favour of the Company.

To extend the authorized or new or substituted guarantees by the Railway Company in favour of the Company to the monies raised by the Company for and applied to the purposes of their subscription to the capital of the South Staffordshire Railway Company.

To limit the general assemblies of the Company to one in each year, instead of two as now provided, and to assimilate the power of voting personally or by proxy at all assemblies of the Company to the provisions contained in "The Companies Clauses Consolidation Act, 1845," or to make other provisions as to such assemblies and the power of voting thereat, and to regulate

the quorum thereof and the mode of convening the same, and the declaration of dividends, and the election of the members of the committee of management.

To alter the provisions of the existing Acts relating to the Company with respect to the gauging and indexing of boats navigating the canals of the Company, and to make regulations and confer further powers on the Company with respect thereto.

To vary or extinguish all rights and privileges inconsistent with the objects of the Act, and to confer other rights and privileges.

To incorporate with the Act the provisions, or some of the provisions, of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Lands Clauses Consolidation Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Railways Clauses Act, 1863."

To amend, extend, or repeal, in whole or in part, so far as may be necessary for the purposes of the intended Act, the following Acts of Parliament relating to the Birmingham Canal Navigations, viz. :—(Local and Personal) 5 Wm. IV., c. 34, 3 Vict., c. 24, 3 Vict. c. 61, 3 Vict., c. 56, 7 Vict. c. 11, 9 and 10 Vict., c. 244, 9 and 10 Vict., c. 269, 17 and 18 Vict., c. 112, 18 and 19 Vict., c. 121, 21 and 22 Vict., c. 27, and 24 and 25 Vict., c. 74, and all other Acts relating to the Birmingham Canal Navigations, also the Act 9 and 10 Vict., c. 204, and all other Acts relating to the London and North-Western Railway Company, also the Act 10 and 11 Vict., c. 189, and all other Acts relating to the South Staffordshire Railway Company.

Duplicate plans and sections, shewing the situation of the canal, tramway, and other works, the construction whereof is intended to be authorized by the Act, and the lands, houses, and other property in or through which the same will be made, and duplicate plans of the additional lands to be taken for the purposes of the Act, together with a book of reference to the plans containing the names of the owners and lessees, or reputed owners and lessees and occupiers of such lands, houses, and other property, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office at Stafford, and with the Clerk of the Peace for the county of Worcester at his office at Worcester, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, and other property are intended to be taken, and a copy of this Notice, will be deposited with the parish clerk of each such parish, at his residence.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 12th day of November, 1869.

*Ingleby, Wragge, and Evans*, Birmingham,  
Solicitors for the Bill.

*Martin and Leslie*, No. 27, Abingdon-  
street, Westminster, Parliamentary  
Agents.

In Parliament—Session 1870.

Hereford, Hay, and Brecon Railway Company.  
(Proposed Railway and Junction at Hereford;  
Additional Lands at Hereford; Working and  
Traffic Agreement with the Midland Railway  
Company; Amendment of Acts.)

**A** PPLICATION is intended to be made to Parliament in the ensuing session, by the Hereford, Hay, and Brecon Railway Company (in this notice called "the Company"), for leave to bring in a Bill for all or any of the following, among other purposes (that is to say):

1. To continue, and if need be, to revive the powers granted to the Company by "The Hereford, Hay, and Brecon Railway (Deviation) Act, 1860," to make and maintain a railway, with all necessary works and conveniences connected therewith, commencing in the parish of All Saints, in the city and county of Hereford, by a junction with the railway of the Company near the north end of the passenger platform at Moorfields Station, and terminating by a junction with the Newport, Abergavenny and Hereford line of the Great Western Railway, at a point 700 feet or thereabouts, measuring along that line in a northerly direction from the bridge, carrying the turnpike road from Hereford to Hay, over the said Great Western Railway, and which intended railway will be wholly situate in the said parish of All Saints.

2. To authorize the Company to purchase by compulsion or agreement in the parish aforesaid, lands and houses for the purpose of such intended railway and works, and for the improvement of their station accommodation at Hereford, and to levy tolls, rates, and duties in respect of such railway and works, and to apply the funds of the Company, or money now authorised to be raised for the purposes of any such railway works and objects.

3. To enable the Company and the Midland Railway Company to enter into agreements with respect to the running over, maintenance, working, and use, and management by the Midland Railway Company, of the undertaking of the Company, and the stations, works, and conveniences connected therewith, the supply and employment by the Midland Company of rolling or working stock, machinery, officers, and servants, for any of the purposes of any such contract or agreement; the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, collection, division, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from such traffic, the sums or consideration to be paid by either of the contracting Companies to the other of them, on account of the matters to which the contract or agreement relates, and for determination of any questions or differences between such contracting Companies by arbitration; and to provide for the appointment of a joint committee, and to confer upon such committee all necessary powers to regulate their proceedings; to sanction and confirm any contract or agreement already made, or which, prior to the passing of the Act, may be made between the Company and the Midland Railway Company with reference to the matters aforesaid, or any of them.

4. The Bill will vary or extinguish all existing rights and privileges, which will interfere with its objects, and will confer other rights and privileges. And it will incorporate with itself the necessary provisions of "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;"

"The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" and the Bill will alter, repeal, amend, and enlarge some of the powers and provisions of the following Acts (local and personal), viz.:—"The Hereford, Hay, and Brecon Railway Acts, viz., 1859, 1860 (two Acts), 1862 and 1863;" "The Brecon and Merthyr Railway Arrangement Act, 1868;" "The Hereford, Hay, and Brecon Railway Act, 1869;" and the 7th and 8th Vict., caps. 18 and 59; and any other Acts relating to the Midland Railway Company, and will alter tolls, rates, and duties, and vary and extinguish exemptions from tolls, rates, and duties.

Duplicate plans and sections describing the line, situation, and levels of the intended railway and works, and the lands, houses, and other property in or through which the same will be made, and duplicate plans showing the lands and property intended to be taken for the enlargement of the station, together with a book of reference to such plans, containing the names of the owners and lesses, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map, with the line of railway delineated thereon, so as to show its general course and direction; and a copy of this notice will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the city of Hereford, at his office at Hereford; and with the Clerk of the Peace for the county of Hereford, at his office, at Hereford: and on or before the same day, a copy of the said plan, and section, and book of reference, and a copy of this notice will be deposited with the parish clerk of All Saints, at his residence.

Printed copies of the intended Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1869.

*Tilleard, Son, Godden, and Holme*, 34, Old Jewry, London, Solicitors for the Bill.  
*Dyson and Co.*, 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1870.

Southport Waterworks.

(Construction or Confirmation of the Construction of Works, Purchase or Acquisition of Lands, Increase of Capital, Confirmation of Deed, Amendment of Acts, and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Southport Waterworks Company (hereinafter called "The Company"), for an Act for all or some of the following purposes (that is to say):—

To enable the Company to construct, or to confirm the construction of, and enable them to maintain, the following works, viz.:

- 1.—A service reservoir, with all necessary pipes, valves, sluices, drains, conduits, and other works and conveniences connected therewith, situate in the parish of Aughton, in the county of Lancaster, in or near to the north-westerly corner of a certain field there, called the Marl Pit Field, belonging to Colonel Thomas Richard Plumbe Tempest, and occupied by John Fletcher and the Company, or one of them.
- 2.—An aqueduct, conduit, or line of pipes, with all necessary cocks, valves, sluices, drains, and conveniences connected therewith, commencing by a junction with the authorised line of pipes of the Company, in the parish

of Aughton aforesaid, at a point at or near to the junction of Brook House-lane with a street or road called Aspinwall-lane, otherwise Mercer's-lane, and being or passing thence wholly in or through the parish of Aughton aforesaid, or some part thereof, and terminating at the service reservoir hereinbefore described.

To enable the Company to erect, place, and maintain all such embankments, engines, pumps, machinery, mains, conduits, weirs, channels, cocks, valves, sluices, drains, and other works and conveniences as may be required or deemed expedient in connection with the said works, or any part thereof.

To enable the Company to lay down and maintain pipes, mains, conduits, sluices, drains, and other works, in, under, over, or across, and for that purpose to cross, break open, alter, divert, or stop up, either temporarily or permanently, any roads, highways, footpaths, streets, public places, bridges, tramways, works, pipes, sewers, drains, streams, and water-courses in the parish or place aforesaid.

To enable the Company to purchase by compulsion or by agreement or otherwise to take on lease and to take grants of easements in, over, or under any lands, houses, and other hereditaments requisite or desirable for the purposes aforesaid or other the purposes of the said intended Act, and to vary or extinguish any rights and privileges connected therewith, and any other rights or privileges which would in any way interfere with the objects of the said intended Act. And to confirm a certain deed bearing date the 21st day of August, 1869, and made and entered into between the Company and Colonel Thomas Richard Plumbe Tempest, for the acquisition by the Company of certain lands and easements for the hereinbefore mentioned purposes.

To enable the Company for all or any of the purposes of the intended Act, and for the general purposes of their undertaking, to raise further sums of money, and to increase their capital by the creation of new shares or stock, with or without preference, priority, or guarantee, in payment of interest or dividend, or with other special rights and privileges, and by borrowing on mortgage or debenture, or by all or any of such means.

To enable the Company, if and so far as may be necessary or expedient, to vary or extinguish any existing rights and privileges, and to confer other rights and privileges.

And it is intended to alter, amend, extend, enlarge or repeal, in whole or in part, all or some of the powers and provisions of "The Southport Waterworks Act, 1854," "The Southport Waterworks Act, 1856," and "The Southport Waterworks Act, 1867," and to incorporate with the said intended Act "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," and "The Waterworks Clauses Acts, 1847 and 1863," or some parts thereof respectively.

And notice is hereby further given, that plans and sections in duplicate, showing the lines, situations, and levels of the said proposed works, and the lands in or through which the same are intended to be made and maintained and intended to be taken, or which may be taken for the purposes aforesaid, or for the purposes of the said intended Act, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and also a

copy of this notice, as published in the London Gazette, will be deposited for public inspection, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in the said county; and that a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said works are proposed to be made or maintained, and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection, on or before the said 30th day of November instant, with the Parish Clerk of each such parish, at his place of abode.

Printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 1st day of November, 1869.

*Harper and Dodds*, Bury, Lancashire,  
Solicitors.

*S. H. Lewin*, 1, Upper Charles-street,  
Westminster, Parliamentary Agent.

#### Walton-on-the-Naze Pier.

(Extension of time for Completion of Works, Reduction of Capital, Alteration of number of Directors, Power to acquire Land and Hereditaments by Agreement, to Sell or Lease Pier, Alteration of Tolls, Amendment of Act and Order of 1864, and other purposes.)

NOTICE is hereby given, that on or before the 23rd day of December, 1869, application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Plantations, by the Walton-on-the-Naze Pier Company (hereinafter called the Company), for a Provisional Order pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for the purposes following, or some of them:—

To extend the time for the completion of the Pier and other works authorized by "The Walton-on-the-Naze Pier Order, 1864," as confirmed by "The Pier and Harbour Orders Confirmation Act, 1864."

To empower and enable the Company to reduce the amount of their capital and the number of the Directors, and to alter the management and direction of the Company, as may be provided by the proposed Order.

To exempt the Company from the requirements, restrictions, and provisions of the 16th, 17th, 18th, and 19th clauses of "The Harbours, Docks, and Piers Clauses Act, 1847," and to except those clauses from the incorporation of that Act with "The Walton-on-the-Naze Pier Order, 1864," and with the proposed Order.

To enable the Company to acquire by agreement and hold lands and hereditaments within their limits of deviation and jurisdiction, and to sell or lease their undertaking and works, on such terms, and under such restrictions and conditions as they may think fit, or as may be provided in the proposed Order.

To enable the Company to acquire by agreement the pier, jetty, or landing place commonly called or known as "Walton Jetty," and all rights, powers, and privileges connected therewith, and to enable the owners of such pier, jetty, or landing place, to dispose of their undertaking to the Company, and to distribute the proceeds.

To alter existing tolls, rates, and duties, and to levy other rates, tolls, and duties; and to confer,

vary, or extinguish exemptions from the payment of tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

To amend, vary, or alter "The Walton-on-the-Naze Pier Order, 1864," and "The Pier and Harbour Orders Confirmation Act, 1864," so far as may be necessary for carrying into effect the objects and intentions of the proposed Order.

And notice is hereby further given, that on or before the 30th day of November instant, copies of this notice, as published in the London Gazette, and plans and sections of the works to be completed, will be deposited with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in the said county; and at the Custom-house at Wulton-le-Soken, in the said county of Essex; and at the Office of the Board of Trade, Whitehall, London.

And notice is hereby also given, that on and after the 23rd day of December, 1869, printed copies of the Draft Provisional Order will be furnished at the price of one shilling each, to all persons applying for them at the office of Messrs. Wyatt and Hoskins, 28, Parliament-street, Westminster.

Dated this 17th day of November, 1869.

*Wyatt and Hoskins*, 28, Parliament-street,  
Westminster, Parliamentary Agents.

#### In Parliament—Session 1870.

##### Cobham Railway.

(Incorporation of Company; Power to make Railway; Compulsory Purchase of Land; Power to levy Tolls; Amendment of Acts; and other purposes.)

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 incorporate a Company (hereinafter referred to as "the Company"), for making and maintaining, and to authorise such Company to make and maintain a railway with all proper stations, buildings, approaches, works, and conveniences connected therewith, which railway and other works are hereinafter referred to as "the Railway."

The railway will be wholly situate in the county of Surrey, and will commence in a field in the occupation of Samuel Blandon, adjoining to and on the south side of the London and South Western Railway, at or near the Esher Station of that railway, and at a point on the east boundary of such field, situate 22 yards or thereabouts from the centre line of the said railway, and will terminate in the parish of Cobham, in a field in the occupation of William Wiles, Tailor, and known as "the Clerkenwell," or Triangular Field, 150 links or thereabouts west of the junction of Hogs Mill-lane, with the public highway from Street Cobham to Church Cobham. And the railway will be made and pass from, in, through, or into the several parishes, townships, extra-parochial, and other places of Thames Ditton, Long Ditton, Claygate, Esher, and Cobham, in the county of Surrey, or some of them.

To empower the Company to make lateral and vertical deviations from the lines and levels of the railway laid down on the plans and sections thereof to be deposited as hereinafter mentioned to such an extent as shall be thereon defined, or as shall be authorized by the Act.

To empower the Company to stop up, alter, cross, and divert, whether temporarily or permanently, turnpike and other roads and highways, footpaths, railways, tramways, bridges, aqueducts,

canals, streams, rivers, watercourses, pipes and sewers, within the aforesaid parishes, townships, extra-parochial and other places or any of them.

To empower the Company to purchase or acquire by compulsion or otherwise lands, houses, and other property, and rights, liberties, easements, and privileges in and over lands, houses, and other property, and to vary and extinguish rights and privileges, and to confer other rights and privileges.

To empower the Company to levy tolls, rates, and duties in respect of the railway and other their undertaking for the time being, and for the conveyance of the traffic thereof, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

To exempt the Company and the railway from the provisions of the Act 9 and 10 Victoria cap. 57, intituled "An Act for regulating the Gauge of Railways" and to authorize the railway to be constructed and maintained with any gauge to be named by the Company or fixed by the Bill.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects and will incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" "The Railway Companies Act, 1867;" and "The Regulation of Railways Act, 1868."

And notice is hereby further given that duplicate plans and sections describing the line, situation, and levels of the railway, and the lands, houses, and other property in and through which the same may be made with a book of reference to such respective plans, containing the names of the owners or reputed owners, lessees, or reputed lessees and occupiers of such lands, houses, and other property, and a published map with the line of railway delineated thereon, so as to show the general course and direction of the railway, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at North-street, Lambeth, and that a copy of so much of the said plans and sections and book of reference as may relate to the several parishes in or through which the railway is intended to be made or in which the lands, houses, and property proposed to be taken or appropriated are situate, and also a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November instant, be deposited with the parish clerk of each such parish, at his place of abode, and in case of any extra parochial place, with the parish clerk of some adjoining parish, at his place of abode.

And notice is hereby further given, that on or before the 23rd day of December next printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1869.

*Bell and Newman, Kings-*  
*ton - upon - Thames, and*  
*21, Abchurch-lane ;*  
*Janson, Cobb, and Pearson,*  
*41, Finsbury-circus ;*  
*C. and H. Tahourdin, 1, Victoria-street,*  
*Westminster, Parliamentary Agents.*

#### Bedford and Northampton Railway.

(Extension of Time for Completion of Works.  
 Amendment or Repeal of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Bedford and Northampton Railway Company, for leave to bring in a Bill for the following purposes, or some of them (that is to say):

To extend the respective periods limited by "The Bedford and Northampton Railway Act, 1865" "The Bedford and Northampton Railway Act, 1866," and "The Bedford and Northampton Railway Act, 1867," for the completion of the railways and works by those Acts respectively authorised, except the portions of those railways and works required to be abandoned by "The Bedford and Northampton Railway Act, 1866," and "The Bedford and Northampton Railway Act, 1867," respectively.

To vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

To alter, amend, extend, enlarge, and repeal, so far as may be necessary, all or some of the provisions of "The Bedford and Northampton Railway Act, 1865," "The Bedford and Northampton Railway Act, 1866," and "The Bedford and Northampton Railway Act, 1867."

And notice is hereby further given, that on or before the 23rd day of December next, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1869.

*Townsend, Lee, and Houseman,*  
*3, Princes-street, Storey's-gate, West-*  
*minster, Solicitors.*

#### Bristol Port Railway and Pier Company. (Clifton Extension.)

(Notice of Application to the Board of Trade for authority to raise additional Capital.)

THE Bristol Port Railway and Pier Company intend to apply to the Board of Trade for a certificate, under "The Railway Powers Act, 1864," to authorise them to raise, in respect of this separate undertaking authorised by "The Bristol Port Railway and Pier (Clifton Extension) Act, 1867," additional capital, partly by the issue of new shares or stock, to be called "Clifton Preference Shares," or "Clifton Preference Stock," and partly by borrowing on mortgage, and with power to create and issue debenture stock.

Copies of the draft certificate, as proposed by the Company, will be supplied at the offices of the Company, Royal Insurance-building, Corn-street, Bristol; or at the offices of the undersigned, James Wheeler, 4, Victoria-street, Westminster, to all applicants, at the price of sixpence each.

All persons desirous of making to the Board of Trade any representation, or of bringing before them any objection, in respect of this application, may do so by letter, addressed to the Secretary of the Board of Trade, Whitehall, London, on or before the 1st day of January next succeeding the date of this advertisement.

Dated this 11th day of November, 1869.

*James Wheeler, No. 4, Victoria-street,*  
*Westminster,*  
*Osborne, Ward, Vassall, and Co., Bristol ;*  
*Solicitors for the Company.*



Bude and Torrington Junction Railway.  
(Extension of Time for Completion of Works—  
Amendment or Repeal of Acts.)

**N**OTICE is hereby given, that the Bude and Torrington Junction Railway Company intend to apply to Parliament in the ensuing session for an Act for the following purposes, or some of them, that is to say :

To extend the period limited by "The Okehampton Railway (Extensions to Bude and Torrington) Act, 1865," for the completion of the railways and works by that Act authorised.

To vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, or to repeal, so far as necessary, all or any of the provisions of "The Okehampton Railway (Extensions to Bude and Torrington) Act, 1865 ;" "The Devon and Cornwall Railway Act, 1867 ;" and "The Bude and Torrington Junction Railway Act, 1869."

And notice is hereby further given, that on or before the 23rd day of December next, printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1869.

In Parliament.—Session 1870.

Prison Charities of London, Middlesex, and Southwark.

(Transfer and Change of Application of Charities for Poor Prisoners—Appointment and Incorporation of Governors—Industrial Schools for Children not convicted of Crime.)

**N**OTICE is hereby given, that application will be made to Parliament in the next session for leave to bring in a Bill, and to pass an Act, for all or some of the following, among other purposes :—

To make better provision for the administration and application of all, or some, or part of the funds, property, or income held in trust for or applicable to the aid or relief of poor prisoners in London, Middlesex, or Southwark, or the discharge of such prisoners, or both of those objects, alternatively or otherwise, which charities are collectively referred to in this notice as "The Prison Charities," and comprise (among others) the charities set forth in the schedule to this notice.

To constitute the magistrates of the city of London, together with other persons to be named in the Bill, or to be appointed or elected under the Act, Governors for carrying into effect the scheme for the administration and application of the prison charities to be authorised by the Act, and for executing the powers to be conferred thereby, in this notice referred to as "the Governors," and to incorporate the Governors by the name of "The Governors of the City of London Industrial School," or by some other name.

To empower the Governors to collect, get in, use for, and recover all arrears of the funds, property, or income of the prison charities, and all accumulations and investments thereof, and all money under the control of the trustees of any of the prison charities, and arising therefrom, and to give effectual receipts for the same.

To enable, and if need be, to require all trustees of the prison charities, and all other persons concerned, to render periodical accounts in respect thereof to the Governors, and to pay over to the Governors from time to time the income thereof.

To enable any such trustees, or other persons as

aforesaid, to compound for the future income of any of the prison charities by payment to the Governors of a capital sum.

To provide for the conversion of any of the prison charities distributable in kind into money; and for the dealing with that money as if the charity had been originally distributable in money.

To make provision for the transfer to the Governors with the consent of the Charity Commissioners for England and Wales, in this notice referred to as "the Charity Commissioners," and for the administration and application by the Governors in manner to be provided by the Act of all or some of the charitable gifts and bequests now or formerly applicable to the relief of the poor debtors or other prisoners in the late Queen's Prison.

To enable the several Livery Companies of the city of London, and all other trustees and persons concerned, to pay or make over to the Governors, with the consent of the Charity Commissioners, any obsolete, or disused, or other charity of a like nature with the prison charities, or any of them, or of any other nature, to be administered and applied by the Governors, according to the provisions of the intended Act.

To annul, repeal, alter, confirm, extend, or otherwise affect, as far as any purpose of the Act requires, all deeds, wills, acts of parliament, decrees, orders, schemes, and instruments, whereby any of the prison charities, or other charities to be comprised in the Act, are created, constituted, or governed.

To enable the Governors to receive and hold all funds, property, and income paid, made over, or transferred to, or vested in them, under, or by the intended Act.

To provide, by way of saving or otherwise, for the relief of any poor prisoner who, but for the intended Act, would have been a proper object of the prison charities, or any of them.

To enable the Governors to apply money coming to them under the intended Act in acquiring land, and in building and maintaining thereon, or on part thereof, an industrial school, in this notice referred to as "the school," with proper outbuildings, grounds, approaches, and conveniences for the reception, education, and training of destitute or vagrant children not convicted of crime, or in providing and maintaining a training-ship, or training-ships, for the like purpose, or to apply all such money and all property to be vested in them under the intended Act, to such other useful or charitable purpose, or purposes, as may be prescribed in the intended Act.

To enable the Mayor, and Commonalty, and Citizens of the city of London to grant and appropriate any land vested in them as part of their corporate estates as a site for and for the purposes of the school.

To make provision for the admission of children into the school in manner to be specified in the Bill.

To enable the Governors to appoint masters, officers, and servants, and from time to time to remove the same, and to re-appoint others in their stead, and to direct the system of education and of training to be adopted at the school.

To authorise the Governors from time to time to make, annul, modify, and alter bye-laws, rules, and regulations respecting the admission of the children, the appointment, duties, dismissal and emoluments of the masters, and generally as to the management of the school.

To authorise and empower the Governors from time to time to invest any of the funds of the charities, and to accept gifts in money or land for

the general purposes of the school, or for any special purposes connected therewith.

To confer upon the Governors all such other powers, rights, and privileges as may be necessary or expedient for carrying into effect the purposes and provisions of the Bill.

The Bill will vary and extinguish all existing rights, powers, and privileges which would in any manner interfere with the objects of the Bill, and will confer all such powers as may be necessary or expedient for carrying the Bill, or any scheme which may be thereby confirmed into effect.

The Act will repeal, amend, or otherwise affect all or some of the provisions of the Act 19 and 20 Vict., cap. 133 (local and personal), and of the Public General Act 25 and 26 Vict., cap. 104 (the Queen's Prison Discontinuance Act, 1862).

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 17th day of November, 1869.

William Corrie, Remembrancer,  
Guildhall, London.

*The Schedule to which the foregoing Notice refers.*

Names of Trustees.	Donors of the Charity.
Accountant - General, Court of Chancery ...	J. Fuller.
Allhallows, Lombard-st.	Ralph Carter.
St. Andrew Under-shaft	Do.
Archbishop of Canter- bury	Archbishop of Canter- bury.
Armourers and Braziers' Company .....	John Bennett. Elizabeth Morriss.
Batson, Captain, and others .....	William Curtis.
Christ Church, Newgate- street .....	Edward Robinson.
Christ's Hospital.....	Lady Mary Ramsey. Ferd. Smithies. Sir Thos. Stretchley. Do. John Laund.
Clothworkers' Company	John Hobby. Margaret Holligrave.
Commissioners of Woods and Forests	Receiver-General of Land Revenue.
Cooks' Company .....	Edward Corbett. John Shield.
Corporation of London..	Sir Thomas Gresham. Sir William Middleton. Elizabeth Misson. Margaret Simcott.
Cutlers' Company .....	John Craythorne.
Dean and Chapter of Westminster .....	Lord Cornwallis.
Drapers' Company ... ..	Peter Blundell. Frances Clarke. Sir Thomas Cullum. John Kendricke. Richard Ogborn. John Stocker.
Dyers' Company .....	Henry Trevillian.
Fishmongers' Company..	Peter Blundell. Leticia Smith. Sir Thomas Kneseworth. Arthur Mowse. Joanna Hacker.
Goldsmiths' Company...	Peter Blundell.
Grocers' Company .....	Lady Kath. Conway. Lady Middleton. Sir John Peche.

Names of Trustees.	Donors of the Charity.
Haberdashers' Company	Peter Blundell. Henry Hazelfoote. Clement Kelk. Sir Stephen Peacock.
Hankey, Thomas, and others .....	Frances Ashton. John Pelling.
Hoare and others.....	John Pelling.
Ironmongers' Company..	Peter Blundell. Sir James Cambell. Margaret Dane.
King's College Hospital.	Richard Jacobs.
Leathersellers' Company	Elizabeth Gravener. George Humble. Rev. Abraham Colfe. Robert Ferbras. John Scraggs. Edward Taylor. Roger Daniell. — Rogers.
Lewis, J. — .....	William Peake.
Mercers' Company .....	Sir Thomas Bennett. Francis Clarke. Sir Thomas Gresham. John Heydon. John Marsh. Sir Roger Martyn. John Rand. Jane Savage.
Merchant Tailors' Com- pany .....	Robert Dowe. John Hyde. John Vernon. Peter Blundell. William Parker. John Wooller.
Parish Clerks' Company	William Roper.
Her Majesty's Paymas- ter-General .....	John Fuller.
Parish Officers of Goring, Oxon .....	Henry Allnutt.
St. Bride .....	Joan Sandback.
St. Dionis Backchurch.	Sir Robert Clark.
St. Dunstan-in-the-East	Thomas Cuttell. — Hanger.
St. Ethelberga.....	Thomas Dawson.
St. Margaret, Westmin- ster .....	J. Goddard.
St. Pancras, Soper-lane.	Thomas Chapman.
St. Saviour's, Southwark	— Appleby.
St. Sepulchre .....	James Hodgson. — Dow.
St. Thomas's Hospital...	Elizabeth Palmer.
Salters' Company.....	Peter Blundell. Mrs. Cocks. John Garrett. Sir W. Horne.
Skinner's Company.....	Peter Blundell. John Draper. John Meredith.
Wheeler, J. R., & others	Lady Elizabeth Rich.
Unknown.....	Frederick Ashfield. Lady Bertie. Edward Thatcher or Bar- ton. Robert Ferbras.

Saint Leonards-on-Sea Pier.

(Application for Provisional Order for powers to erect a Pier at St. Leonards-on-Sea, and to levy Tolls, &c.)

NOTICE is hereby given, that application is intended to be made to the Right Honorable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign

Plantations, on or before the 23rd day of December, 1869, by the promoters of the St. Leonards-on-Sea Pier, to make a provisional order, pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," to incorporate a Company (hereinafter called "the Company"), and to confer on such Company, the following or some of the following among other powers; that is to say:

To enable the Company to construct a pier, jetty, and landing place, with all proper works, approaches, toll-houses, toll-gates, and other conveniences connected therewith for the embarking and landing of passengers, goods, and merchandize, and for other purposes in the parish of St. Leonards-on-Sea, in the county of Sussex, commencing on the Parade, at or near a point 220 yards or thereabouts west of the Baths, and extending seaward for a distance of 1000 feet or thereabouts.

To purchase, take on lease, or otherwise, the lands or hereditaments necessary for the construction of the said pier and other works and approaches thereto, and conveniences connected therewith.

To raise capital by shares, and to borrow on mortgage or bond any moneys which may be required for the purposes aforesaid.

To levy tolls, rates, and duties upon or in respect of the use of such pier and works; to lease the said tolls for any term of years, to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges.

To incorporate with the said provisional order the whole or parts of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863, and "The Lands Clauses Consolidation Acts, 1845 and 1860.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed pier and works, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Sussex, at his office at Lewes, at the Custom-house, at Hastings, and at the office of the Board of Trade, Whitehall-gardens, London.

And notice is hereby also given, that on and after the 23rd day of December next, printed copies of the proposed provisional order will be furnished at the price of one shilling each, to all persons applying for the same, at my office, situate as under-mentioned.

Dated this 16th day of November, 1869.

*Arthur Metcalfe*, 30, Parliament-street,  
Westminster, Parliamentary Agent.

In Parliament.—Session 1870.

Blackpool and Lytham Railway.

(New works and Additional Powers.)

(Power to make Junction Railway at Lytham; Purchase of Lands; Rates; Increase of Capital; Power to make Arrangements with Lancashire and Yorkshire and London and North-Western Railway Companies and the Preston and Wyre Railway, Harbour, and Dock Company; Amendment of Acts and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Blackpool and Lytham Railway Company (hereinafter called "The Company"), for a Bill for the following purposes, or some of them, that is to say:—

A railway commencing in the township and parish of Lytham, in the county palatine of Lancaster, by a junction with the existing railway of the Company at a point where the Company's line of rails now terminates, under a certain bridge, called Dicconson-terrace Bridge, belonging to the Company, and terminating by a junction with the Lytham Branch of the Preston and Wyre Railway, at a point 500 yards, measured in a north-easterly direction, along the main line of rails of the said Lytham Branch of the Preston and Wyre Railway, from the western terminus of the main line of the said rails, within the passenger station at Lytham, of the said Lytham Branch of the said Preston and Wyre Railway; all which railway and works, and the lands to be taken for the purposes thereof, will be situate in the township and parish of Lytham, in the county palatine of Lancaster.

To empower the Company to acquire by compulsion or agreement, and to take leases or grants of or easements in, under, or over, and to hold lands, houses, buildings, waters, and hereditaments required for the purposes of the intended railway, or any of them, and to apply any lands now vested in them for such purposes, and to vary or extinguish any rights or privileges connected therewith, and any other rights and privileges which would in any way interfere with the objects of the Bill, and to confer other rights and privileges.

To authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, tramways, canals, rivers, and streams, within or adjoining the aforesaid townships, parishes, and extra-parochial or other places, or any of them, which it may be necessary to cross, stop up, alter, or divert, in execution of the purposes of the Bill.

To enable the Company to levy tolls, rates, and charges, for or in respect of the railways and works to be authorized by the Bill and to grant exemptions from payments of tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

To enable the Company to raise further capital by the creation of shares or stock, either ordinary or preference, or partly ordinary and partly preference, or by borrowing on mortgage, or by debenture stock, or any or all of those means.

To empower the Company, and the Lancashire and Yorkshire and London and North-Western Railway Companies, and the Preston and Wyre Railway, Harbour, and Dock Company, or some or one of them, to make and carry into effect agreements and arrangements with respect to the conduct, interchange, transmission, forwarding, and delivery of traffic passing over, or along, or between the railways, or any part of the railways of either or any of the several Companies; and with respect to the fixing and determining of the tolls, rates, and charges to be demanded and taken in respect of such traffic, and with respect to the division and appropriation of the receipts arising from such traffic, and with respect to the user by one or each of the Companies of the undertaking of the other Company, or any part thereof, and with respect to terms and conditions of such user, and to empower either or any of the several Companies to demand and recover tolls, rates, and charges on the railways of any of the other Companies, and to confirm and give effect to any agreement between the several Companies, and to confer upon them such further and other powers as may be required for giving full and complete effect

to any agreement so made or authorized to be made.

To alter, amend, and enlarge, or repeal, so far may be necessary, for the purposes of the intended Act, all or some of the powers and provisions of the following and of any other Acts relating to, or affecting the Lancashire and Yorkshire Railway Company, viz.:—Local and personal Acts—1 and 2 Will. IV., cap. 60; 2 Will. IV., cap. 69; 5 Will. IV., cap. 30; 6 and 7 Will. IV., cap. 111; 7 Will. IV., cap. 24; 1 Vic., cap. 25; 2 and 3 Vic., cap. 55; 4 Vic., cap. 25; 7 Vic., caps. 16 and 34; 7 and 8 Vic., caps. 60 and 82; 8 and 9 Vic., caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vic., caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vic., caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vic., caps. 71 and 115; 12 and 13 Vic., caps. 50, 71, and 74; 13 and 14 Vic., caps. 83, 95, and 99; 14 and 15 Vic., caps. 46, 56, and 89; 15 Vic., cap. 96; 15 and 16 Vic., cap. 132; 16 and 17 Vic., caps. 163 and 211; 17 Vic., caps. 58 and 59; 17 and 18 Vic., cap. 117; 21 and 22 Vic., caps. 106 and 143; 22 and 23 Vic., caps. 110 and 129; 24 and 25 Vic., caps. 34, 36, 37, 50, and 101; 25 and 26 Vic., cap. 97; 26 and 27 Vic., cap. 5; 27 and 28 Vic., caps. 32, 55, 80, 270, and 273; 28 and 29 Vic., caps. 21 and 332; 28 Vic., cap. 23; 29 Vic., caps. 43, 44, and 71; 30 Vic., cap. 95; 30 and 31 Vic., cap. 136; 31 and 32 Vic., caps. 64 and 114; and 32 and 33 Vic., cap. 78. And also the following and any other Acts relating to or affecting the London and North-Western Railway Company, that is to say, local and personal Acts:—8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic., cap. 67; 19 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77 and 79; 24 and 25 Vic., caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vic., caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vic., caps. 5, 108, 177, 208, and 217; 27 and 28 Vic., caps. 194, 226, 263, 273, 288, and 296; 28 and 29 Vic., caps. 333, 334, 22, 72, 110, 193, 260, 267, and 316; 29 and 30 Vic., caps. 168, 249, 189, 190, 134, 276, 311, 87, 233, and 284; 30 and 31 Vic., caps. 94, 95, 113, 144, and 151; 31 and 32 Vic., caps. 21, 38, 49, and 118; and 32 and 33 Vic., cap. 115. And also the following and any other Acts relating to or affecting the Preston an Wyre Railway, Harbour, and Docks, that is to say, local and personal Acts:—5 and 6 Will. IV., cap. 58; 7 Will. IV., caps. 28 and 29; 2 and 3 Vic., caps. 1 and 54; 7 and 8 Vic., cap. 55; 8 and 9 Vic., cap. 125; 9 and 10 Vic., cap. 306; 12 and 13 Vic., cap. 74; 26 Vic., cap. 5; and 28 Vic., cap. 22.

To alter, amend, extend, enlarge, or repeal, all or some of the powers and provisions of "The Blackpool and Lytham Railway Act, 1861;" and "The Blackpool and Lytham Railway (additional capital) Certificate, 1868," and to incorporate

with the Bill all or any parts of the Acts following, or some of them:—"The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railway Clauses Act, 1868;" "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" and "The Companies Clauses Act, 1869."

Duplicate plans and sections describing the lines, situation, and levels of the railway and works proposed by the Bill, and describing the lands, houses, and other property in or through which the same will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property respectively; also a published map, with a line of the railway delineated thereon, so as to show its general course and direction; and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in the said county, and on or before the same day a copy of so much of the said plans, sections, and books of reference as relate to each parish, in or through which the intended works will be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence, and, in the case of an extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

Printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 5th day of November, 1869.

*Richard Moore*, Solicitor, Kirkham.

*S. H. Lewin*, 1, Upper Charles-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1869–70.

Mansfield Water Works.

(Incorporation of Company—Construction of Works—and Supply of Water to Mansfield.)

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 the following or some of the following among other purposes.

To incorporate a Company (hereinafter called "the Company"), and to confer upon such Company the powers or some of the powers following, that is to say:—

To supply water for public, trading, domestic, and other purposes to the inhabitants and other persons within the town and parish of Mansfield, in the county of Nottingham, or some part or parts thereof, and with this view to construct and maintain the works hereinafter mentioned or some of them wholly within the county of Nottingham, that is to say:

1. A well or shaft, with engines, or other works, which will be situate in or upon a piece of land, in the parish of Mansfield, in the county of Nottingham, belonging to Richard Hall, as trustee for Eleanor Robinson, and in the occupation of George Barratt, which piece of land is bounded as follows, viz., on the north by an occupation road leading from and out of the Nottingham and Mansfield Turnpike-road, near to the Sherwood Ironworks, to a field and quarry,

belonging to Robert Charles Lindley, on the west by a fence dividing the said field, belonging to the said Richard Hall, as trustee for Eleanor Robinson, from an adjoining field, belonging to him as trustee, on the south by a fence forming the boundary between a field, belonging to Sir Edward Samuel Walker, and the said field, belonging to the said Richard Hall, as trustee for Eleanor Robinson, on the east by the Nottingham and Mansfield Turnpike-road; and which well or shaft will be situate near the north-west corner of the said piece of ground, 160 yards or thereabouts north-westward from the south-west corner of the Sherwood Ironworks, abutting on Bottle-lane and the Nottingham and Mansfield Turnpike-road.

2. A conduit or line of pipes, commencing at the above-mentioned well or shaft, and terminating in the reservoir hereinafter described.

3. A reservoir with all necessary sluices, culverts, pipes, roads, and other works connected therewith, to be situated in or near the north-west corner of a certain field, numbered 1,579 in the Tithe Apportionment Map of the said parish of Mansfield, which said field is the property of William Stenton Dickons and Thomas Dickons, and in the occupation of the said William Stenton Dickons.

4. A conduit or line of pipes, commencing by a junction with the line of pipes secondly before described as extending from the aforesaid well or shaft to the aforesaid reservoir, at or near the place where the same will be carried under the centre of the Nottingham and Mansfield turnpike-road, at a point under the said road, 90 yards or thereabouts, from the south-west corner of the Sherwood Ironworks, abutting on Bottle-lane, and the Nottingham and Mansfield Turnpike-road, and terminating in the town of Mansfield, at or near a point in the centre of the Nottingham and Mansfield turnpike-road, seven yards or thereabouts eastward from the north eastern corner of the garden or inclosure forming the southern corner of Sherwood-street, where that street abuts at its junction with the said Nottingham and Mansfield turnpike-road.

The said works will be situate wholly within the parish of Mansfield, in the county of Nottingham.

To construct and maintain in the said parish—approach roads or ways, embankments, mains, pipes, culverts, cuts, drains, sluices, engines, filter, beds, wells, tanks, valves, weirs, meters, and other works and appliances and conveniences necessary in connection with the before-mentioned works, and for collecting, cleansing, storing up, purifying, and distributing the water so to be pumped, collected, and distributed.

To enable the Company to deviate from the line of works both vertically and horizontally.

To lay down and maintain pipes, culverts, and other works in, over, under, or across, and to cross, break open, alter, divert, or stop up for the purposes of the said intended works, either temporarily or permanently, any turnpike-roads, highways, footpaths, private roads, streets, bridges, canals, towing-paths, railways, tramways, sewers, drains, rivers, streams, brooks, and water-courses in the said parish and town before-mentioned.

To purchase and take by compulsion or otherwise any lands, houses, springs, streams, waters, and other hereditaments requisite or desirable for the purposes aforesaid, or to acquire wayleaves, waterleaves, and easements, in or over the same, and to confer, vary, or extinguish any rights or privileges connected therewith which would in any way interfere with the objects of the Bill.

To exercise all such powers, rights, and privileges as are usually conferred on water companies, or which may be necessary or expedient in carrying into execution any of the objects of the Bill.

To make proper provision for preventing the waste, illegal use, obstruction, or misuse or wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto.

To demand, take, and recover rates, rents, and charges for the supply of water and for the use of meters, and to grant exemptions therefrom, and to confer other rights and privileges.

The Bill will incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Waterworks Clauses Acts, 1847 and 1863," and also such parts of "The Railways Clauses Consolidation Act, 1845," as relates to roads and the temporary occupation of lands, and to other matters as may be deemed expedient.

Duplicate plans and sections, showing the line or situation and levels of the intended works, and the lands in or through which the same will be made, with books of reference to the said plans, containing the names of the owners and lessees, and of the occupiers of the lands, houses, and other property which may be taken under the powers of the Bill, and also a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Nottingham, at his office at Newark-upon-Trent; and on or before the said 30th day of November instant a copy of the said plan, sections, and book of reference, and a copy of this notice, will be deposited with the parish clerk of Mansfield, at his residence.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 12th day of November, 1869.

*R. J. Parsons, Mansfield,*  
*Beale, Marigold, & Beale, 10,* } Solicitors.  
*Park-street, Westminster,*  
*Simson & Wakeford, Palace Chambers,*  
*Abingdon-street, Westminster, Parlia-*  
*mentary Agents.*

Northampton Corporation Markets and Fairs. (Establishment of Markets and Fairs in Borough of Northampton, and Construction of a Siding to connect same with the authorised Line of the Bedford and Northampton Railway Company—Agreements with that Company—Appropriation of Public Places—Purchase of Lands by Compulsion or Agreement—Levying of Tolls and Rates, Bye Laws—Stopping up and Diversion of Streets—Abolition of Existing Markets and Fairs wholly or partly—Prohibition of unauthorised Hawking and Sale in Streets—Inspection of Weights, and Regulations as to Sales in Markets, Fairs, and Shops—Money Powers to Corporation—Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament next session by the Mayor, Aldermen, and Burgesses of the borough of Northampton, hereinafter referred to as the Corporation, for an Act for all or some of the purposes hereinafter mentioned (that is to say):

To empower the Corporation to execute the

works and to carry into effect and exercise the objects and powers following, or some of them, that is to say:—

To establish, construct, and maintain within the town and borough of Northampton, and the liberties and precincts of the same, and in some or one of the parishes of All Saints, St. Giles, St. Peter, St. Sepulchre, and St. Andrew, a market or markets for the sale of meat, fish, poultry, fruit, vegetables, hay, straw, grain, butter, eggs, and other provisions and commodities, and also cattle markets or fairs for the sale of cattle, horses, sheep and pigs, and other animals, with all necessary and proper market-places, market-houses, slaughter-houses, shops, yards, stalls, weighing-houses, toll-houses, buildings, works, approaches, and conveniences for the purposes of such markets and fairs.

To authorise the Corporation, or the Bedford and Northampton Railway Company to make and maintain a railway or siding in connection with the authorised line of railway of the Bedford and Northampton Railway Company, to be situate wholly in the parish of All Saints, in the borough of Northampton, commencing by a junction with the said authorised line of railway at or near the point where it is intended to be carried across the River Nene, and terminating on the intended site hereinafter described of the proposed markets and fairs for cattle, at or near that end of the Victoria promenade which approaches nearest to Bridge-street, in the same borough, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works in connection with such railway or siding.

To deviate laterally from the line of the intended railway or siding and works to the extent shown on the plans hereinafter mentioned, and to deviate vertically from the levels shown on the sections hereinafter mentioned.

To empower the Corporation on the one part, and the Bedford and Northampton Railway Company on the other part, to enter into and carry into effect contracts, agreements, and arrangements for, or with reference to the construction, maintenance, working, and using by either of the contracting parties of the intended railway or siding, and with reference to the regulation, management, collection, transmission, and delivery of the traffic thereon; the supply and maintenance of engines, stock, and plant; the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To appropriate, take, and use for the purposes of the intended markets and fairs for the sale of cattle, horses, sheep and pigs, and other animals (if thought desirable by the Corporation) certain lands in the parish of All Saints and borough of Northampton, bounded on the north by the Victoria Promenade, on the south by the River Nene, on the west by Bridge-street, and on the east by the authorised line of railway of the Bedford and Northampton Railway Company, which lands form part of a certain meadow or lands, commonly known as the Cow Meadow, and to take and appropriate for the purposes of the said markets and fairs the whole or part of the Market-square in Northampton, and to purchase lands, houses, and other property by compulsion or agreement, for the purpose of the intended markets and fairs and the approaches thereto,

and the market-houses, shops, and other buildings and conveniences connected therewith, and also for the purposes of the intended railway or siding and works, and to vary or extinguish all rights and privileges in any manner connected with the lands and property so appropriated or purchased, and to sell, let on lease, and dispose of such lands, houses, shops, and property, or any part or parts thereof from time to time.

The lands and property which may be taken by compulsion, under the powers of the proposed Act, are situate in the parishes, townships, and extra-parochial and other places following (that is to say) All Saints, St. Giles, St. Peter, St. Sepulchre, and St. Andrew, all in the county of Northampton.

To levy and take tolls, rates, rents, stallages, and charges for the use of the intended markets, fairs, market-houses, shops, yards, stalls, slaughter-houses, weighing-houses, and conveniences, and also tolls, rates, and charges upon or in respect of the intended railway, or siding and works.

To alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties; to vary or extinguish any rights and privileges that would interfere with the object of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To stop up, appropriate, cross, divert, and use (temporarily or permanently) any streets, roads, and other highways, streams, canals, railways, bridges, market, and public places, courts, ways, and passages within the parishes, townships, and extra-parochial and other places aforesaid, and to remove or alter sewers, pipes, and drains, for the purposes of the intended markets, fairs, railway or siding, and works respectively.

To abolish (wholly or in part) any market or markets, fair or fairs, now held (whether under charter, or by custom or otherwise) in the market place or streets, or elsewhere within the borough of Northampton.

To prohibit the holding of any unauthorized market or fair in the borough of Northampton; to prohibit or regulate the standing of cabs and other carriages plying for hire, and of carriers' carts, market carts and other carts, waggons, and vehicles, in the market square, streets, and public places of the said borough, and to prohibit or restrict and regulate the hawking, sale, or exposure for sale of any provisions, commodities, or things in the market square, streets, and public places of the said borough, or elsewhere than in the market-places or fairs to be established under the intended Act; and to impose penalties and make bye laws and provisions for the government and regulation of the intended markets and fairs, and of persons frequenting and using the same, and for enforcing such prohibitions, restrictions, and regulations as aforesaid.

To provide for the inspection of weights and measures, and prevention of fraudulent use thereof, and to empower the Corporation to prescribe and regulate the articles to be sold by weight and the articles to be sold by measure or tale, in the intended market-places and fairs, and also in the shops and dwelling-places within the borough, and to make bye-laws and impose penalties for those purposes.

To empower the Corporation to apply their corporate funds and property for the purposes aforesaid, and to raise money by rates or by borrowing on the security of such funds and property, or of the market, fair, and railway tolls and income, or of the borough fund and rates, or otherwise.

The intended Act will incorporate with itself



some or all of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Markets and Fairs Clauses Act, 1847," "The Commissioners Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," and any other consolidation or public Act applicable to the objects aforesaid, or any of them; and (so far as may be requisite for the purposes of the intended Act) will repeal, alter, or amend any of the provisions of such Acts, or of the local and personal Act, 6 and 7 Vic., cap. 78, intituled "An Act for better Paving, Lighting, Cleansing, and Improving the Town and Borough of Northampton," and of the following local and personal Acts relating to the Bedford and Northampton Railway Company (that is to say), 28 and 29 Vic., cap. 355; 29 and 30 Vic., cap. 260; and 30 and 31 Vic., cap. 123.

Plans and sections of the intended railway or siding, and a published map with the line thereof delineated thereon, and plans of the lands and houses which may be taken by compulsion under the powers of the intended Act, and a book of reference to such plans respectively, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1869, be deposited for public inspection with the Clerk of the Peace for the county of Northampton, at his office at Northampton; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in which the said railways and works are intended to be made, or in which any lands or houses intended to be taken are situate, with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence; and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the intended Act will be deposited at the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 11th day of November, 1869.

*Wm. Shoosmith*, Town Clerk, Northampton.

*J. Dorington and Co.*, 6, Parliament-street, Parliamentary Agents.

In Parliament—Session 1870.

Barnstaple and Ilfracombe Railway.

Incorporation of Company for making Railways between Barnstaple and Ilfracombe. Compulsory Purchase of Lands. Tolls, Agreements, and Arrangements with the London and South-Western and Devon and Somerset Railway Companies.

**N**OTICE is hereby given that it is intended to apply to Parliament in the next Session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes.

To incorporate a Company (hereinafter referred to as "the Company") and to enable them to make and maintain the following railways (all in the county of Devon), or some or one of them, with all needful works, stations, approaches, and conveniences connected therewith, that is to say:

Railway No. 1, commencing in the Parish of Barnstaple in a field (formerly a separate field and plantation, but now thrown into one field) called Pudners Meadow, in the occupation of William Bailey, and numbered 322 and 323 in the tithe map of the said parish, at the south fence of

such field, at a point 35 links or thereabouts, measuring along the said fence, from the south-east corner of such field, and terminating in the Parish of Ilfracombe, in a field in the occupation of James Harris, called Jans Well Close, and numbered 201 on the tithe map of the said parish, at the fence dividing the said field from the public highway known as Sandy-lane, at a point one and a quarter chains, or thereabouts, measuring along the said fence, from the north-west corner of the said field, and which said railway will be made or pass from, in, or through, or into the parishes following, or some or one of them, that is to say; Barnstaple, Pilton, Sherwill, Marwood, East Down, Littadon, Berryarbor, West Down, and Ilfracombe.

Railway No. 2 to be wholly situate in the said Parish of Barnstaple, commencing by a junction with the railway authorised by The Devon and Somerset Railway Extension Act, 1867, in a field numbered 26 in the said parish on the plans deposited with respect to such authorised railway, at a point nine chains, or thereabouts, from the termination of the said authorised railway as shown upon the said plans, and terminating by a junction with the proposed Railway No. 1, at the commencement thereof, as above described.

Railway No. 3, to be wholly situate in the parishes of Barnstaple and Bishops Tawton, commencing in the parish of Bishops Tawton in a field called the Tree Field, in the occupation of William Clement, and numbered 59 on the tithe map of the said parish, at the north fence of such field, at a point one chain and a quarter or thereabouts, measured along the said fence, from the north-west corner of the said field, and terminating in the said parish of Barnstaple by a junction with the proposed Railway No. 1, at the commencement thereof in that parish, as above described.

Railway No. 4, to be wholly situate in the parish of Bishops Tawton, commencing by a junction with the North Devon line of the London and South Western Railway, at a point thereon nine chains or thereabouts, measured in a southerly direction along the said railway, from the river face of the southern abutment of the bridge carrying the said railway over the River Taw, known as Pill Bridge, and terminating by a junction with the proposed Railway No. 3, at the commencement thereof, as above described.

Railway No. 5, to be wholly situate in the parishes of Tawstock and Bishops Tawton, commencing in the parish of Tawstock by a junction with the North Devon line of the London and South Western Railway, at a point thereon half a chain or thereabouts, measured in a northerly direction along the said railway, from the northern end of the ticket platform of that railway south of the Barnstaple Station of that railway, and eleven chains or thereabouts on the Barnstaple side of the 39th mile post of the said line of Railway, and terminating in the parish of Bishops Tawton by a junction with the said Railway No. 3, at the commencement thereof in that parish, as above described.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works. To deviate from the lines of the said railways to any extent within the limits of deviation to be shown on the deposited plans, to purchase lands, houses, and other property compulsory for the purposes of the said intended

railways and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To enable the Company on the one hand, and the London and South Western Railway Company, and the Devon and Somerset Railway Company, or either of those Companies on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the proposed railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the proposed railways, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to confirm any agreement which, previously to the passing of the Bill, may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1863," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Railway Clauses Consolidation Act, 1845," "The Railway Clauses Act, 1863," and "The Regulation of Railways Act, 1868," and it will amend and enlarge the powers and provisions of 4 and 5 Will. IV., cap. 88, and all other Acts relating to the London and South Western Railway Company, and 27 and 28 Vict., cap. 307, and all other Acts relating to the Devon and Somerset Railway Company.

Duplicate plans and sections describing the line, situation, and levels of the proposed railways, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; Also a published map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County of Devon, at his office at Exeter. And on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property intended to be taken are situate, will be deposited with the Parish Clerk of each such parish at his residence, and in the case of any extra-parochial place, with the Clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 18th day of November, 1869.

Henry Smith, 33, Norfolk-  
street, Strand, London; } Solicitors for  
Chanter and Finch, Barn- } the Bill.  
staple,  
Walker and Balfour, 2, Great George-  
street, Westminster, } Parliamentary  
Agents.

In Parliament.—Session 1870.

Midland Counties and South Wales Railway.

(Extension of existing Railway to Buckinghamshire Railway—Compulsory Purchase of certain Lands traversed by existing Railway—Revival of Powers and Extension of Time as to Railways authorized by Northampton and Banbury Acts of 1865—Provisions as to Capital and Debts of Company—Creation of Special Stock—Confirmation of Financial Scheme—Powers affecting Creditors of Company—Amendment of Acts.)

NOTICE is hereby given, that the Midland Counties and South Wales Railway Company (who are hereinafter referred to as "The Company") intend to apply to Parliament in the next session thereof, for leave to bring in a Bill for the following or some of the following among other purposes:—

To enable them to make and maintain the railway hereinafter mentioned, or some part thereof, with all needful works, stations, approaches, and conveniences connected therewith, that is to say—

A railway commencing from and out of the existing railway of the Company at or near a field in the parish of Braden, in the county of Northampton, numbered 10 in that parish upon the deposited plans referred to in "The Northampton and Banbury Junction Railway Act, 1863," passing thence through or into the following parishes and places, or some of them, that is to say, Braden, Abthorpe, Slapton, Wappenham, Weedon-Lois, Falcott, Astwell, Helmdon, Stuchbury, Gretworth, and Farthinghoe, all in the county of Northampton, and to terminate in the said parish of Gretworth, by a junction with the Banbury Extension of the Buckinghamshire Railway, about 5 chains to the east of the bridge which carries the public road leading from Marston St. Lawrence to Farthinghoe, over the said Banbury Extension near to a place called Cockley Brake.

The said intended railway is nearly identical with the incomplete portion of the railway which the Company had power to construct under the before-mentioned Act of 1863.

To enable the Company to purchase by compulsion certain lands in the parish of Gayton, and also certain land in the parish of Tiffield, in the county of Northampton, at present traversed by the railway which the Company were authorized to make and have made under the powers of the said Act of 1863, and which said lands were formerly the property of William John Blake, Esquire, but were sold by auction at the sale which took place on the 6th day of July, 1869, by order of the Court of Chancery, and to empower the Company to make and maintain their railway as now constructed in and upon the aforesaid lands.

To extend the time and to revive the powers granted by "The Northampton and Banbury Railway (Branch) Act, 1865," for the compulsory purchase of lands, houses, and hereditaments required for the purposes of the railway by that Act authorized, and also to extend the time granted by the said Act for the construction and completion of the said railway.

To extend the time and to revive the powers granted by "The Northampton and Banbury Railway (Extensions) Act, 1865," for the compulsory purchase of lands, houses, and hereditaments required for the purposes of the railways by that Act authorized, and also to extend the time granted by the said Act for the construction and completion of the said railways.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway and works; to deviate from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorize the Company to apply their existing funds, and any moneys which they have still power to raise, to the purposes of the said Bill, and for the same purposes, and for the general purposes of their authorized undertakings; to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantages which the Bill may define.

To confirm any scheme of arrangement already made or which may be made with the sanction of the Court of Chancery, under the powers of "The Railway Companies' Act, 1867," and if necessary to enlarge those powers.

To alter, re-arrange, and define the capital of the Company, and to make provision for their debts and liabilities.

To authorize the Company to raise, by the creation and issue of debenture or other such like stock or stocks, such an amount as will or may be necessary to enable the Company to construct the intended railway hereinbefore mentioned, and also the railways and works authorized by the before-mentioned respective Acts of 1865, and to otherwise carry into execution the powers of the intended Act, and to pay off and discharge all or some of the debts, liabilities, and obligations of the Company other than their mortgage debt, and to defray the expenses incurred and to be incurred in the management of the affairs of the Company, and to declare that the debenture or other stock or stocks so to be created shall be a first or other charge upon the undertaking of the Company, and be entitled to such other advantages as the Bill may define.

To require the existing mortgagees of the Company to convert their mortgages into debenture stock of such amount, and bearing such interest as the Bill or Parliament may prescribe, or to extend the time for payment of the principal of such mortgages and the interest thereon, and to alter the present position of the present mortgagees.

To suspend for a period, to be fixed in the Bill, and upon such conditions as the Bill may prescribe, all actions, suits, judgments, and other proceedings against the Company for the recovery of debts, and to stay proceedings against the Company in the Court of Chancery and other courts, and to make provision for the costs and for the discharge of the order appointing a receiver.

To cancel and annul all or any of the notices given by the Company in respect of land originally required for the purposes of the portion of the railway, authorised by the said Act of 1863, for which the intended new line of railway is to be substituted.

To declare that the Capital raised or to be raised under "The Northampton and Banbury Junction Railway Act 1866," shall be a separate

and distinct capital, and that the railways by that Act authorised shall be separate and distinct undertakings from the other undertakings of the Company.

To enable the Company to grant rent charges in respect of land already in their possession, or to be hereafter acquired by them without any restrictions upon the Company as to their borrowing powers.

To particularly amend the existing Acts of the Company by altering the present number of the directors and their qualification and quorum; and by authorising debenture and preference share holders, to elect directors and to vote at meetings of the Company.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Company, namely, "The Northampton and Banbury Junction Railway Act, 1863," "The Northampton and Banbury Railway (Branch) Act, 1865," "The Northampton and Banbury Railway (Extensions) Act, 1865," and "The Northampton and Banbury Junction Railway Act, 1866."

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, and plans shewing the lands to be acquired under the powers of the Bill, together with a book of reference to such plans containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map with the line of railway delineated thereon so as to show its general course and direction, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Northampton, at his office at Northampton, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

Printed copies of the proposed Bill will be deposited in the private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 12th day of November, 1869.

*Bircham, Dabrymple, Drake,*  
and Co., 46, Parliament-  
street, Westminster;  
*Eady and Champion*, 5, Great  
Winchester-street Build-  
ings, London;  
*Dyson and Co.*, Parliament-street,  
Westminster, Parliament-  
ments.

Solicitors  
for the Bill.

## Manchester Street Tramways.

(Incorporation of Company; Construction of Street Tramways in the City of Manchester and adjoining Parishes and Places; Compulsory taking of Lands; Tolls; Provisions for Use of Tramways and Streets traversed; Agreements with and Powers to Street Authorities and other public bodies; Working and other arrangements with other Companies and bodies; 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 incorporating a Company, and to enable the Company so to be incorporated (hereinafter called "the Company"), to make and maintain the works and to carry into effect the objects, or some of the objects, hereinafter mentioned—that is to say:

To make and maintain the following street tramways, or some or one of them, with all necessary and proper works and conveniences connected therewith respectively.

(1 and 1a.) A Tramway (No. 1) and a Tramway (No. 1a), commencing respectively in Oxford-street, about 20 feet south-west of the south corner of Portland-street, at its junction with Oxford-street, and passing thence respectively in a southerly direction along Oxford-street and Wilmslow-road, and terminating respectively in the last-mentioned road at a point opposite or nearly opposite the centre of Dickinson-road.

The centre lines of the proposed Tramways (No. 1) and (No. 1a) will respectively be throughout at the distance of 4 feet 3 inches from the imaginary centre line of each of the streets through which the tramways are intended to pass, Tramway (No. 1) being on the east side, and Tramway (No. 1a) being on the west side of the said imaginary centre line, except that (a) in passing the cab-stand, lamp standard, and safety crossing between Boundary-street East and Sidney-street, the centre line of the respective tramway will be 9 feet from the said imaginary centre line, Tramway (No. 1) being on the east, and Tramway (No. 1a) being on the west side as aforesaid; and (b), from a point one and a half chains from the termination of the respective tramway its centre line will gradually approach until in the length of half a chain it reaches the centre line of Wilmslow-road, and thence to its termination, the respective tramway will be laid in the centre of that road.

The proposed Tramways (No. 1) and No. 1a) will be made or pass from, in, through, or into the parishes and places following, or some or one of them, that is to say, the townships of Manchester, Chorlton-upon-Medlock, Hulme Moss Side Detached, and Rusholme, and the parish of Manchester, in the city of Manchester, in the county palatine of Lancaster, or some or one of them.

(2.) A Tramway (No. 2) wholly in the township, parish, and city of Manchester aforesaid, commencing by a junction with the proposed Tramway (No. 1a) at its commencement as above described, and passing thence in a northerly direction along that street, and along the south-western and north-western sides, and part of the north-eastern side of St. Peter's-square, and thence into and along Mosley-street, and terminating at the northern end of that street at a point about 35 feet south of the north-eastern corner of the Royal Hotel.

The centre line of the proposed Tramway (No. 2) will at the commencement of the tramway be at the imaginary centre line of Oxford-street and will thence for a length of 110 feet

continue at that distance from and on that side of the said imaginary centre line, and will then gradually approach until in the length of half-a-chain it reaches the centre of Oxford-street, and thence to its termination the tramway will be laid along the centre of each of the streets through which it is intended to pass.

(3.) A Tramway (No. 3) wholly in the township, parish, and city of Manchester aforesaid, commencing by a junction with the proposed tramway (No. 2) at its termination as above described, and passing thence into and along Piccadilly, and thence into and along Portland-street and Oxford-street, and terminating in the last-mentioned street by a junction with the proposed tramway (No. 1) at its commencement as above described.

The proposed Tramway (No. 3) will, at its commencement, be laid in the centre of Mosley-street, and in passing along Piccadilly, the centre line of the tramway will be at the distance of 11 feet from and north of the imaginary centre line of the street, and in Portland-street the tramway will be laid along the centre of the street; except that (a) at a point at the north-east end of Portland-street, due west of the north-eastern end of the paved cab-stand there, the centre line of the tramway will be 50 feet from and west of the imaginary centre line of the street, and will thence gradually approach, until at a point 80 feet south of the south-western end of the said cab-stand it reaches the centre of the street and (b) for a length of 1 chain in passing the paved cab-stand, nearly opposite the end of David-street, the centre line of the tramway will be 11 feet from and east of the imaginary centre line of the street, gradually approaching the centre of the street, at each end of the said length of 1 chain, until, in each case, in a length of one chain, it reaches the centre of the street and (c) the curve, by which the tramway will pass from Portland-street into Oxford-street, will be of 60 feet radius, and will commence in the centre of Portland-street at a point 32 feet north-east of the southern corner of Portland-street, at its junction with Oxford-street; and in Oxford-street the centre line of the tramway will be 4 feet 3 inches from and east of the imaginary centre line of the street.

(4.) A tramway or passing place (No. 4), wholly in Portland-street, in the township, parish, and city of Manchester aforesaid, commencing and terminating by junctions with the proposed tramway (No. 3), the point of commencement being about 28 feet from and north of the eastern corner of Bond-street at its junction with Portland-street, and the point of termination being about 168 feet from and south-west of the same corner of Bond-street.

The proposed street tramway (No. 4) will at its commencement be laid in the centre of Portland-street, and thence the centre line of the tramway will gradually diverge westward from, until in the length of one chain it reaches the distance of 13 feet from and on the west side of the imaginary centre line of the street, and thence for a length of 1 chain it will continue at that distance from and on the west side of the imaginary centre line, which it will thence gradually approach until in the further length of one chain the tramway again reaches the centre of the street.

A Tramway (No. 5) and a Tramway (No. 5a) commencing respectively in Victoria-street, in the township, parish, and city of Manchester aforesaid at a point about 20 feet north of the lamp standard and safety crossing at the south end of that street, passing thence respectively along Victoria-street, Hunt's bank, and (under

the west end of the Victoria Station of the Lancashire and Yorkshire and London and North Western Railway Companies), and thence along Great Ducie-street and Bury New-road, and terminating respectively in the last-mentioned road, in the township of Higher Broughton, in the parish of Manchester aforesaid, at a point about 80 feet from and south of the lamp standard placed at the southern end of the cab-stand in the open space formed by the junction of Bury New-road and Park-lane.

The proposed Tramways (No. 5) and (No. 5a) will respectively be made or pass from, in, through, or into the parishes, townships, and places following, or some of them, that is to say: the township and borough of Salford, the (townships of Broughton, Higher Broughton, Cheetham, and Strangeways, and the parish of Manchester, all in the county palatine of Lancaster.

The centre line of the proposed Street Tramway (No. 5), will be throughout at the distance of 4 feet 3 inches from and on the west side of the imaginary centre line of each of the streets through which it is intended to pass, except that at a point 2 chains from the termination of the tramway its centre line will gradually approach until in the length of 1 chain it reaches the centre of Bury New-road, and thence to its termination the tramway will be laid along the centre of that road.

The centre line of the proposed tramway (No. 5a), will at the commencement of the tramway be 4 feet 3 inches from and west of the imaginary centre line of Victoria-street, and will thence gradually approach until it intersects the said imaginary centre line from which it will then again gradually diverge eastward until in the length of 2 chains from the commencement of the tramway it attains the distance of 4 feet 3 inches from and east of the said imaginary centre line, and thence to a point 2 chains from the termination of the tramway, its centre line will continue at that distance from and east of the imaginary centre line of each of the streets through which it is intended to pass, and thence the centre line of the tramway will gradually approach until in the length of 1 chain it reaches the centre of Bury New-road, and thence to its termination the tramway will be laid along the centre of that road.

(6.) A tramway (No. 6), commencing in Oxford-street by a junction with the proposed Tramway No. 1 above described, at a point 12 yards east of the eastern corner of Lower Mosley-street, at its junction with Oxford-street, and proceeding thence in a south-westerly direction along Lower Mosley-street into and along Great Bridgewater-street, and into and in a southerly-direction along Dean's-gate, Bridgewater-viaduct, and Chester-road, and into and along Egerton-street and Dawson-street and Regent-road, and terminating in that road at a point about 10 yards north west of the southern corner of that road at its junction with Water-street, and which proposed tramway will pass from, in, through, or into the parish and township of the city of Manchester and the townships of Hulme and the township and borough of Salford, all in the county palatine of Lancaster.

The centre line of the proposed Tramway No. 6 will throughout its entire length be laid in the centre of the respective streets and roads through which it is intended to pass, except that the tramway at its termination will be 4 feet 3 inches from and south of the imaginary centre line of Regent-road, the tramway passing to that point from the western end of Dawson-street in a curved line. For the purposes of this notice the carriage-way of Lower Mosley-street, from its northern end to a point opposite the south-west corner of the

Lower Mosley-street School, is taken to be the carriage-way between the kerb on the east side of Lower Mosley-street on the one side, and on the other side the cab-stand in front of the Concert Hall, the Casino, and the School above mentioned.

(7.) A Tramway (No. 7) wholly situate in the township and parish of Manchester aforesaid, commencing by a junction with the proposed Tramway (No. 2) at a point about 10 yards south-west of the south-west corner of Saint Peter's Church, and proceeding thence in a south-westerly direction, into and along Lower Mosley-street and terminating in that street by a junction with the proposed Tramway No. 6, at a point 21 yards north-east of the northern corner of Windmill-street at its junction with Lower Mosley-street.

The centre line of the proposed Tramway (No. 7), will be at the distance of 8 feet 6 inches from and on the west side of the imaginary centre line of Lower Mosley-street as described in the description of Tramway No. 6, except that from a point 1 chain from the termination of the tramway it will gradually approach until at the termination of the tramway it reaches the centre line as above described of Lower Mosley-street.

(8.) A tramway, or passing place (No. 8), commencing in Lower Mosley-street, by a junction with the proposed Tramway No. 6, at a point about 12 yards south-east of the southern end of Lombard-street, at its junction with Lower Mosley-street, and passing thence in a westerly direction in a curved line into Great Bridgewater-street, and terminating in that street by a junction with the said proposed Tramway No. 6, at a point about 25 feet north of the western corner of Albion-street at its junction with Great Bridgewater-street aforesaid, and which said Tramway No. 8, will be wholly situate in the township and parish of Manchester aforesaid.

The proposed Tramway No. 8, will, at its commencement and termination respectively, be in the centre of the street passing from the one point to the other in a curved line.

(9.) A Tramway (No. 9), commencing by a junction with the proposed Tramway No. 6, above-described in Great Bridgewater-street, at a point about 1 chain east of the junction of that street with Dean's-gate, and passing thence across Dean's-gate into and along Liverpool-road, and in a southerly direction along Water-street, and into and along Regent-road, and terminating in that road at a point about 188 feet north-west of the southern corner of that road at its junction with Water-street aforesaid, and which said Tramway No. 9, will be made or pass from, in, through, or into the parish and township of the city of Manchester, and township and borough of Salford, all in the county palatine of Lancaster.

The proposed Tramway No. 9, will be throughout its entire length, laid along the centre of the respective streets and roads through which it is intended to pass, except that (A) from its commencement, the tramway will pass across Dean's-gate to the east end of Liverpool-road by a double or reversed curve, each of the curves of which will be of the radius of 50 feet, and (B) in Regent-road the centre line of the tramway will be at the distance of 4 feet 3 inches from and on the northern side of the road.

(Nos. 10 and 10a.) A Tramway (No. 10), and a Tramway (No. 10a), commencing respectively in Regent-road aforesaid. Tramway No. 10 commencing by a junction with the proposed Tramway No. 6, at its termination as above described, and Tramway (No. 10a) by a junction with the proposed Tramway No. 9, at its termination as above described, and respectively proceeding thence in a westerly direc-

tion, along Regent-road, into and along Eccles New-road, and terminating respectively in the last mentioned road, at a point about 2 chains west of the junction with that road of Thurlow-street, and which said Tramways No. 10 and No. 10a will respectively be made or pass from, in, through, or into the parishes and townships of the city of Manchester, and the township and borough of Salford, in the parish of Manchester aforesaid.

The centre line of the proposed Tramways No. 10 and No. 10a, will be respectively laid at a distance of 4 feet 3 inches, from the imaginary centre line of each of the streets and roads through which they are respectively intended to pass Tramway No. 10, being on the left hand side, and Tramway No. 10a on the right hand side, proceeding from the commencement to the termination of the tramways, except that from a point 2 chains from the termination as above described of each of the said tramways, its centre line will gradually approach until in a length of 1 chain it reaches the centre of Eccles New-road, and thence to its termination each tramway will be laid in the centre of that road.

(No. 11.) A Tramway (No. 11) commencing in Victoria-street, by a junction with the proposed Tramway No. 5a at a point about 2 chains north of its intended termination as above described, and proceeding thence in a southerly direction along Victoria-street, and into and along Market-street, and Piccadilly, and terminating in the last-mentioned street by a junction with the proposed Tramway No. 3 at a point about 43 yards west of the western corner of Oldham-street, at its junction with Piccadilly; which proposed Tramway No. 11 will be wholly situate in the township and parish of Manchester aforesaid.

The centre line of the proposed Tramway No. 11 will be throughout, at the distance of 4 feet 3 inches, from and on the left hand side proceeding from the commencement to the termination of the tramway of the respective streets and roads through which it is intended to pass, except that in Piccadilly, it will be at the distance of 11 feet from and on the north side of the imaginary centre line of that street.

(No. 12.) A Tramway (No. 12) commencing in Victoria-street by a junction with the proposed Tramway No. 5, at a point one chain north of the commencement thereof as above described, and proceeding thence in a southerly direction along Victoria-street into and in an easterly direction along Market-street and into Mosley-street, and terminating at the northern end of that street by a junction with the proposed Tramway No. 2, at its point of termination as above described, and which said street tramway will be wholly situate in the township and parish of the city of Manchester.

The centre line of the proposed Tramway No. 12, will, throughout be at the distance of 4 feet 3 inches from and on the right hand side proceeding from the commencement to the termination of the tramway of the respective streets and roads through which it is intended to pass, except that at its termination the tramway will be in the centre of Mosley-street, and that in passing the lamp standard at the junction of Victoria-street with Market-street, it will gradually diverge until it reaches the distance of 11 feet from the said imaginary centre line.

(No. 13.) A Tramway (No. 13) commencing in Piccadilly by a junction with the proposed Tramway No. 3, at a point about 50 feet south-east of the eastern corner of Lever-street at its junction with Piccadilly as above described, and passing thence in an easterly direction into and along London-road, and Downing-street, and terminating in that street at a point 10 yards from and north

of the western corner of Grosvenor-street, at its junction with Downing-street.

The proposed Tramway No. 13 will pass from, through, or into the townships of Manchester and Chorlton-upon-Medlock, and Ardwick, in the parish of Manchester, or some or one of them.

The centre line of the proposed Tramway No. 13, will, at its commencement, be at a distance of 11 feet, from and on the north side of the imaginary centre line of Piccadilly, and will thence gradually approach the imaginary centre line of that street, until in the length of  $1\frac{1}{2}$  chains, it attains the distance of 4 feet 3 inches from and north of the said imaginary centre line, and thence to its termination the centre line of the tramway will be at that distance from and north of the imaginary centre line of each of the streets through which it is intended to pass.

(No. 14.) A tramway (No. 14) commencing in Market-street, by a junction with the intended Tramway No. 12, at a point about 52 feet south of the western corner of Tib-street, at its junction with Market-street, and proceeding thence in an easterly direction into and along Piccadilly, London-road, and Downing-street, and terminating in the last mentioned street, at a point 10 yards north of the western corner of Grosvenor-street, at its junction with Downing-street.

The proposed Tramway No. 14 will be made or pass from, in, through, or into the Townships of Manchester, Ardwick, and Chorlton-upon-Medlock in the parish of Manchester aforesaid, or some or one of them.

The centre line of the proposed Tramway No. 14, will, at its commencement, be at a distance of 7 feet from and on the south side of the imaginary centre line of Market-street, and will thence gradually diverge in a southerly direction from until opposite the western end of the cab-stand in Piccadilly, between Mosley-street and Portland-street, it attains a distance of 11 feet from and south of the imaginary centre line of the street thence to the east end of the same cab-stand will continue at the last-mentioned distance from and south of the said imaginary centre line, and thence will gradually approach the imaginary centre line of the street, until in the length of  $2\frac{1}{2}$  chains, it reaches the distance of 4 feet 3 inches from and south of the imaginary centre line of the street, and thence to the termination of the tramway will be laid at that distance from and south of the imaginary centre line of each of the streets through which it is intended to pass.

(Nos. 15 and 15a.) A Tramway (No. 15) and a Tramway No. 15a, commencing respectively in Downing-street, Tramway (No. 15) by a junction with the proposed Tramway No. 13, and Tramway No. 15a by a junction with the proposed Tramway No. 14, at the respective terminations of those tramways as above described, and passing thence respectively in a westerly direction into and along Grosvenor-street, Cavendish-street, and Stretford New-road, and terminating respectively in that road at a point about 14 yards north-west of the western corner of Clifton-street at its junction with Stretford New-road and Chester-road.

The proposed Tramways (No. 15 and No. 15a) will respectively be made or pass from, in, through, or into the townships of Ardwick, Chorlton-upon-Medlock, Hulme, and Stretford, all in the parish of Manchester aforesaid, or some or one of them.

The centre lines of the proposed Tramways No. 15 and No. 15a, will respectively be throughout at the distance of 4 feet 3 inches from the imaginary centre line of each of the streets through which the tramways are intended to pass, Tramway (No. 15) being on the left



hand side and Tramway No. 15a on the right hand side (proceeding from the commencement to the termination of the respective tramways, except that (A) in passing the lamp standard and safety crossing in Oxford-street, between Sidney-street and Grosvenor-street, the centre line of the respective tramway will be 9 feet from the imaginary centre line of the street, Tramway (No. 15) being on the left, and Tramway (No. 15a) being on the right hand side as aforesaid of the said imaginary centre line; and (B) from a point 2 chains from the termination of the respective tramway its centre line will gradually approach until in the length of 1 chain it reaches the centre line of Stretford New-road, and thence to its termination the respective tramways will be laid in the centre of that road.

(16.) A Tramway (No. 16) commencing in Downing-street by a junction with the proposed Tramway No. 13 at its termination as above described, passing thence in an easterly direction along Downing-street, Ardwick-green, and the Stockport-road, and terminating in that road at a point about 56 feet north of the north-eastern corner of Plymouth-grove, at its junction with the Stockport-road, which said intended Tramway No. 16 will be made pass from, in, and through or into the townships of Manchester, Chorlton-upon-Medlock, Ardwick, and Higher Ardwick, and Gorton, all in the parish of Manchester aforesaid, or some or one of them.

The intended Tramway (No. 16) will, at its commencement, be at the distance of 4 feet 3 inches from and on the left hand side, proceeding from the commencement to the termination of the tramway, of Downing-street, and will thence gradually approach until in the length of 1 chain it reaches the imaginary centre line of that street, and thence the tramway will be laid along the centre of the street to a point about 53 feet north of Rusholme-road, at its junction with Downing-street, and thence the centre line of the tramway will gradually diverge in a northerly direction from, until in the length of 1 chain it reaches the distance of 4 feet 3 inches from the imaginary centre line of the street, and thence to the termination of the tramway its centre line will be at the last-mentioned distance from and north of the imaginary centre line of each of the streets and roads through which it is intended to pass except that (A) in passing the lamp-standard at the junction of Hyde-road and Ardwick-green and Stockport-road, where the distance of the centre line of the said tramway will be 9 feet from the imaginary centre line of the said street or roadway, and (B) at a point  $1\frac{1}{2}$  chains from the termination of the tramway, its centre line will gradually approach until in the length of half a chain it reaches the centre of the Stockport-road, and thence to its termination the tramway will be laid in the centre of that road.

(17.) A short Junction Tramway (No. 17) wholly situate in Downing-street commencing by a junction with the proposed Tramway No. 14 at its termination as above described, passing thence in an easterly direction for 1 chain, and terminating by a junction with the intended Tramway No. 16, and which said Tramway No. 17 will be situate in the townships of Chorlton-upon-Medlock and Ardwick, and in the parish of Manchester aforesaid.

The proposed Tramway No. 17 will at its commencement be at the distance of 4 feet 3 inches from and on the south side, of Downing-street, and will thence gradually approach the imaginary centre line of that street until at its termination the centre of the tramway will be in the centre of that road.

(18.) A Tramway (No. 18) commencing in Downing-street, by a junction with the proposed

Tramway No. 16, at a point about 53 feet north of the western corner of Rusholme-road, at its junction with Downing-street, and passing thence in an easterly direction along Downing-street, Ardwick-green, and the Stockport and London-road, and terminating in the last-mentioned road by a junction with the intended Tramway No. 16, at its termination as above described.

The centre line of the proposed Tramway No. 18 will be throughout at a distance of 4 feet 3 inches from and on the south side of the imaginary centre line of each of the streets and roads through which it is intended to pass, except that (A) for a length of 1 chain from its termination, the tramway will be laid in the centre of Downing-street, and thence its centre line will gradually diverge in a southerly direction from until it reaches, in the length of 1 chain, the distance of 4 feet 3 inches from and south of the imaginary centre line of that street, and (B) in passing the lamp-standard at the junction of Hyde-road, the centre line of the tramway will be 9 feet from the centre of the said road, and (C) from a point  $1\frac{1}{2}$  chains from the termination of the tramway, its centre will gradually approach until in the length of half a chain it reaches the centre line of Stockport-road, and thence to its termination the tramway will be laid in the centre of that road. The said intended Tramway No. 18 will be made or pass from, through, or into the townships of Manchester, Chorlton-upon-Medlock, Ardwick, and Higher Ardwick, all in the parish of Manchester.

The imaginary centre line means in all cases except where otherwise stated, or some other description is given, an imaginary line drawn along the centre of the carriage-way of the street (by whatever name known or called), along which the respective tramway is intended to be laid.

In all cases where it is stated that any street tramway is intended to be laid at a greater or less distance from the imaginary centre line than 4 feet 3 inches, such street tramway is (except where otherwise stated, or some other description is given) intended to be laid at a gradually varying distance from the imaginary centre line, for a length of one chain, before and after attaining the greater or less distance, so stated so as to make up in that length the difference between the distance of 4 feet 3 inches and the greater distance attained.

To empower the Company from time to time to make such crossings, passing places, sidings, junctions and other works, in addition to those particularly specified in this Notice, as may be necessary or convenient to the efficient working of the proposed tramways or any of them, or for providing access to any stables or carriage houses, or works of the Company.

And it is proposed by the Bill to authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires and apparatus, within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating, the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of their undertaking, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or duties.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or corporations other than the Company, with carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways, with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To enable the Company when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road or thoroughfare, in any parish, township, or place mentioned in this notice, and maintain, so long as occasion may require, a temporary tramway, or temporary tramways, in lieu of the tramway, or part of a tramway so removed or discontinued, to be used or intended so to be.

To enable the Company and the Corporations of Manchester and Salford, and any board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs, or the control, or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To enable the Board of Trade, or any, or some one of Her Majesty's Principal Secretaries of State or some other public body or authority, to appoint a referee or referees to inquire into, report

upon, or decide any questions which it may be expedient to refer, or which by the Bill may be referred, or directed to be referred to such referee or referees, and to authorize and empower the referee or referees to administer oaths and affirmations, and to confer upon him or them, and to enable him or them to exercise the powers of a court of law, or the powers usually conferred upon arbitrators or other special powers; and to make provision for enforcing and giving effect to his or their decisions, awards, and reports.

To empower the Company and the Manchester Carriage Company (Limited), to enter into and carry into effect, contracts, agreements and arrangements with respect to the construction, user, working, maintenance, and management of their respective undertakings, or some part or parts thereof respectively, the providing of rolling and working stock, the appointment, removal, and payment of officers and servants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, apportionment, and appropriation of rates, tolls, and charges upon their respective undertakings, and all incidental matters, and to sanction and give effect to contracts, agreements, and arrangements made or to be made with respect to any of the matters aforesaid.

And the Bill will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this notice as published in the London Gazette will be deposited, on or before the 30th day of November instant, for public inspection, with the clerk of the peace for the county palatine of Lancaster, at his office at Preston, in that county, and with the clerk of the peace for the city of Manchester, at his office at Manchester; and that a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes from, in, through, or into which the intended street tramways will be made or pass, and also a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection in the case of each parish, with the parish clerk of the respective parish, at his residence; and in the case of each extra-parochial place, with the parish clerk of some immediately adjoining parish, at his residence.

And notice is hereby further given, that printed copies of the intended Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1869.

*Sale, Shipman, Seddon, and Sale, 29, Booth-street, Manchester.*

*Ashurst, Morris, and Co., 6, Old Jewry, and 30, Parliament-street, Solicitors for the Bill;*

*J. Dorington and Co., 6, Parliament-street, Westminster, Parliamentary Agents.*

Hounslow and North London Railway.  
(Incorporation of Company; New Railways in the county of Middlesex; Agreements with Acton and Brentford Railway Company; Traffic Arrangements; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company

(hereinafter referred to as the Company), with power to make and maintain the Railways following, or some part or parts thereof, with all proper stations, approaches, works and conveniences connected therewith respectively, that is to say:—

No. 1. A Railway commencing in the parish of Hanwell by a junction with the authorised line of the Hounslow and Metropolitan Railway at the commencement thereof, in the field numbered 3 in the said parish, on the plans referred to in the Hounslow and Metropolitan Railway Act, 1866, as deposited with the Clerk of the Peace for the county of Middlesex, in respect of that Railway, and terminating in the parish of Ealing, in a field called Church Path Field, which is numbered 28 on the plans referred to in the Acton and Brentford Railway Act, 1865, as deposited with the said Clerk of the Peace; and such proposed Railway will pass from, through, or into the following parishes, townships, and places of Hanwell, New Brentford, and Ealing, all in the said county of Middlesex.

No. 2. A Railway commencing in the said parish of Ealing by a junction with the proposed Railway No. 1, at or near the termination thereof before described, and terminating in the parish of Acton by a junction with the North and South Western Junction Railway at a point about 40 yards southward of the level crossing, known as the Acton Gate-house Crossing, and which said proposed Railway No. 2 will pass from, in, through, or into the parishes and places of Ealing and Acton, in the said county of Middlesex.

No. 3. A Railway to be wholly situate in the said parish of Acton, commencing by a junction with the proposed Railway No. 2 at or near the termination thereof before described on the west side of the North and South-Western Junction Railway, and terminating at the south-west end of the Passenger Platform at the Acton Station of the last-mentioned Railway.

The intended Act will empower the Company to exercise all or some of the following powers (that is to say)—

To purchase, by compulsion and also by agreement, lands, houses, and hereditaments for the purposes of the said proposed Railways and works connected therewith; to levy tolls, rates, and charges upon or in respect of the proposed Railways and works; to confer exemptions from the payment of tolls, rates, and charges; to vary or extinguish all rights and privileges inconsistent with the objects of the intended Act; and to confer other rights and privileges.

To cross, divert, alter, or stop up, for the purposes of the intended Act, and either temporarily or permanently, roads, streets, ways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, tramroads, and water courses within or adjoining the parishes and places aforesaid, or any of them.

The intended Act will confer on the Company and the Acton and Brentford Railway Company power to make and carry into effect contracts and agreements with respect to the construction and maintenance and use of the proposed Railway No. 1, or of so much of the authorised line of the Acton and Brentford Railway as extends from the commencement of the proposed Railway No. 1 to the commencement of the proposed Railway No. 2, either as a joint undertaking, or as part of the undertaking of one of those Companies.

The Act will authorise and give effect to contracts and arrangements between the Company, on the one hand, and the Hounslow and Metropolitan Railway, Acton and Brentford Rail-

way, North and South-Western Junction Railway, and North London Railway Companies, or either of them, on the other hand, for or with reference to the management, maintenance, working, and use of the whole or any part of the railways of the Company, and the whole or some part or parts of the railways of the said other Companies, and the stations, sidings, works, and conveniences connected with such railways; the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising from the aforesaid railways, stations, and other works, and from any traffic passing over any other lines of the said Companies; the contributions, payments, and allowances to be made and allowed by any or either of the said Companies to the other or others of them, for or with reference to, or on account of, all or any of the objects of the intended Act, or of any such contracts or arrangements, and the application thereof; the services, facilities, and accommodation to be afforded, made, and provided by all or any of the said Companies to or for the benefit of all or some of them, and any matters incidental thereto, or connected with the objects and purposes aforesaid.

The intended Act will vary and extinguish all rights and privileges inconsistent with the objects thereof, and confer other rights and privileges, and it will incorporate all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Consolidation Acts, 1863 and 1869;" "The Lands Clauses Consolidation Acts, 1845 and 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863."

The Act will alter, amend, extend, and enlarge, or repeal all or some of the provisions of the Local and Personal Acts 28 and 29 Vict., cap. 320, and all other Acts relating to the Acton and Brentford Railway Company; 29 and 30 Vict., cap. 336, and all other Acts relating to the Hounslow and Metropolitan Railway Company; 14 and 15 Vict., cap. 100, and all other Acts relating to the North and South-Western Junction Railway Company; and 9 and 10 Vict., cap. 396, and all other Acts relating to the North London Railway Company.

Maps, plans, and sections showing the lines and levels of the said intended railways and works, and describing the lands intended to be taken under the powers of the intended Act, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th day of November in the present year, with the Clerk of the Peace for the county of Middlesex, at his office, at Sessions House, Clerkenwell-green; and so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said railways and works are proposed to be made, and within which such lands are situate, and also a copy of the said Gazette notice will be deposited, on or before the 30th day of November in the present year, with the parish clerk of each such parish at his residence; and in case of any extra-parochial place, with the parish clerk of some immediately adjoining parish, at his residence.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 19th day of November, 1869.

William Bell, 26, Duke-street, Westminster.

In Parliament—Session 1870.

Blackburn Corporation Improvement.

(Repeal and Amendment of Local Act—Further Powers for Sewerage, Drainage, and Improvement of Borough, and Paving, Improvement, and Regulation of Streets and Buildings—New Streets and Improvements—Establishment of New Cattle Market and Slaughter Houses—Tolls—Powers as to Utilization of Sewage and Formation of Works for that Purpose—By-Laws—Cost and Maintenance of Town Hall, Park, Fire Engine Station and Brigade out of Borough Fund—Increase of Borrowing Powers of Corporation—Consolidation of Rates—Extension of Time for Payment of Money borrowed—Purchase Sale and Exchange of Lands—Incorporation of Acts and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Mayor, Aldermen, and Burgesses of the Borough of Blackburn (hereinafter called the Corporation), for leave to bring in a Bill (hereinafter referred to as the Bill) for all or some of the following purposes, that is to say:—

1. To repeal wholly or in part, and to re-enact or to alter, amend, extend, or enlarge The Blackburn Improvement Act, 1854, and especially Sections 23, 24, 25, 26, 27, 28, 30, 31, 33, 34, 36, 37, 40, and 42 thereof, and to confer on the Corporation further and additional powers for widening and improving streets, for regulating and determining the width, level, line, mode of laying out, formation, constructing, paving, draining, repairing and maintaining streets, roads, courts, lanes, and other public and private ways and places in the said borough and the footways thereof; for regulating the due and proper construction, levels and foundations of new buildings and the rebuilding and alteration of old ones, and for the due ventilation and drainage of the same, and for regulating the structure of walls of buildings for securing stability and the prevention of fires, for regulating the repair of vaults, arches, cellars, and other like things in or under, and the removal of obstructions upon streets or roads; for regulating the making and repair of house drains and sanitary conveniences, for charging the expenses of all or some of the above works upon owners, lessees, and occupiers of property, and for the apportionment and more easy recovery of such expenses; for prohibiting the inhabiting of buildings unfit for human habitation and for other like purposes, and for the better recovery of moneys expended or to be expended by the Corporation by agreement with the owners or occupiers of property or otherwise in exercise of their powers in private improvements, and for enabling the Corporation to charge such moneys upon the properties belonging to such owners or occupiers and affected by such improvements, and to make further and better provision for the local government and management of the said borough.

2. To empower the Corporation to alter, improve, stop up, discontinue, and appropriate or extinguish either wholly or in part all rights of way or other rights in, over, and upon all or any of the streets, roads, passages, lanes, and places, and make the new streets and portions of new streets and approaches respectively following, all situate within the said borough, township, and parish of Blackburn, with all necessary works and conveniences, that is to say:—

To make a new street commencing on the

north side of James-street, opposite, or nearly opposite, to Saint John's-place, and extending northwards from such commencement to and terminating at the junction of Charlotte-street with Follywell-street and Watson's-buildings.

To widen and improve King-street on the north-westerly side thereof, throughout the distance between Paradise-lane and an occupation road called Paradise-terrace.

To widen and improve Lord-street on the northerly side thereof, throughout the distance between Northgate, and the east side of premises in Lord-street, in the occupation of Thomas Woods.

To widen and improve Lord-street on the southerly side thereof, throughout the distance between King William-street, and a certain passage leading from Lord-street to Shorrock Field.

To widen and improve Victoria-street on the easterly side thereof, throughout the distance between Church-street and the northern boundary of premises in Victoria-street and Church-street, in the occupation of Thomas Hart.

To widen and improve three streets, respectively called Salford and Water-street and Penny-street, at or about the junction of Water-street with Salford, and the southern termination of Penny-street on its western side, the termini of which widening and improvement are the lines next described, viz.:—(a) a line from the northern wall of a spirit store in the occupation of Charles Aspden, on the east side of Water-street southwards, following the frontage line of the houses there to (b) Salford, (c) a line drawn eastwards along the northern line of boundary of the said spirit store from the said point (a) for a distance of four yards or thereabouts, and then in a south-easterly direction for a distance of 11 yards or thereabouts, and thence curving north east for a distance of eight yards or thereabouts, and thence extending to (d) the north-eastern boundary of a shop and premises in the occupation of William Hirst on the west side of Penny-street, and (e) a line extending from the point (d) southwards along the present frontage of the houses in Penny-street and Salford to the said point (b).

To widen and improve the said street called Water-street on the western side thereof, and the termini of this improvement are the boundary lines of the whole site of a clogger's shop and premises in the occupation of Thomas Newton, adjoining the Blackwater, near to Salford Bridge.

To widen and improve the said streets called Penny-street and Salford at the east side of the former and the north side of the latter, and the termini of this improvement are the boundary lines of the whole site of the Bull's Head Inn, and its appurtenances at the junction of those two streets.

To widen and improve the said street called Salford, on the north side thereof, throughout the distances between the westerly boundary of a shop there in the occupation of Thomas Fielding, and the easterly boundary of a house in the occupation of Thomas Holt, and between the westerly boundary of the spirit stores and premises in the occupation of Joseph Haydock and Vicar-street, and to widen and improve the same street on the south side thereof, throughout the distance between the easterly side of the offices and premises belonging to and in the occupation of Messrs. Shaw and Rutherford and the westerly side of a house and premises in the occupation of Richard Moore.

To widen and improve Church-street on the north side thereof, throughout the distance between the

westerly side of a shop and premises in the occupation of Margaret Pickering; and the easterly side of a shop and premises in the occupation of John Sagar.

To divert so much of a projected street of 12 yards wide not yet made and intended to be called and known as Pembroke-street, as lies between the westwardly end of a dwelling-house abutting upon that street, but situate within the Store-yard of the Corporation, at Islington, in the said borough, and the termination of the said projected street with another projected street not yet made, intended to be called Galligreaves-street, at the northern angle of the north-western boundary wall of the said store-yard, and so and in such manner as that the diverted street will be bounded on the south by a straight line drawn from the first-mentioned point in a westwardly direction to a point 31 yards distant, or thereabouts, in a straight line in a north-eastwardly direction from the aforesaid northern angle of the north-western boundary wall of the said Store-yard, and on the north by a straight line parallel to the south line, and commencing opposite the commencement of the south line and terminating at a point, distant 12 yards, or thereabouts, in a north-westwardly direction from the westwardly termination of the south line.

3. To empower the Corporation to take and purchase by compulsion or agreement, lands, houses, and property, for the purpose of the said widening and improvement of streets and making of the said new streets, and to extinguish all rights and privileges therein.

4. To authorize the Corporation to provide, construct, maintain, and regulate upon the land next herein described within the township, parish, and borough of Blackburn aforesaid, a place for markets and fairs for cattle, which term "cattle" in this notice includes bulls, oxen, cows, steers, heifers, calves, sheep, rams, wethers, ewes, lambs, goats, pigs, and swine, horses, mares, geldings, foals, fillies, asses, and mules, for the said borough, and to provide therein slaughter-houses and other market buildings and conveniences, and to execute and maintain all works for the sewerage and drainage thereof respectively. The land for such cattle market is intended to be land partly belonging to the Corporation, and of which the termini are as follows, viz. :—

On the north so much of the hereinbefore described southern boundary line of Pembroke-street, as proposed to be diverted as aforesaid as lies between a point 40 yards distant, or thereabouts, along such line from the western angle of the dwelling-house last aforesaid, and the termination of such boundary line at the said intended street, called Galligreaves-street, on the east a straight line to be drawn from the before-mentioned point to a point on the north side of the Corporation siding of the Lancashire and Yorkshire Railway within the said store-yard 120 yards distant, or thereabouts, in an easterly direction from the centre of the Railway bridge over Galligreaves-street aforesaid, on the south, the aforesaid railway siding, and on the west Galligreaves-street aforesaid.

5. To make provision for the holding in the cattle market, and not elsewhere, from and after the opening thereof for public use of all markets and fairs for and all sales by auction of cattle held within the said borough, and for imposing penalties upon all persons selling or exposing for sale or selling or offering for sale by auction elsewhere, within the said borough, than in the cattle market any cattle without the licence of the Corporation; and to vary, alter, and extinguish ex-

isting markets, fairs, and franchises, and rights and privileges relating to existing markets and fairs, within the said borough, and for these purposes or any of them, to repeal or amend and alter sections 81, 82, 83, and 84 of the Blackburn Improvement Act, 1854, relating to markets or some of them, or some part thereof, and all other provisions of that Act, relating to cattle markets, fairs, and tolls which may be deemed inconsistent with the objects of the Bill.

6. To empower the Corporation to purchase and take by compulsion or agreement, so much of the site of said proposed cattle market as does not belong to them, and to extinguish all rights and privileges therein.

7. To empower the Corporation to grant licences for the holding of markets and fairs of and for selling cattle elsewhere, within the said borough, than in the cattle market, and to confer other rights and privileges relating to markets and fairs for cattle within the said borough.

8. To confer on the Corporation, with respect to the cattle market and slaughter-houses, power to levy and take tolls, rents, rates, stallages, duties and other payments, and to alter and extinguish existing tolls, rents, rates, stallages, duties, and other payments, and to confer, vary, and extinguish exemptions from payment of tolls, rents, rates, stallages, duties, and other payments, and to confer, vary, and extinguish other rights and privileges of taking and receiving tolls.

9. To confer upon the Corporation all powers, rights, and privileges incident to the ownership of cattle markets and fairs, or convenient for carrying on the same, and to make all provisions usually contained in Acts for establishing such markets, and to confirm agreements relating to any of the objects of the Bill with respect to the cattle market.

10. To authorize the Corporation from time to time to let for any periods to be prescribed by the Bill the whole of the cattle market or any stall, standing, site, or other convenience therein, and the whole or any part of the stallages, rents, and tolls to be receivable in respect of the cattle market.

11. To provide for security being taken from every person entrusted with the collection or custody of any moneys under the Bill for faithful execution of his office, and to provide for the keeping of separate accounts of moneys received and expended under the separate provisions of the Bill, and for periodical balancing, auditing, and vouching of such accounts respectively, and the appointment and remuneration of auditors, or an auditor, and for defraying their or his remuneration and expenses out of funds levied under the Bill or under any other power vested in the Corporation, and for periodical transmission of an abstract of such accounts to the clerk of the peace under sufficient penalty for failure therein.

12. To empower the Corporation to purchase and take by compulsion or agreement, and to extinguish all rights and privileges in the next mentioned additional lands for and to use and employ such lands for sewage and sewage utilization purposes, and for the purposes of thereon dealing with, receiving, collecting, storing, disinfecting, deodorizing, distributing, utilizing, and applying to purposes of agriculture, irrigation, or fertilization, or other like purposes, and in such manner as they may deem fit, the whole or any part of the sewage and sewage matter now or at any time hereafter flowing through or into or being in or upon any of the reservoirs, sewers, drains, or channels of the Corporation within the said parish of Blackburn. The lands to which

the compulsory powers above in this paragraph mentioned relate are—1st. An area of about 140 acres of land situate at Hoghton Bottoms, upon and intersected by the River Darwen, of which area about 80 acres are in the township of Hoghton, in the parish of Leyland, and are bounded on the north by the River Darwen, on the east by the boundary line between the parishes of Blackburn and Leyland, on the south by the Hoghton Tower Viaduct of the East Lancashire section of the Lancashire and Yorkshire Railway, and by a footpath leading from Pleasington to Hoghton Bottoms, and on the west by the River Darwen and the mill-dam of Hoghton Bottoms factories, and of which said area about 60 acres are in the township of Pleasington, in the parish of Blackburn, and are bounded on the north by a coppice belonging to and occupied by Sir Henry de Hoghton, and by a pasture field occupied by Thomas Thornley, on the east by an irregular line from a point in the southern boundary fence of the said pasture field occupied by Thomas Thornley, about 230 yards east in a straight line from the east bank of the River Darwen there, to a stile on the footpath leading from Pleasington to Hoghton Bottoms, near Ainsworth wood, on the south by the said footpath, and on the west by the aforesaid parish boundary line; and secondly, an area of about 1,000 acres of land, situate in the township of Samlesbury, in the parish of Blackburn aforesaid, upon and intersected by the said river, and bounded on the north by the Preston New-road, and by a brook called or running into a brook called Hole Brook; on the east partly by a township road from Preston New-road aforesaid to Nab's Head, called "Sorbrose-lane," and partly by the west bank of the River Darwen, and partly by the boundary between the parishes of Leyland and Blackburn, and on the south partly by the last-mentioned boundary and partly by "Bottom of Coppice-lane," in the said township of Samlesbury, and partly by the road from Nab's Head to the River Darwen, as far as the north-westerly angle of such road opposite Samlesbury House, and partly by a straight line extended thence to the eastern extremity of the northern boundary fence of a pasture and coppice in the occupation of James Brierley on the west bank of the River Darwen, and partly by a road at "Goose Foot," and on the west partly by a road leading from "Brook" to "Goose Foot," partly by a road leading from "New Hall" to the north corner of an occupation road leading therefrom to "Roacher Hall," and partly by a straight line from such last-mentioned corner to a point in the northern boundary fence of "Bottom of Coppice-lane," about 180 yards east of the south-western extremity of a road leading from such lane to a farm called "Turners," and on the north-west by a township road leading from Preston New-road at "Five-Barr'd Gate" to "New Hall" aforesaid.

13. To enable the Corporation to construct and maintain, and from time to time to alter, extend, and improve, cleanse, and repair for the purposes last aforesaid, the following works, or some or one of them, that is to say:—

First, a main conduit or pipe, conduits or line of pipes, with all necessary manholes, storm overflows, and other necessary works and conveniences along the course thereof, commencing in the township of Witton, in the parish of Blackburn, in the county palatine of Lancaster, at or near the south-west corner of the sewage outfall works of the Corporation situate in such township, and terminating in Spring-lane in the township

of Samlesbury, in the said parish, at or near a point in the said lane there 200 yards west of the junction of that lane with the township road leading from Preston New-road to Nab's Head, called Sorbrose-lane, which said main conduit or pipe, conduits or line of pipes, will pass from, in, through, or into the townships of Witton, Livesey, Pleasington, and Samlesbury, in the said parish of Blackburn, and a branch conduit from the termination of the first conduit and at a right angle thereto into the land adjoining the said lane, on the north side thereof, and another branch conduit from the termination of the first conduit, and at a right angle thereto into the land adjoining the said lane, on the south side thereof, the said adjoining lands being respectively part of the lands hereinbefore described as intended to be taken for sewage or sewage utilization purposes. And also a branch conduit from the said main conduit, commencing on the western side thereof, in a field occupied by William Walmsley, at a point about 820 yards from the aforesaid termination of such main conduit, measured backwards along the proposed line of such main conduit, and terminating in an occupation road on the northerly side of a farm house called "Blakey Hey," in the township of Samlesbury aforesaid, at a distance of 820 yards from the said main conduit. The lands adjoining such occupation road being also part of the lands hereinbefore described as intended to be taken for sewage or sewage utilization purposes, which three branch conduits are all wholly situate in the township of Samlesbury and parish of Blackburn aforesaid.

Secondly: All necessary and proper sewers, drains, channels, and junctions with sewers, and all necessary sluices, cuts, pipes, filtering or disinfecting beds, machinery, waste gates, gauges, regulating basins, reservoirs, approaches, and conveniences connected with the before-mentioned main conduit, or pipe, conduits or line of pipes, and other works or any of them in the said several townships and parishes or any of them.

Thirdly: All necessary and convenient pumping stations, tanks, pumps, pipes, works, and conveniences, for the intercepting, lifting, conveying, receiving, storing, disinfecting, distributing, and utilizing the sewage and sewage matter aforesaid, and all such works, matters and things as may be necessary or convenient for effecting the purposes aforesaid.

14. To empower the Corporation for the purposes of the said conduits and works firstly, secondly, and thirdly in the last preceding paragraph mentioned, to purchase and take by compulsion or agreement lands, houses, and property in the several townships and parishes last aforesaid, and rights, liberties, and easements therein, and to vary and extinguish rights and privileges therein, and to cross, break up, stop up, alter, or divert, for the purposes of the Bill, and either temporarily or permanently, any turnpike or other roads, streets, highways, footpaths, railways, tramways, aqueducts, streams, rivers, bridges, sewers, drains, ways, and watercourses within the parishes, townships, and places aforesaid, or any of them.

15. To empower the Corporation to alter existing bye-laws, and to make and alter from time to time other bye-laws and regulations for all or any of the purposes of the Bill, or of the Blackburn Improvement Act, 1854 (or any of the



Acts incorporated therewith), and to impose penalties for breach or non-observance of all or any such bye-laws; and the Bill will make provision for recovery, enforcement, and application of all penalties, damages, and expenses recoverable under the provisions of the Bill, or of any of such Acts or otherwise, and will prescribe forms of procedure, and will make provision for the publication in newspapers of orders of the Corporation upon individuals, being sufficient notice to such individuals of such orders.

16. To provide for marshalling or enabling the Corporation to marshal against the borough fund of the said borough the cost heretofore incurred under the provisions of the Blackburn Improvement Act, 1854, in the erecting and providing of the Town Hall Sessions-house, Corporation Park, and fire-engine station, and the interest of moneys borrowed for or applied in the erecting and providing the same and the cost of maintaining the same and the Fire Brigade of the said borough, but saving the rights of all existing mortgagees of the Corporation, and to provide for the vesting of the same premises respectively in the Corporation in their municipal capacity, and as corporate property to be subject to the provisions of the Municipal Corporation Acts.

17. To enable the Corporation to apply to all or any of the purposes to be authorized by the Bill, and to the payment of the interest of any moneys borrowed as hereinafter mentioned, any moneys at any time belonging to them, and for all or any of those purposes, and for other the occasions of the Corporation, whether as a municipal body or under the Blackburn Improvement Act, 1854, or as a "sewer authority," or otherwise, to raise further and additional funds, by borrowing and re-borrowing from time to time on the security of any property, tolls, rates, and moneys respectively at any time, belonging, acquired, receivable, or leviable to or by them by virtue of the Bill, or any other power or authority now or at any time vested in them, and for all or any of the said purposes to levy new or increased borough, general, district, or other rates and assessments upon the owners and occupiers, or owners or occupiers of houses, lands, tenements, and hereditaments within the said borough, and compel payment of such rates and assessments, and continue or alter rates and assessments which they are now authorized to take, and continue, confer, vary, or extinguish exemptions from the payment of rates and assessments, and to provide for repayment of moneys borrowed by instalments, or by a sinking fund, or otherwise.

18. To provide for and authorize the consolidating into one rate, or into two or more separate rates, of all the rates of whatever kind (other than the borough rate) which the Corporation have or may have power to assess upon the inhabitants of the said borough for any of the several purposes for which such respective rates may be assessed or imposed, and to apply the same as a common fund for the general purposes for which separate rates might have been assessed or imposed by the Corporation, and to mortgage such consolidated rate or rates from time to time for raising money for such general purposes in like manner as they might have mortgaged the separate rates for separate purposes, and to consolidate into one or more account or accounts the receipts and expenditure of the Corporation for such general purposes, and to provide for the effectual recovery of such consolidated rate or rates, and to make other provisions with reference thereto.

19. To enlarge and extend with respect to all moneys heretofore borrowed by the Corporation under all or any of the borrowing powers already vested in them (but without prejudice to the rights of existing mortgagees), the times prescribed by the several Acts authorizing such borrowing for the repayment of such moneys and so far as may be necessary for that purpose to alter, amend, or repeal the provisions of those Acts respectively.

20. To enable the Corporation to exchange for other lands, rights, and easements, or to sell and dispose of, or to grant leases of any lands, streets, or parts of streets, rights and easements for the time being vested in them, and to confer, vary, or extinguish rights and privileges in or with respect to such last-mentioned lands.

21. To confer upon the Corporation all other powers and authorities necessary for effecting the objects of the Bill, and to provide that the powers to be given by the Bill shall be deemed in addition to, and not in derogation of any other powers conferred on the Corporation by any Act of Parliament, law, or custom, and that the Corporation may exercise such other powers in the same manner as if the proposed Act had not been passed.

22. To empower the Corporation in the construction of the said several works hereinbefore mentioned, to deviate laterally from the lines delineated on the plans to be deposited as hereinafter mentioned to the extent to be defined on the said plans, and to deviate vertically to any extent from the level of those works as shewn upon the sections to be deposited as hereinafter mentioned.

23. To incorporate in the Bill, or to extend and make applicable to the purposes thereof, all or some of the existing powers, indemnities and authorities of the Corporation; and all or some of the existing provisions of the following general Acts, viz.:—"The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" "The Markets and Fairs Clauses Act, 1847;" "The Commissioners' Clauses Act, 1847;" "The Towns Improvement Clauses Act, 1847;" "The Towns Police Clauses Act, 1847;" "The Public Health Act, 1848;" "The Local Government Act, 1858;" "The Sewage Utilization Act, 1865;" and "The Sewage Utilization Act, 1867;" and all other Acts amending or extending all or any of the Acts herein specified, or any of the provisions thereof respectively, and also to incorporate wholly or partially "The Blackburn Improvement Act, 1854," so far as the same shall not be repealed by the Bill.

And notice is hereby also given, that plans and sections in duplicate describing the several works to be authorized by the Bill and the lines and situations of the whole thereof respectively, and the lands intended to be taken for all or any of the purposes of the Bill, and in or through which the same works will be made, maintained, varied, extended or enlarged, or through which every communication to or from the work shall be made, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of all lands and houses so intended to be taken, and in the lines of the proposed works or within the limits of deviation as defined upon the said plans and describing such lands and houses respectively, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Pres-

ton, in the county of Lancaster, and a copy of so much of the plans and sections and book of reference as relates to the parish of Blackburn, together with a copy of this notice, as so published in the London Gazette, will be deposited for public inspection with the parish clerk of the parish of Blackburn aforesaid, at his residence, "Little Harwood Hall," in the township of Little Harwood, in the parish of Blackburn aforesaid, and a copy of so much of the plans and sections and book of reference as relates to the parish of Leyland, together with a copy of this notice as so published in the London Gazette, will be deposited for public inspection with the parish clerk of the parish of Leyland aforesaid, at his residence, "Town Gate," Leyland aforesaid, and the said deposits will be made on or before the 30th day of November, 1869.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1869.

Dated this 10th day of November, 1869.

C. G. H. Beck, Town Clerk,  
Blackburn; } Solicitors  
W. Compton Smith, 48, Lin- } for the Bill.  
coln's Inn Fields, London. }  
C. and H. Tahourdin, 1, Victoria Street,  
Westminster, Parliamentary Agents.

#### D'Olier Street Terminus Railway.

Incorporation of Company. Power to make Railway and Tramway. Powers to Dublin Wicklow, and Wexford Railway Company, to London and North-western Railway Company, and to City of Dublin Steam Packet Company, and to the Dublin and Kingstown Railway Company, to subscribe to the capital of the Company's undertaking, and for all or any of said several Companies and the Corporation of Dublin, and the corporation for improving the Port of Dublin, to enter into traffic or other arrangements with the Company; Amendment and repeal of Acts, and other purposes.

**N**OTICE is hereby given, that application is intended to be made in the ensuing Session for an Act to incorporate and enable a Company (hereinafter referred to as "the Company") to make and maintain the railway and tramway hereinafter mentioned, or some of them, with all proper stations, approaches, works, and conveniences, that is to say,

A railway herein called Railway No. 1, commencing in the parish of St. Marks, in the city of Dublin, by a junction with the Dublin and Kingstown Railway at a point 63 yards or thereabouts measured in an easterly direction along that railway from the centre of the bridge carrying said Railway over Cumberland-street South, in same parish and city, and terminating at a point in the house No. 1 in Great Brunswick-street, in said parish and city, being distant 24 yards or thereabouts measured in a north-easterly direction from the centre of the drinking fountain known as the Crampton Memorial at the junction of D'Olier-street, Great Brunswick-street, and College-street, all in the parish of St. Mark, and city of Dublin, which intended railway will be made or pass, from, in, through, or into the parish of St. Mark, and Trinity Ward, in the city of Dublin.

A tramway or railway (herein called the Moss-street Tramway) to commence in the parish of St. Mark's aforesaid by a junction with the intended Railway No. 1, at a point in the lane at the west side of the Riversdale Mills, No. 169,

Townsend-street, at a distance from the south side of Townsend-street of 28 yards or thereabouts measured in a southerly direction along said lane, and terminating at a point in the house at the corner of Moss-street and City Quay, known as No. 1, City Quay, such point being distant 6 yards measured along the front of said house from the north-east corner of Moss-street, and passing, from, in, through, or into the parish of St. Mark's and Trinity Ward, in the city of Dublin, and which tramway will cross Townsend-street near its junction with Shaw-street and Moss-street, and thence running along the east side of Moss-street, at a distance of ten feet from an imaginary line drawn along the centre of Moss-street.

In the intended Act powers will be applied for to purchase by compulsion or agreement the lands and houses required for the purposes of the said railway and tramway and works, and to vary or extinguish all rights and privileges appertaining to such lands, houses, or other property, and to confer on the Company all other necessary rights and privileges, to levy tolls, rates, and duties upon or in respect of the said railway and tramway and works, and to grant exemptions from payment of tolls, rates, and duties.

Also to deviate from the lines of railway and tramway to any extent within the limits of deviation shown upon the deposited plans, and also to deviate from the sections to such extent as may be necessary in executing any of the proposed works; to stop up, alter, cross, or divert, either temporarily or permanently, all streets, roads, ways, courts, squares, passages, quays, wharfs, streams, canals, sewers, rivers, watercourses, drains, gas pipes, water pipes, telegraph pipes, and navigations for all or any of the purposes of the said intended Act, and so far as may be necessary or expedient for carrying out the same, whether such diversions or alterations come within or extend beyond the limits of deviation which will be shown upon the plans, and to appropriate and use any land, street, road, way, court, square, passage, or place stopped up or diverted.

To enable the Company and the lord mayor, aldermen, and burgesses of the city of Dublin, and the Corporation for preserving and improving the port of Dublin, or either of them, to enter into and carry into effect contracts and agreements in reference to the said intended railway or tramway, and the construction and use thereof by the Company, and the lord mayor, aldermen, and burgesses of the city of Dublin, and the said Corporations, or either of them, and as to the use and management thereof.

To empower the Company and the Dublin, Wicklow, and Wexford Railway Company, the London and North-Western Railway Company, the City of Dublin Steam Packet Company, and the Dublin and Kingstown Railway Company, or either or any of them, to enter into and carry into effect contracts and agreements for or with reference to the construction, maintenance, working, and use of the intended railway and tramway, or any of them, and with reference to the reception, interchange, regulation, management, and transmission of the traffic thereon, the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, and the employment of officers and servants, and the intended Act will provide for the appointment of a joint committee for the before mentioned purposes or some of them.

Also to authorise and empower the Company to lease to the Dublin, Wicklow, and Wexford Railway Company for such consideration, or at such

rent as may be agreed upon, their undertaking, or any portion thereof, or of the land and premises within the limits of deviation which will be shewn upon the plans to be deposited, as hereinafter mentioned.

The intended Act will authorise the Dublin, Wicklow, and Wexford Railway Company and the London and North-Western Railway Company of England, the City of Dublin Steam Packet Company, and the Dublin and Kingstown Railway Company, or any or either of them, to exercise all or some of the foregoing powers and to become sole or joint promoters of the intended Act, and to enable those Companies or either of them to contribute and subscribe towards the undertaking, and for that purpose to apply their corporate funds and to raise further sums by the creation of new and preferential or ordinary shares, and by borrowing on mortgage, with power to attach to such shares any preference or priority as to dividend.

And it is also proposed, so far as may be necessary for the purposes of the intended Act, to amend the provisions of the several local and personal Acts of Parliament following, or some of them (that is to say):—"The Waterford, Wexford, Wicklow, and Dublin Railway Act, 1846," and all other Acts relating to the Dublin, Wicklow, and Wexford Railway Company; the 9th and 10th Victoria, c. 204, and all other Acts relating to the London and North-Western Railway Company; the 1st and 2nd William IV., c. 69, and all other Acts relating to the Dublin and Kingstown Railway Company; the 3rd and 4th William IV., c. 115, and all other Acts relating to the Dublin Steam Packet Company; the 26th George III., c. 19, being the Act incorporating a Corporation for preserving and improving the port of Dublin, and all other Acts relating to or affecting that Corporation; and the 12th and 13th Victoria, c. 97, for the improvement of the city of Dublin, and all other Acts relating to or affecting the Corporation of the city of Dublin.

And notice is hereby given, that on or before the 30th day of November instant, maps, plans, and sections describing the directions, line, and levels of the said intended railway, tramway, and works, and the lands which will or may be taken for the purpose thereof, with a book of reference to the plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, and a copy of this notice, as published in the Dublin Gazette, will be deposited for public inspection with the Clerk of the Peace for the city of Dublin, at his office, in the city of Dublin; and on or before the said 30th day of November instant copies of the said plans, sections, and book of reference, so far as they relate to each parish in or through which the said railway, tramway, and works are intended to be made, and a copy of the said Gazette notice will be deposited with the clerk of the Poor Law Union within which such parishes respectively are included, that is to say, with the clerk of the South Dublin Union, at his office, at the Workhouse for said Union, situate at James's-street, in the city of Dublin.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 17th day of November, 1869.

*George Keogh*, Solicitor for the proposed Bill.

No. 50, Westland-row, Dublin.

No. 23559.

X

In Parliament—Session 1870.

Ryde Pier Railway Extension.

(Construction of a Railway to connect the Ryde Pier Railway with the Isle of Wight Railway, at Ryde; Powers to Ryde Pier Company; Conditional powers to Isle of Wight Railway Company; Arrangements with Corporation of Ryde, and with Isle of Wight Railway Company; Additional Capital; Amendment of Acts.)

**A** PPLICATION is intended to be made to Parliament in the next session thereof, by the Ryde Pier Company (who are hereinafter referred to as "the Company"), for leave to bring in a Bill for the following, or some of the following, among other purposes:

1. To authorise the Company to construct, maintain, and use in the parishes of Ryde and Saint Helen's, and in the extra-parochial place of Monkton Meads, in the Isle of Wight, in the county of Southampton, a railway (hereinafter called "the Railway"), with all necessary sidings, works, and conveniences connected therewith; commencing by a junction with the railway authorised and in course of construction by virtue of "The Ryde Pier Railways Act, 1867," on the viaduct at or near the south-west corner of the inner basin of the Victoria Docks, at Ryde, and terminating by a junction with the rails of the Isle of Wight Railway, at the termination thereof on the south side of St. John's road, in the said extra-parochial place.

The railway will pass from the viaduct in the inner basin on to and along and at the northern side and upon the surface of the Esplanade, in the first instance about 48 feet and diminishing to 10 feet, or thereabouts, from an imaginary line drawn along the centre of the Esplanade, and will turn southward and will cross the Esplanade, and then pass along the centre of Cornwall-street, crossing the Strand and Simeon-street, and Saint John's-road.

2. To enable the Company to lay down and maintain iron rails and plates upon the surface of the said streets in or through which the railway is intended to be made, and to open the surface of the said streets, and otherwise to interfere with the same, and with the levels thereof, and with the streets crossing or abutting upon the same, and also temporarily or permanently to alter and otherwise interfere with any gas, water, or other pipes, telegraphs, and with any drains or sewers lying in or under the streets in or over which the works may be constructed; and the Bill will enable the Company to deviate laterally and vertically from the line and levels shown on the plans hereinafter mentioned.

3. To enable the Company to purchase by compulsion or agreement lands, houses, and other property or easements in and over the same for the purposes of the Bill, and to authorise agreements between the Company and the Mayor, Aldermen, and Burgesses of the town of Ryde, and the Commissioners of highways for the Isle of Wight, and the Commissioners for the town of Ryde, and any other local or street authority in Ryde as to the grant of any such easements, or the use of any property vested in the said bodies respectively; and also to enable the Company and the said bodies, and any of them, to contract with respect to the construction, maintaining, use, and working of the railway, so far as it affects any street or property belonging to or under the control of the said bodies, and with respect to the maintenance and reparation by the Company of any portions of such streets, and in consideration thereof to exempt the Company from the payment of any

turnpike toll or of any highway or other rate or assessment in respect of the use or of the paving or repairing of any such street, or the Bill will contain provisions with respect to such matters.

4. To authorise the Company to levy tolls, rates, and charges in respect of the railway and the works connected therewith, and to vary any tolls, rates, or charges which the Company are authorised to levy by virtue of the Acts 52 Geo. 3rd, cap. 196, or "The Ryde Pier Tramways Act, 1865," or "The Ryde Pier Railways Act, 1867," to grant exemptions from the payment of such tolls, rates, and charges, and the Bill will confer on the Company other rights and privileges.

5. To give to the Company and any bodies or persons empowered by them the exclusive use of the said railway, with carriages and waggons adapted to run over the same, and to impose on the local or street authorities hereinbefore mentioned the duty of regulating the mode of passage along the streets upon or across which the railway will be laid down so as to prevent obstructions to the traffic on the railway, and to impose on the said bodies also the duty of making and enforcing from time to time bye-laws and regulations for these purposes.

6. To enable the Company to apply any funds now in their hands or which they have power to raise to the purposes of the Bill, and to enable them to raise additional capital by shares and by loan for the same purposes, and for the general purposes of their undertaking, and to attach to any such additional capital any preferential dividend or other advantage which the Bill may define.

7. The Bill will reserve power to the Isle of Wight Railway Company to participate, within a period to be prescribed by the Bill, in the proposed undertaking, and to take an equal share in the cost of the construction thereof and incidental thereto, and an equal share likewise in the management and control thereof, and it will enable the said Railway Company, if they shall exercise such option, to raise the necessary funds by the creation of additional shares, ordinary or preferential, in their undertaking, and by borrowing; and the Bill will enable the two Companies, in such event, to appoint a joint committee, in whom shall be vested the powers proposed to be granted to the Ryde Pier Company, or such of the said powers as the Bill shall define; and the Bill will also authorise the two Companies (in the event of the Railway Company not exercising such option) to enter into arrangements and agreements with respect to the interchange, accommodation, and delivery of traffic coming from or destined for the undertakings of the two Companies, and with respect to the tolls, rates, and charges to be levied and received in respect of the same, and with respect to the apportionment of the revenue arising from such traffic, or the Bill will itself contain such provisions.

8. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and the Bill will alter, amend, vary, extend, enlarge, or repeal the several provisions or some of them of the following Acts, viz.: "The Ryde Pier Company's Act, 1812," "The Ryde Pier Tramways Act, 1865," and "The Ryde Pier Railways

Act, 1867," or some of them, and "The Isle of Wight (Eastern Section) Railway Act, 1860," "The Isle of Wight Railways Extensions Act, 1863," "The Isle of Wight Railways (Extensions) Act, 1865," "The Isle of Wight Railways Act, 1867," "The Ryde Station Act, 1866," "The Ryde Improvement Act, 1854," and "The Isle of Wight Highways Act, 53 Geo. 3rd, cap. 92."

Duplicate plans and sections shewing the lines, direction, situation, and levels of the said intended railway and works, and the roads and streets along or across which the same is intended to be constructed, and the lands and property to be taken under the powers of the Bill, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such property respectively, together with a published map with the line of the said intended railway delineated thereon, and a copy of this notice will, on or before the 30th day of November, 1869, be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in that county, and with the Clerk of the Peace for the county of the Isle of Wight, at his office, in Newport; and on or before the same day a copy of the said plans, sections, and book of reference, with a copy of this notice, will be deposited for public inspection with the respective parish clerks for the said parishes of Ryde and Saint Helen's, at their respective residences, both with respect to the said parishes and to the said extra-parochial place.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated the 10th day of November, 1869.

*W. E. Ratcliffe*, Ryde, Isle of Wight,  
Solicitor for the Bill.

*Dyson and Co.*, 24, Parliament-street,  
Westminster, Parliamentary Agents.

#### East London Tramways.

(Incorporation of Company; Construction of Street Tramways in East London; Tolls; Provisions for use of Tramway and Streets traversed; Agreements with and Powers to Metropolitan Board of Works, Street Authorities, &c.; Working and other Arrangements with other Companies and Bodies; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for incorporating a Company, and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the works and to carry into effect the objects, or some of the objects, hereinafter mentioned, that is to say:—

To make and maintain the following Street Tramways, or some or one of them, with all necessary and proper works and conveniences connected therewith respectively.

(1 and 1a.) A Tramway (No. 1) and Tramway (No. 1a), the whole situate respectively in Commercial-road East, in the parish of Limehouse and county of Middlesex, commencing respectively at a point about 20 feet west of the Toll-gate-house in the said road, situate at or near the junction of Salmon's-lane with that road, and proceeding thence respectively west along Commercial-road East, and terminating in the parish of St. Mary Matfelon, otherwise St. Mary Whitechapel, and the hamlet of Mile-end Old

Town, in the county of Middlesex, or one of them, at or near the west end of Commercial-road East at its junction with Church-lane.

The proposed Tramways Nos. 1 and 1a, will respectively be made or pass from, in, through, or into the following parishes and places, or some of them, that is to say,—Limehouse, Ratcliffe, St. George's-in-the-East, the hamlet of Mile-end Old Town, and St. Mary Matfelon, otherwise St. Mary Whitechapel, all in the county of Middlesex. Each of the proposed street Tramways No. 1 and No. 1a will, for a length of 1 chain at its commencement, be laid along the centre of Commercial-road East, and thence for a further length of 1 chain, the centre line of each tramway will gradually (Tramway No. 1 on the south side, and Tramway No. 1a on the north side) from the imaginary centre line of the road, until the centre line of the respective tramway attains the distance of 4 feet 6 inches from the said imaginary centre line, and thence to the termination of the respective tramway its centre line will continue at that distance from and on the respective side aforesaid of the said imaginary centre line, except that, in passing the toll-gates in the Commercial-road East, situate respectively at or near the junction of White Horse-street with the said road, and at or near the junction of Cannon-street and New-road, in the said road, the centre line of the respective tramway will (for a length of 1 chain in each case) be at the distance of 10 feet (on the respective side aforesaid) from the said imaginary centre line.

A Tramway (No. 2) and a Tramway (No. 2a) wholly situate respectively in the parish of St. Mary Matfelon, otherwise St. Mary Whitechapel, and hamlet of Mile-end Old Town aforesaid, or one of them, commencing respectively at or near the west end of Commercial-road East (Tramway No. 2 there forming a junction with the proposed Tramway No. 1 at its termination as above described, and Tramway No. 2a there forming a junction with the proposed Tramway No. 1a at its termination as above described) passing thence respectively along the site of the new street (the Commercial-road East Extension), authorized by the Whitechapel and Holborn Improvement Act, 1865, and now in course of formation, and thence into High-street Whitechapel, and terminating respectively in that street at a point about 60 feet north-west of the west corner of Leman-street at its junction with High-street, Whitechapel.

In passing along the site of the new street above mentioned the proposed Tramways No. 2 and No. 2a will cross or intersect Back Church-lane, Church-lane, Goodman's Stile, Colchester-street, Plough-street and Plough-court, and the north-east corner of Leman-street. Each tramway will enter High-street Whitechapel, at or near the north-east corner of Leman-street; and at that part the centre line of Tramway No. 2 will be 62 feet, and the centre line of Tramway No. 2a 53 feet, south of the imaginary centre line of High-street Whitechapel; and from the said north-east corner of Leman-street the centre line of each tramway will be continued in a straight line westward to a point opposite the west corner aforesaid of Leman-street gradually approaching the imaginary centre line of High-street, Whitechapel, and being then at the distances—Tramway No. 2 of 11 feet, and Tramway No. 2a of 2 feet, from and south of the said imaginary centre line; and thence the centre line of each tramway will be carried to the termination of the tramway as above described, in a curved line, the centre line of Tramway No. 2 being at its termination 4 feet 6 inches from and south of,

and the centre line of Tramway No. 2a being at its termination 4 feet 6 inches, from and north of the said imaginary centre line.

A Tramway (No. 3) and a Tramway (No. 3a) commencing respectively in High-street, Whitechapel, in the parish of St. Mary Matfelon, otherwise St. Mary Whitechapel aforesaid, at a point about 60 feet north-west of the west corner of Leman-street, at its junction with High-street, Whitechapel (Tramway No. 3 there forming a junction with the proposed Tramway No. 2, and Tramway No. 3a there forming a junction with the proposed Tramway No. 2a), passing thence respectively westward along High-street Whitechapel, into and along Aldgate, High-street, the Minories, and Little Tower-hill, and thence (Tramway No. 3 along Postern-row, and Tramway No. 3a along George-street) into Trinity-square, and terminating respectively in that square, in the precinct of the Old Tower Without, in the parish of the Tower of London and county of Middlesex, at or near the north-west corner of Great Tower-hill, at its junction with Trinity-square.

The proposed Tramway No. 3 and No. 3a will respectively be made to pass from, in, through, and into the parishes and places following, or some of them, that is to say: St. Mary Matfelon, otherwise St. Mary Whitechapel, Holy Trinity, Minories, precinct of the Old Tower Without, and the parish of the Tower of London, all in the county of Middlesex, and St. Botolph Aldersgate, in the city of London.

The centre line of each of the proposed Tramways No. 3 and No. 3a will be throughout at the distance of 4 feet 6 inches from the imaginary centre line of each of the streets through which the tramways are intended to pass, Tramway No. 3 being on the left hand side, and Tramway No. 3a being on the right hand side, proceeding from the commencement to the termination of the tramways of the said imaginary centre line, except that (a) in passing the public urinal in High-street, Whitechapel, nearly opposite the junction of Somerset-street, the centre line of the respective tramway will (for a length of 1 chain be at a distance of 10 feet on the respective side aforesaid), from the imaginary centre line of High-street, Whitechapel; (b) Tramway No. 3, in passing along Postern-row will be laid along the centre of that street; and (c) in passing along George-street, the roadway of which street is so irregular that it is impossible to refer the centre line of the tramway to any line as the imaginary centre line of the street, the centre line of Tramway No. 3a will be at the distance of 3 feet from the southern kerb of the street, except for a length of 12 feet in the narrowest part of the street (which narrowest part is about the centre of the street reckoning from east to west), from which length of 12 feet the centre line of the said Tramway No. 3a will be at the distance of 2 feet 6 inches from the said southern kerb, and (c) for a length of 1 chain at its termination the respective tramway will be laid along the centre of the roadway of Trinity-square.

In all cases where it is stated that any street tramway is intended to be laid at a greater or less distance from the imaginary centre line than  $4\frac{1}{2}$  feet, such street tramway is (except where otherwise stated, or some other description is given) intended to be laid at a gradually varying distance from the imaginary centre line for a length of half a chain before and after attaining the greater or less distance so stated, so as to make up in that length the difference between the distance of  $4\frac{1}{2}$  feet and the greater or the less distance (as the case may be) so stated.

To empower the Company from time to time to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this notice, as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage sheds, or works of the Company.

And it is proposed by the Bill to authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this notice for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of their undertaking to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or duties.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To reserve to the Company the exclusive right of using on the proposed tramways, carriages with flange wheels or other wheels especially or particularly adapted to run on an edge rail or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or corporations other than the Company with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways with such carriages, and to confer all other necessary powers in that behalf on all such other persons or corporations.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways; and for preventing obstructions to all or any such traffic; and to enable the Company, and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make by-laws, rules, and regulations with reference to all or any of the matters aforesaid; and to attach penalties to the breach or non-observance of such by-laws, rules, and regulations, or any of the provisions of the Bill.

To enable the Company when, by reason of the

execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish, township, or place mentioned in this notice, and maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway, or part of a tramway so removed, or discontinued to be used or intended so to be.

To enable the Company and the Metropolitan Board of Works, and any vestry, district board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To enable the Board of Trade, or any or some one of Her Majesty's Principal Secretaries of State, or some other public body or authority, to appoint a referee or referees to inquire into and report upon or decide any questions which it may be expedient to refer, or which by the Bill may be referred or directed to be referred to such referee or referees, and to authorize and empower the referee or referees to administer oaths and affirmations, and to confer upon him or them, and to enable him or them to exercise the powers of a court of law or the powers usually conferred upon arbitrators or other special powers, and to make provision for enforcing and giving effect to his or their decisions, awards, and reports.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th of November instant, for public inspection, with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, in the said county; and with the Clerk of the Peace for the city of London, at his office at the Old Bailey, in that county; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes from, in, through, or into which the intended street tramways will be made or pass; and also a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection as follows (that is to say): For the parish of Limehouse and hamlet of Ratcliffe, with the Clerk of the Board of Works for the Limehouse district, at his office, at White Horse-street, Commercial-road East, in the county of Middlesex; for the parishes of Holy Trinity Minorities; St. Mary Whitechapel; and for the precinct of the Old Tower Without, in the parish of the Tower of London, with the Clerk of the Board of Works for the Whitechapel district, at his office, at Great Alie-street, in the said county; for the parish of St. George's-in-the-East, with the Vestry Clerk of that parish, at his office, at the Vestry Hall, Cable-street, in the said county; for the parish of the hamlet of Mile-end Old-town, with the Vestry Clerk of that parish, at his



office, at Bancroft-road, in the said county, and for the parish of St. Botolph Algate, with the parish clerk of that parish, at his residence.

And notice is hereby further given, that printed copies of the intended Act will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1869.

In Parliament—Session 1870.

Yeovil Gas and Coke Company.

(Incorporation of Company, with powers for manufacturing and supplying Gas within the Parish of Yeovil, in the county of Somerset—Power to purchase Lands and erect additional works—Regulation and Increase of Capital—Levying of Rates—Contracts—Repeal and Amendment of Acts, and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session, by the Yeovil Gas and Coke Company, for an Act to dissolve the said Company, and to cancel the deeds of settlement or other instrument or instruments under which they are at present acting, and to re-incorporate the shareholders into a Company by the same or another name, and to vest in the re-incorporated Company (hereinafter referred to as "the Company") the lands, works, buildings, undertaking, and all other the real and personal property, estate, interests, rights, powers, privileges, authorities, and easements now belonging to the said existing Company, or to any person or persons in trust for them or for their benefit.

And notice is hereby also given that powers will be taken by, and provisions will be inserted in the intended Act for all or some of the several objects and purposes following, that is to say:—

To confer upon the Company all necessary powers for lighting with gas the parish of Yeovil, in the county of Somerset.

To augment and to fix and regulate the capital of the Company, and, if thought desirable, to capitalize all or any sums which the Company have expended on their works, and to fix and determine the amount of money, whether derived from capital or from profits, or from both conjointly, in respect of which the Company shall be entitled to receive dividends, and to authorize the Company to raise further money on mortgage or debentures, and by the creation and issue of shares with or without preference or priority in payment of dividends or other rights, privileges, or advantages attached thereto.

To authorize the Company to maintain, and from time to time to improve, alter, extend, enlarge, and renew their existing gas and other works, buildings, apparatus, and meters, situate in Middle-street, in Yeovil aforesaid, numbered 493 on the Tithe Commutation Map of the said parish of Yeovil, bounded on or towards the north by the main road leading from Yeovil to Sherborne, on or towards the east and south by the lane leading from and out of such main road to Dodham or Newton-buildings, on or towards the west by the dwelling-houses, wool-stores, outbuildings, yard, and garden, hereinafter described, numbered 492 on the said map.

To authorize the Company to construct and erect, and afterwards from time to time to maintain, improve, alter, extend, enlarge, and renew additional gas and other works, buildings, apparatus, and meters, upon the following premises, that is to say, two dwelling-houses, in Middle-street aforesaid, and the wool-stores, outbuildings, yard, and garden thereunto adjoining and belonging, containing by admeasurement 2 roods

and 36 perches, in the several occupations of Mr. James Hooper Whitby, and of his tenants, Messrs. John Channing and William Lydiatt, numbered 492 on the said map, and bounded on or towards the east by the Yeovil Gasworks, hereinbefore described, on or towards the south by the before-mentioned lane, on or towards the west partly by an orchard belonging to Mr. Edward Raymond, with the newly-erected wool-stores therein, in the occupation of Mr. Benjamin Chaffey, numbered 494 on the said map, and partly by two cottages and gardens belonging to Mr. Richard Colley, and on or towards the north by the said main road; and to empower the Company to purchase and take by compulsion or agreement the said premises.

To empower the Company to purchase and take and to hold additional lands and houses, and to authorize the Company and all corporations and public bodies, commissioners, companies, or persons to make and carry into effect contracts and agreements for the sale of such additional lands and houses, upon such terms and conditions as they shall respectively think fit.

To extend and define the limits within which the Company may supply gas, and to include within such limits the whole of the said parish of Yeovil, in the county of Somerset.

To authorize the Company to manufacture and store and to sell and supply and light with gas produced from coal or other materials and to manufacture and sell and dispose of coal, coke, tar, and other residuum and products arising from the manufacture of gas, and to make or convert tar, pitch, ammoniacal liquors, and any residuum, into dye, ware, or other materials, and to sell and deal in the same; and also to lay down and maintain pipes in, through, across, and under streets, roads, lanes, bridges, rivers, and other public passages and places within the said parish, to be so supplied with gas by the Company, and for that purpose to break up and interfere with such streets, roads, lanes, bridges, rivers, and other public passages and places, and also with any sewers, drains, and pipes, in, over, or under the same, and generally to carry on the business usually carried on by gas companies.

To authorize the Company and all Corporations and public bodies, commissioners, companies, or other legal authorities, and all persons whomsoever, to make and carry into effect contracts and agreements for lighting any public place, building, or otherwise, upon such terms and conditions as they shall respectively think fit.

To authorize the Company to manufacture, purchase, or hire gas meters and gas apparatus, and to sell or let the same, and to levy rates, rents, and charges for the sale and supply of gas and of gas meters and fittings.

To levy and collect rates or rents for the supply of gas, to alter existing rates or rents, to confer, vary, or extinguish exemptions from payment of rates or rents, and to confer, vary, or extinguish other rights and privileges, and to confer upon the Company all necessary powers and authorities for the purposes of the intended Act.

To alter, extend, amend, enlarge, or repeal all or any of the powers and provisions relating to gas contained in the "Borough of Yeovil Extension and Improvement Act, 1854," and particularly to repeal or amend the 46th, 47th, 48th, and 74th sections of that Act, and to make better provision for the supply of gas for public and private lighting within the limits of the intended Act.

To incorporate with the proposed Act, with such variations as may be thought expedient, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845,"

"The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Gas Works Clauses Act, 1847," and "The Acts for regulating measures used in sale of Gas."

And notice is hereby also given that, on or before the 30th day of November in the present year, duplicate plans of the lands proposed to be taken by compulsion under the powers of the intended Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office at Wells, in the said county, and that, on or before the same day, a copy of the said plans, with a book of reference thereto, and a copy of this notice published as aforesaid, will also be deposited for public inspection with the parish clerk of the said parish of Yeovil, at his residence at Yeovil aforesaid, in the said county of Somerset.

And notice is hereby further given, that printed copies of the Bill for the intended Act will, on or before the twenty-third day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1869.

*Slade and Son*, Yeovil, Solicitors for the Company.

*S. H. Lewin*, 1, Upper Charles Street, Westminster, Parliamentary Agent.

#### Leeds Street Tramways.

(Incorporation of Company; Construction of Street Tramways in Leeds and Suburbs; Compulsory taking of Lands; Tolls; Provisions for use of Tramways and Streets traversed; Agreements with and Powers to Corporation of Leeds Street Authorities and other Public Bodies; Amendment of Acts.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for incorporating a Company, and to enable the Company so to be incorporated (hereinafter called "the Company"), to make and maintain the works, and to carry into effect the objects, or some of the objects, hereinafter mentioned, that is to say:—

To make and maintain the following street tramways, or some or one of them, with all necessary and proper works and conveniences connected therewith respectively.

(1 and 1a.) A Tramway (No. 1), and a Tramway (No. 1a), commencing respectively at the east end of Boar-lane, at its junction with Briggate, and passing thence along Briggate, New Briggate, North-street, Meanwood-road, the north-east side of Carr-square, and Meanwood-road, and terminating in that road near the Working Men's Institute, at or near its junction with the roads leading to Headingley and Chapel Allerton, otherwise Chapel-town.

The proposed Tramways Nos. 1 and 1a will be made or pass from, in, through, or into the parishes and townships following, or some of them, that is to say, the townships of Leeds, Headingley-cum-Burley, Potter Newton, and Chapel Allerton, otherwise Chapel-town, and the parish of Leeds, all in the West Riding of the county of York.

The centre line of the intended Tramway No. 1 will, throughout its entire length, be on the left hand side (proceeding from the commencement to the termination of the tramway) of and at a distance of 4 feet 6 inches

from the imaginary centre line of each of the streets or roads along which it is intended to be laid, except that, (a), from the south end of the cab-stand in Briggate, immediately north of Boar-lane, to the north end of the cab-stand immediately south of Fleet-street, the centre line of the tramway will be at a distance of 9 feet from and west of the imaginary centre line of the street, and, (b), from a point 2 chains south of its termination, the centre line of the tramway will gradually approach, until at a point 1 chain south of its termination it reaches the imaginary centre line of the Meanwood-road, and thence to its termination the tramway will be laid in the centre of the said road.

The centre line of Tramway No. 1a will be throughout its entire length on the right hand side (proceeding from the commencement to the termination of the tramway) of and at a distance of 4 feet 6 inches from the imaginary centre line of each of the streets or roads along which it is intended to be laid, except that, (a), from the south end of the cab-stand immediately north of Boar-lane to the north end of the cab-stand immediately south of Fleet-street, the centre line of the tramway will be at a distance of 9 feet from and on the east side of the imaginary centre line of the street, and (b) from a point two chains south of its termination, the centre line of the tramway will gradually approach until at a point 1 chain from its termination it reaches the imaginary centre line of Meanwood-road, and thence to its termination the tramway will be laid in the centre of that road.

(2 and 2a.) A Tramway (No. 2), and a Tramway (No. 2a), wholly situate respectively in the townships of Headingley-cum-Burley, and Leeds, both in the parish of Leeds aforesaid, commencing respectively in the Kirkstall-road, at a point about 210 yards west of the western corner of the "Cardigan Arms" Inn, and proceeding thence in an easterly direction along Kirkstall-road, Wellington-street, West Bar, and Boar-lane, and terminating at the east end of that lane at its junction with Briggate, Tramway No. 2, there forming a junction with the intended Tramway No. 1 at its commencement, as above described, and Tramway No. 2a, there forming a junction with the intended Tramway No. 1a at its commencement as above described.

The centre lines of the intended Tramways (No. 2) and (No. 2a) will, throughout, be respectively at a distance of 4 feet 6 inches from (Tramway No. 2 being on the left hand side, and Tramway No. 2a, on the right hand side, proceeding in each case from the commencement to the termination of the tramways of) the imaginary centre line of each of the streets or roads along which they are intended to be laid, except that for a length of 1 chain at the commencement of the respective tramway, it will be laid in the centre of the Kirkstall-road, and thence the centre line of the respective tramway will gradually diverge from the imaginary centre line of that road, until in the length of 1 chain it reaches the distance of 4 feet 6 inches from and on the respective side aforesaid of the imaginary centre line of that road. For the purposes of this notice the centre of West Bar and Boar-lane, between Park-row and Briggate, is taken to be the centre of the new carriage way now being laid out by the Corporation of Leeds, between Park-row and Briggate aforesaid.

The imaginary centre line means in all cases, except where otherwise stated, or some other des-

cription is given, an imaginary line drawn along the centre of the carriage way of the street (by whatsoever name known or called) along which the respective tramway is intended to be laid.

To empower the Company from time to time to make such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in this notice as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage sheds, or works of the Company.

And it is proposed by the Bill to authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this notice for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of their undertaking to purchase or acquire, by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or duties.

To provide for the maintenance and repair of the whole, or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any streets, road, or place upon or along which any of the proposed tramways may be laid.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheel, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or Corporations other than the Company, with carriages with flange wheels or wheels specially or particularly adapted to run on an edged rail, or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or Corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance

of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To enable the Company, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish, township, or place mentioned in this notice, and maintain so long as occasion may require, a temporary tramway, or temporary tramways, in lieu of the tramway or part of a tramway so removed, or discontinued to be used, or intended so to be.

To enable the Company and the Corporation of Leeds, and any board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs, or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To enable the Board of Trade, or any or some one of Her Majesty's Principal Secretaries of State, or some other public body or authority, to appoint a referee or referees to enquire into, report upon, or decide any questions which it may be expedient to refer, or which by the Bill may be referred or directed to be referred to such referee or referees, and to authorize and empower the referee or referees to administer oaths and affirmations, and to enable him or them to exercise the powers of a Court of Law, or the powers usually conferred upon arbitrators or other special powers, and to make provision for enforcing, and giving effect to his or their decisions, awards, and reports.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant for public inspection with the Clerk of the Peace for the West Riding of the County of York, at his office at Wakefield in that county: and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes from, in, through, or into which the intended street tramways will be made or pass, and also a copy of this notice, as published in the London Gazette will, on or before the said 30th day of November, be deposited for public inspection with the Parish Clerk of each of the respective parishes, at his residence; and in the case of each extra-parochial place with the parish clerk of some immediately adjoining parish at his residence.

And notice is hereby further given, that printed copies of the intended Bill will, on or before the twenty-third day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1869.

*Ashurst, Morris and Co., 6, Old Jewry and 30, Parliament-street, Solicitors for the Bill.*

*J. Dorington and Co., 6, Parliament-street Parliamentary Agents.*

Pimlico, Peckham, and Greenwich Street Tramways Company.

(Various Powers.)

(Construction of Additional Passing Places in the Parish of Lambeth; Duplication of certain authorized Tramways; Compulsory taking of Lands; Tolls; Provisions for Use of Tramways and Streets traversed; Agreements with and Powers to Metropolitan Board of Works and Street Authorities, &c.; Working and other Arrangements with other Companies and Bodies; 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 effecting the objects, or some of the objects, hereinafter mentioned; that is to say:

To authorize and empower the Pimlico, Peckham, and Greenwich Street Tramways Company (hereinafter called "the Company") to make and maintain the following street tramways, or some or one of them, with all necessary and proper conveniences connected therewith respectively.

(1.) A Tramway or passing place (No. 1), wholly situate in Harleyford-road, in the parish of Lambeth and county of Surrey, commencing by a junction with the tramway firstly described in and authorized by section 5 of the Pimlico, Peckham, and Greenwich Street Tramways Act, 1869 (in this notice called "the Act of 1869"), and on the deposited plans next hereinafter mentioned called Tramway No. 2, at a point about  $2\frac{1}{2}$  chains (measured along the line of the tramway as shown upon the plans deposited with the Clerk of the Peace for the county of Surrey, with respect to the application to Parliament for the Act of 1869, and which plans are in this notice referred to as "the plans deposited for the Act of 1869"), from the authorized point of commencement of the said tramway as shown on those plans, and terminating by a junction with the same authorized tramway at a point distant about  $5\frac{1}{2}$  chains measured as aforesaid from the said authorized point of commencement of the said tramway.

The centre line of the proposed Tramway (No. 1) intended to be authorized by the Bill will, at the commencement of the tramway, be in the centre of Harleyford-road, and will thence gradually diverge northward from the imaginary centre line of that road until in the length of 1 chain it attains the distance of 10 feet from and to the northward of the said imaginary centre line, and will for the length of another chain continue at that distance from and on that side of the said imaginary centre line, and will then gradually re-approach until at the termination of the tramway it again reaches the said imaginary centre line.

(2.) A Tramway, or passing place (No. 2), wholly situate in the road running along the north-east side of St. Mark's, Kennington Churchyard, in the parish of Lambeth aforesaid, commencing by a junction with the tramway firstly described, in and authorized by Section 5 of the Act of 1869 as aforesaid, at a point distant about 4 furlongs and  $4\frac{1}{2}$  chains (measured along the line of the tramway as shown upon the plans deposited for the Act of 1869), from the authorized point of commencement of the said tramway as shown upon the said plans, and terminating by a junction with the same authorized tramway at a point distant about 4 furlongs and  $7\frac{1}{2}$  chains measured as aforesaid from the said authorized point of commencement of the said tramway.

The centre line of the proposed Tramway (No. 2) to be authorized by the Bill, will, at the commencement of the tramway be in the centre of the road, and will thence gradually diverge

northward from the imaginary centre line of the road until in the length of 1 chain it attains the distance of 10 feet from and to the northward of the said imaginary centre line, and will for the length of another chain continue at that distance from and on that side of the said imaginary centre line, and will then gradually re-approach until at the termination of the tramway it again reaches the said imaginary centre line.

(3.) A Tramway, or passing place (No. 3), wholly in Camberwell New-road, in the parish of Lambeth aforesaid, commencing by a junction with the authorized Tramway No. 2 above mentioned, at a point about 3 chains west of the west corner of Wyndham-road, at its junction with Camberwell New-road, and terminating by a junction with the same authorized tramway, at a point opposite or nearly opposite the said west corner of Wyndham-road.

The centre line of the proposed Tramway No. 3 will, at the commencement of the tramway, be in the centre of Camberwell New-road, and will thence gradually diverge northward from the imaginary centre line of that road until, in the length of 1 chain, it attains the distance of 10 feet from and to the northward of the said imaginary centre line, and will, for the length of another chain, continue at that distance from and on that side of the said imaginary centre line, and will then gradually re-approach until, at the termination of the tramway, it again reaches the said imaginary centre line.

To enable the Company to lay down additional rails in connection with certain of the tramways authorized by the Act of 1869, that is to say, the tramways on the plans deposited for the Act of 1869, called Tramways No. 3, No. 4, No. 5, and No. 6, and to move and alter the position of the rails, or some of the rails of those tramways, and to execute all such other works as may be necessary for the purpose of converting the said tramways into a double line of tramways, which double line of tramways when completed will consist of the Tramways No. 4 and No. 4a hereinafter described, that is to say (4 and 4a) a Tramway (No. 4) and a Tramway (No. 4a) commencing respectively in the Camberwell New-road, in the parish of Lambeth aforesaid, by a junction with the authorized Tramway No. 2 above mentioned at its termination, as shown on the plans deposited for the Act of 1869, passing thence respectively on the south side of Camberwell-green, thence into and along Church-street, Peckham-road, High-street, Peckham, Queen's-road, New-cross-road, Broadway, Deptford, the street called Deptford-bridge, and Blackheath-road, and terminating respectively in the parish of Greenwich, in the county of Kent, at the east end of Blackheath-road.

The proposed Tramways No. 4, and No. 4a, will respectively be made or pass from, in, through, or into the parishes or places following, or some of them, that is to say, Lambeth, Camberwell, St. Paul, Deptford, in the county of Surrey, and St. Paul, Deptford, and Greenwich, in the county of Kent.

The centre line of the Tramway (No. 4) will be throughout its entire length at the distance of 4 feet  $8\frac{1}{2}$  inches, from and to the north of the imaginary centre line of each of the streets along which it is intended to pass, except that (a) for a length of one chain at the commencement of the tramway, its centre line will gradually approach until at the commencement of the tramway it reaches the centre of the Camberwell New-road; and (b) in passing along Church-street, from the east end of Camberwell-green, to a point opposite the west side of Camberwell-grove, the centre line of the tramway will be 6 feet 6 inches

from and north of the imaginary centre line of the street, and thence will gradually approach until in the length of  $2\frac{1}{2}$  chains it reaches the distance of 4 feet  $8\frac{1}{2}$  inches from and north of the said imaginary centre line, and (c) in passing through High-street, Peckham, from a point opposite, or nearly opposite, Paradise-place, the centre line of the tramway will gradually diverge from until in the length of  $2\frac{1}{2}$  chains, it reaches the distance of 6 feet from and north of the imaginary centre line of the street, and will continue at that distance from and north of the said imaginary centre line to a point 2 chains from and west of the public urinal placed at the junction of Hill-street with High-street, Peckham, and thence the centre line of the Tramway will gradually approach until opposite the said urinal, it again reaches the distance of 4 feet  $8\frac{1}{2}$  inches from and north of the said imaginary centre line, and from the last mentioned point will again gradually diverge northward from until in a length of 48 yards it reaches the distance of 5 feet from the said imaginary centre line, and will continue at that distance from and north of the said imaginary centre line to a point opposite Macklow's-yard, and thence will gradually approach until in a further length of 3 chains it again reaches the distance of 4 feet  $8\frac{1}{2}$  inches from and north of the said imaginary centre line and (d) in passing through Queen's-road, from a point opposite Pomeroy-street, the centre line of the tramway will gradually diverge from until in a length of 1 chain it reaches the distance of 7 feet from and north of the imaginary centre line of the street, and will continue at that distance from and north of the said imaginary centre line to a point opposite or nearly opposite Kender-street, where (the road widening at that point) the centre line of the tramway will again become at the distance of 4 feet  $8\frac{1}{2}$  inches from and north of the imaginary centre line of the road, and (e) in passing along the street called Deptford-bridge, the centre line of the tramway will be 2 feet 5 inches from and north of the imaginary centre line of the street and (f) the tramway at its termination will be in the centre of Blackheath-road.

The centre line of the proposed tramway No. 4a will be throughout its entire length at the distance of 4 feet  $8\frac{1}{2}$  inches from and to the south of the imaginary centre line of each of the streets along which it is intended to pass, except that (a) for a length of one chain at the commencement of the tramway the centre line will gradually approach until at the commencement of the tramway it reaches the centre of the Camberwell New-road, and (b) in passing along Church-street, from the east end of Camberwell-green to a point opposite the west side of Camberwell-grove, the centre line of the tramway will be 2 feet from and south of the imaginary centre line of the street, and thence will gradually approach until in the length of  $2\frac{1}{2}$  chains it reaches the distance of 4 feet  $8\frac{1}{2}$  inches from and south of the said imaginary centre line, and (c) in passing through High-street, Peckham, from a point opposite or nearly opposite Paradise-place, the centre line of the tramway will gradually diverge from until in the length of  $2\frac{1}{2}$  chains it reaches the distance of 2 feet 6 inches, from and south of the imaginary centre line of the street, and will continue at that distance from and south of the said imaginary centre line to a point 2 chains from and west of the public urinal placed at the junction of Hill-street with High-street, Peckham, and thence the centre line of the tramway will gradually diverge until opposite the said urinal it again reaches the distance of 4 feet  $8\frac{1}{2}$  inches from and south of the said

imaginary centre line, and from the last-mentioned point will again gradually approach southward from until in a length of 48 yards it reaches the distance of 3 feet 6 inches from the said imaginary centre line, and will continue at that distance from and south of the said imaginary centre line to a point opposite Macklow's-yard, and thence will gradually diverge, until in a length of 3 chains it again reaches the distance of 4 feet  $8\frac{1}{2}$  inches from and south of the said imaginary centre line, and (d) in passing through Queen's-road, from a point opposite Pomeroy-street, the centre line of the tramway will gradually approach from until in a length of 1 chain it reaches the distance of 2 feet 5 inches from and south of the imaginary centre line of the street, and will continue at that distance from and south of the said imaginary centre line to a point opposite or nearly opposite Kender-street, where (the road widening at that point) the centre line of the tramway will again become at the distance of 4 feet  $8\frac{1}{2}$  inches from and south of the imaginary centre line of the road; and (e) in passing along the street called Deptford-bridge, the centre line of the tramway will be 7 feet from and south of the imaginary centre line of the street; and (f) the tramway at its termination will be in the centre of the Blackheath-road.

To authorize the Company to abandon and relinquish the construction of the several passing places authorized by the Act of 1869, which will be rendered unnecessary by the construction of the works to be authorized by the Bill, that is to say, the tramways, or passing places, distinguished on the plans deposited for the Act of 1869, at No. 2b, No. 3a, No. 4a, and No. 5a.

And it is proposed by the Bill to authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires and apparatus, within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company, for all or any of the purposes of their undertaking, to purchase or acquire, by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Company to levy tolls, rates and charges, for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or duties, and to confer, vary, or extinguish other rights or privileges.

To provide for the maintenance and repair of the whole, or some portion or portions of the respective streets, roads, and places, upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road or place, upon or along which any of the proposed tramways may be laid.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

To prohibit, except by agreement with the

Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or corporations other than the Company, with carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways, with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To make provision for regulating the passage of traffic along streets, roads, or places in which the proposed tramways will be laid, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority to make bye-laws, rules, and regulations, with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To enable the Company when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway, as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township, or place mentioned in this notice, and maintain, so long as occasion may require, a temporary tramway, or temporary tramways, in lieu of the tramway, or part of a tramway so removed or discontinued, to be used, or intended so to be.

To enable the Company, and the Metropolitan Board of Works, and any vestry, district board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs, or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To enable the Board of Trade, or any or some one of Her Majesty's Principal Secretaries of State, or some other public body or authority to appoint a referee or referees to inquire into, report upon, or decide any questions which it may be expedient to refer, or which by the Bill may be referred or directed to be referred to such referee or referees, and to authorize and empower the referee or referees to administer oaths and affirmations, and to confer upon him or them, and to enable him or them to exercise the powers of a court of law, or the powers usually conferred upon arbitrators or other special powers, and to make provision for enforcing and giving effect to his or their decisions, awards, and reports.

To empower the Company and the Metropolitan Street Tramways Company to enter into and carry into effect contracts, agreements, and arrangements, with respect to the construction, user, working, maintenance, and management of their respective undertakings, or some part or parts thereof respectively, the providing of rolling and working stock, the appointment, removal, and payment of officers and servants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, appor-

tionment, and appropriation of rates, tolls, and charges upon their respective undertakings, and all incidental matters, and to sanction and to give effect to contracts, agreements, and arrangements made, or to be made with respect to any of the matters aforesaid.

To apply to the tramways and works to be authorized by the Bill the provisions, or some of the provisions of the Act of 1869, and so far as may be necessary for the purposes of the Bill to amend or repeal the provisions or some of the provisions of that Act.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection with the clerk of the peace for the county of Kent, at his office at Maidstone, in that county, and with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in that county; and that a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes from, in, through, or into which the intended street tramways will be made or pass; and also a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection, as follows (that is to say):— for the parish of Greenwich, in the county of Kent, and the parish of St. Paul, Deptford, in the counties of Kent and Surrey, with the Clerk to the Greenwich Board of Works, at his office at Church-street, Greenwich, in the county of Kent, for the parish of Camberwell, with the Vestry Clerk of that parish, at his office at the Vestry-hall, Camberwell, in the county of Surrey, and for the parish of Lambeth (otherwise St. Mary, Lambeth), with the Vestry Clerk of that parish, at his office at the Vestry-hall, Kennington-green, in the county of Surrey.

And notice is hereby further given, that printed copies of the intended Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1869.

*Ashurst Morris and Co.*, 6, Old Jewry, and 30, Parliament-street, Solicitors for the Bill.

*J. Dorington and Co.*, 6, Parliament-street, Westminster, Parliamentary Agents.

Fulham, Hammersmith, and City Railway.  
(Incorporation of Company for construction of Railway from Hammersmith and City Railway to Fulham, near Putney Bridge; Powers to Hammersmith and City, Great Western, and Metropolitan Railway Companies; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act, for the purposes, or some of the purposes, following, viz. :—

To incorporate a Company (hereinafter called "The Company") for the purpose of constructing and maintaining a railway with all proper works, approaches, stations, sidings, and conveniences connected therewith, commencing by a junction with the Hammersmith and City Railway, in the parish of Hammersmith, otherwise St. Peter and St. Paul, Hammersmith, and county of Middlesex, at or near a point on that



railway twenty yards, or thereabouts, south of the south end of the brick viaduct of that railway near the Hammersmith Terminus thereof, and terminating in the parish of Fulham and county of Middlesex, at a point on the northern side of the King's-road, where the tablet bearing the inscription "Elysium-row, Anno Domini, 1738," is let into the front of the houses, and being about 45 yards, measured in an easterly direction, from the eastern side of the Fulham Park-road, where that road forms a junction with the King's-road, and which said railway will be situate wholly in the said parishes of Fulham and Hammersmith, otherwise St. Peter and St. Paul, Hammersmith, and county of Middlesex.

To enable the Company to deviate laterally from the line of railway and works to the extent shown upon the plans, and to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, divert, alter, or stop up, whether temporarily or permanently, and to appropriate and use the site and soil of roads, streets, and other highways, bridges, railways, tramroads, aqueducts, waters, pipes, sewers, drains, and watercourses.

To purchase and take by compulsion or agreement, and to acquire easements over lands, houses, tenements, and hereditaments.

To levy tolls, rates, and charges for the use of the railway, and to confer other rights and privileges, and to vary and extinguish all such rights and privileges as would interfere with any of the objects of the Bill.

To enable the Company on the one hand, and the Hammersmith and City, the Great Western, and the Metropolitan Railway Companies (hereinafter called "the Three Companies"), or any one or more of those Companies on the other hand, to enter into and carry into effect agreements with respect to the construction, working, use, management, and maintenance of the railway, the regulation, management, and transmission of traffic, the supply of rolling stock and machinery, the employment of officers and servants, and the fixing, collection, payment, division, appropriation, and distribution of the tolls and revenue arising from the traffic, and to authorize the appointment of joint committees for carrying into effect any such agreement, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

And it is proposed by the Bill, so far as may be necessary, to alter, amend, extend, and enlarge some of the powers and provisions of the following Acts (local and personal), that is to say:— 24 and 25 Vic., cap. 164; 26 and 27 Vic., cap. 172; 28 Vic., cap. 109, relating to the Hammersmith and City Railway Company; 5 and 6 William IV., cap. 107; 26 and 27 Vic., caps. 113 and 198; 28 Vic., cap. 101; and 30 and 31 Vic., cap. 150, and the several other Acts relating to the Great Western Railway Company; 16 and 17 Vic., cap. 186; 17 and 18 Vic., cap. 221; 19 and 20 Vic., caps. 102 and 109; 20 and 21 Vic., cap. 125; 22 and 23 Vic., cap. 97; 23 Vic., cap. 58; 23 and 24 Vic., cap. 168; 24 and 25 Vic., caps. 133 and 233; 25 and 26 Vic., cap. 58; 26 and 27 Vic., cap. 165; 27 and 28 Vic., caps. 260, 291, 303, and 315; 28 Vic., cap. 117; 29 and 30 Vic., cap. 160; 30 and 31 Vic., cap. 85; 31 and 32 Vic., cap. 109; and 32 and 33 Vic., cap. 136, relating to the Metropolitan Railway Company.

Duplicate plans and sections, showing the lines and levels of the intended railway and the lands and houses which may be taken for the purposes thereof, with a book of reference to such plans and a published map, with the line of

railway delineated thereon, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, at the Session House, Clerkenwell-green; and, on or before the said 30th day of November instant, a copy of the said plans, sections, book of reference, and Notice will be deposited for public inspection with the clerk of the district board of works for the district of Fulham, at his office, at the Broadway, Hammersmith.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 19th day of November, 1869.

#### Barnstaple and Ilfracombe Railway.

(Incorporation of Company—Construction of Railways from Barnstaple to Ilfracombe—Running Powers over Portion of Railway of London and South Western Railway Company—Traffic Arrangements with, and other Provisions affecting that Company—Agreements with and Powers to the Trustees of the Barnstaple Turnpike Roads, and the Corporation of Barnstaple, the Barnstaple Improvement Commissioners and Bridge Feoffees as to Sale, Lease, or User of Bridge, Roads, Wharfs, &c.—Amendment of Acts.)

**A** PPLICATION is intended to be made to Parliament next session for leave to bring in a Bill to incorporate a Company for making and maintaining the railways hereinafter mentioned, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, and to confer upon the Company to be thereby incorporated (hereinafter called "the Company") all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say:—

A Railway (No. 1) commencing in the parish of Tawstock, in the county of Devon, by a junction with the railway of the London and South Western Railway Company, at or near the western end of the passenger platform of the Barnstaple station, and terminating in the parish of Pilton, in and near the eastern end of a marsh called Pottington Marsh, on land belonging to the Hon. Mark Rolle, and occupied by Mr. William Fisher, and which point is about 12 chains or thereabouts to the south-westward of Pottington Farmhouse, and which intended railway will be made or pass from, in, through, or into the parishes of Tawstock, Fremington, Barnstaple, and Pilton, or some or one of them; also a Railway (No. 2) commencing in the said parish of Pilton by a junction with the said Railway No. 1 at its termination, as above described, and terminating in the parish of Ilfracombe, in the county of Devon, in a field in the occupation of Philip Gammon, being part of Higher Lamb-parks, and abutting westward on the public highway leading from Ilfracombe to Slade, and which intended railway will be made, or pass from, in, through, or into the parishes and extra-parochial or other places following, or some of them, that is to say, Barnstaple, Pilton, Ashford, Marwood, Bittadon, East Down, West Down, Heanton—Punchardon, Braunton, Georgeham, Morthoe, and Ilfracombe, in the county of Devon.

To deviate laterally from the line of the intended works to the extent shown on the plans hereinafter mentioned, and also to deviate

vertically from the levels shown on the sections hereinafter mentioned.

To cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads and highways, footways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial and other places, or any of them, as it may be necessary to cross, stop up, alter, or divert by reason or for the purposes of the intended railway and works, or any of them, or of the intended Bill.

To purchase or take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railways and works, and of the Bill, and to vary or extinguish all rights and privileges connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To authorize or require the Company to construct and work the intended railway as light railways, under the provisions relating to light railways of the Regulation of Railways Act, 1868.

To levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the portion of railway station and works hereinafter mentioned of the London and South Western Railway Company, and to alter the tolls, rates, and duties which that Company (hereinafter called the South Western Company) is now authorized to take thereon, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Bill to empower the Company on such terms and conditions, and on payment of such tolls, rates, and duties as may be agreed on between the Company and the South Western Company, or as may be provided in the Bill, to run over, work, and use with their engines and carriages, and for the purposes of traffic of every description, so much of the South Western Company's railway and works as lies between the intended junction with that railway (as hereinbefore described) of the intended Railway (No. 1) and the South Western Company's station at Barnstaple, together with that station, and all platforms, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, machinery, works and conveniences of or connected with the said portion of railway.

To empower the Company and the South Western Company from time to time to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or either of them, of their railways and works, or any part thereof respectively; and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways of the contracting Companies, or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the railways and works of the contracting parties, or either of them, or any part thereof, and the employment of officers and servants, and to authorize the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To require the South Western Company, upon

such terms and conditions as shall be agreed upon, or as shall be provided by the Bill, to book through and forward all passengers' goods, minerals, carriages, and traffic (that word having in this notice the meaning assigned to it by The Railway and Canal Traffic Act, 1854), to or from or over the whole or any part of the railways under their management or control, to and from the intended railways or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and, if need be, to alter and vary the tolls which the South Western Company may be entitled to receive and take upon their railway or the railways so under their management or control, and to confer, vary, and extinguish exemptions therefrom.

To empower the Company on the one hand, and the trustees acting in execution of the Barnstaple Turnpike Roads Act, 1865, the Mayor, Aldermen, and Burgesses of the borough of Barnstaple, the Commissioners for Improvement of the borough of Barnstaple, and the Feoffees of the lands and tenements of and belonging to the Long Bridge of Barnstaple, or any of them, and any other parties interested on the other hand, to enter into and carry into effect contracts and agreements for or with reference to the sale, and lease to, or user by the Company of the said Long Bridge, or any part thereof, or any of the lands and tenements belonging thereto, and for the improvement of the said bridge and any roads or approaches thereto or connected therewith, and for or with reference to the construction, maintenance, or user of wharfs, quays, quay walls, sewers, and other matters and things near to or connected with the proposed railway, and to confirm and sanction any agreements made or to be made for any such purpose.

To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, or such contracts or arrangements, and to confer other rights and privileges.

To amend or repeal, so far as may be necessary or expedient, the local and personal Acts following, to wit:—4 and 5 William IV., cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63, and 86; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185 and 199; 9 and 10 Vict., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vict., caps. 57, 58, 83, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict., caps. 75, 85, 87, 89, 125, and 157; 51 George III., cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., caps. 99 and 164; 17 and 18 Vict., caps. 186 and 208; 18 and 19 Vict., caps. 122, 177, and 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., caps. 18, 24, 72, 121, and 136; 21 and 22 Vict., caps. 56, 58, 67, 89, and 101; 22 Vict., cap. 3; 22 and 23 Vict., caps. 31, 44, 81, 95, and 134; 23 and 24 Vict., caps. 92, 103, 124, 158, and 185; 24 and 25 Vict., caps. 111, 220, and 234; 25 and 26 Vict., caps. 42, 71, 78, 143, 152, 165, and 227; 26 and 27 Vict., caps. 90, 109, 192, and 208; 27 and 28 Vict., caps. 87, 166, 174, 227, and 325; 28 and 29 Vict., caps. 89, 102, 103, 104, 268, 273, and 304; 29 and 30 Vict., caps. 216 and 217; 30 and 31 Vict., cap. 156; 31 and 32 Vict., cap. 69; 32 and 33 Vict., caps. 53 and 86; relating to the South Western Company and the Barnstaple Turnpike Roads Act, 1865.

And notice is hereby also given that on or before the 30th day of November instant, plans and sections of the intended railway and works, with a book of reference to such plans, and a

published map with the line of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette will be deposited with the Clerk of the Peace for the county of Devon, at his office at Exeter, in that county, and that a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the intended railways are intended to be made, together with a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection in the case of each 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.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 18th day of November, 1869.

*Bircham, Dalrymple, Drake and Co.,* 46, Parliament-street, Westminster, Solicitors.

*J. Dorington and Co.,* 6, Parliament-street, Westminster, Parliamentary Agents.

**Preston, Longton, and Southport Railway.**  
(Incorporation of Company; Construction of Railways from the North Union and Lancashire and Yorkshire Railways, near Preston, to the Lancashire and Yorkshire Railway, near Southport; Arrangements with London and North-Western and Lancashire and Yorkshire Railway Companies; Running Powers and Facilities over Railways, &c., belonging to or worked by those Companies, and powers to levy or alter tolls thereon; Amendment or Repeal 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 the following, or some of the following, among other purposes, that is to say:—

To incorporate a Company (hereinafter referred to as "the Company"), and to authorize the Company to make and maintain the railways hereinafter described, or some or one of them, or some part or parts thereof respectively, together with all proper sidings, stations, approaches, works, and conveniences connected therewith respectively, viz. :—

A Railway (No. 1) situate wholly in the township of Penwortham, in the parish of Penwortham, in the county of Lancaster, commencing by a junction with the North Union Railway at a point 290 yards, or thereabouts, measured in a northerly direction along the centre line of that railway from the centre of the bridge near Middleford Hall which carries that railway over the road known as Factory-lane, leading from Tardy Gate-lane to Middleford Hall and Walton Factory or Penwortham Mill, and terminating in a field in the occupation of Edward Livesey, and numbered 245 on the tithe commutation map of the said township, at a point 10 yards, or thereabouts, south of the northern boundary fence, and 50 yards, or thereabouts, west of the eastern boundary fence of such field.

A Railway (No. 2) commencing in the said township and parish of Penwortham by a junction with the intended Railway (No. 1) at the

termination thereof as before described, and terminating in the township of North Meols, in the parish of North Meols, in the borough of Southport, in the said county of Lancaster, by a junction with the Lancashire and Yorkshire Railway, at a point 22 yards or thereabouts measured in a south-easterly direction along the centre line of that railway, from the point where that railway crosses on the level the road from Little London to Higher Blowick, and which level crossing is at or near Little London; which said intended Railway (No. 2) will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Penwortham, Hoole, Hesketh with Beconsall, North Meols, Hutton, Longton, Little Hoole, Much Hoole, and the borough of Southport, all in the county of Lancaster.

A Railway (No. 3) wholly situate in the said township and parish of Penwortham, commencing by a junction with the intended Railway No. 2 at the commencement thereof, as hereinbefore described, and terminating in a field in the occupation of Christopher Hartley, and numbered 45 on the tithe commutation map of the said township of Penwortham at a point 93 yards or thereabouts south-west of the northern boundary fence, and 113 yards or thereabouts west of the eastern boundary fence of the said field.

A Railway (No. 4) commencing in the said township and parish of Penwortham by a junction with the intended Railway No. 3 at the termination thereof, as hereinbefore described, and terminating in the township of Walton-le-Dale, in the parish of Blackburn, in the said county of Lancaster, by a junction with the Lancashire and Yorkshire Railway at a point 50 yards or thereabouts, measured in a north-westerly direction along the centre line of that railway from the centre of the bridge near Leigh House, carrying that railway over the public road leading from Tardy Gate-lane to Leigh House; which said intended Railway (No. 4) will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Penwortham, Blackburn, and Walton-le-Dale, all in the county of Lancaster.

A Railway (No. 5) commencing in the said township and parish of Penwortham by a junction with the intended Railway No. 3, at the termination thereof, as hereinbefore described, and terminating in the said township of Walton-le-Dale and parish of Blackburn, by a junction with the Lancashire and Yorkshire Railway at, on, or near the bridge near Walton Factory, or Penwortham Mill, which carries that railway over the footpath leading from Walton Factory or Penwortham Mill, along the course of the old tramway, to Preston, which said intended Railway No. 5, will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following or some of them (that is to say), Penwortham, Blackburn, and Walton-le-Dale, all in the county of Lancaster.

To empower the Company to purchase and take by compulsion and by agreement lands, houses, and other property for the purposes of the intended railways and works.

To authorize the Company to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, streets, highways, railways, tramways, navigations, rivers, sewers, pipes, drains, and other works, within or adjoining the aforesaid parishes or places or any of them, as may be necessary in making and

maintaining the said intended railways and works.

To empower the Company to levy tolls, rates, and duties for, or in respect of, the said intended railways and works; to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

To empower the Company, on the one hand, and the London and North Western Railway Company and the Lancashire and Yorkshire Railway Company, or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements, for, or with reference to, the working, use, construction, management, and maintenance of the intended railways and works, or any or either of them, the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic on the intended railways, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, receipt, and division of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from such traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them, for all or any of the purposes of the respective contract, agreement, or arrangement, the appointment of joint committees, and all incidental matters, and to sanction and confirm any such contract, agreement, or arrangement already made, or which prior to the passing of the Bill may be made with respect to all or any of the matters aforesaid.

To empower the Company and all other Companies and persons lawfully using the railways of the Company, or any or either of them, or any part or parts thereof, to run over, and use with their engines and carriages, wagons and trucks, and their officers and servants, and for the purposes of traffic of every description, the following portions of railways respectively (that is to say):—

So much of the North Union Railway as is situate and lies between the junction therewith of the intended Railway No. 1 and the station at Preston, in the county of Lancaster, known as the Preston Station, belonging to the London and North Western and Lancashire and Yorkshire Railway Companies jointly or separately, including that station as now existing, or as altered or enlarged under the powers of any Act to be passed in the ensuing session of Parliament.

So much of the Lancashire and Yorkshire Railway as is situate and lies between the junction therewith of the intended Railway No. 2 and the respective stations at Southport belonging to the Lancashire and Yorkshire Railway Company, including those stations.

So much of the Lancashire and Yorkshire Railway as is situate and lies between the junction therewith of the intended Railway No. 4 and the said station at Preston, including that station as now existing, or as altered or enlarged under the powers of any Act to be passed in the ensuing session of Parliament.

Together with all tramways, sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences on, or connected, or used with the said portions of railways respectively, upon such terms and conditions, pecuniary and otherwise, and on

payment of such tolls, rates, and charges as may from time to time be agreed upon between the Companies interested, or as, in default of agreement, shall be determined by the Board of Trade, or by arbitration, or as may be defined by the Bill.

And to require and compel the London and North Western and Lancashire and Yorkshire Railway Companies respectively, or other the companies owning or working the said portions of railways respectively, to afford all requisite facilities for the purpose, and to enable the Company, and all other companies and persons as aforesaid, to levy and receive tolls, fares, rates, and other charges in respect of passengers, animals, and things conveyed by them over the before-mentioned portions of railways respectively, and to alter and restrict the tolls, fares, rates, and duties now leviable, and to fix and determine the tolls, fares, rates, and duties to be hereafter taken upon the said portions of railways respectively, or any part thereof, and the works and conveniences connected therewith.

To vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

To alter, amend, extend, enlarge, and to repeal, so far as may be necessary for the purposes of the Bill, the provisions or some of the provisions of the several local and personal Acts of Parliament following, or some of them (that is to say): 9 and 10 Vict., caps. 204 and 231, relating to the London and North Western Railway Company, and any other Acts relating to or affecting that Company; 1 and 2 Wm. IV. cap. 60; 9 and 10 Vict., cap. 231; 10 and 11 Vict., cap. 163; 22 and 23 Vict., cap. 110, relating to the Lancashire and Yorkshire Railway Company, and any other Acts relating to or affecting that Company; 4 Wm. IV., cap. 25; 7 and 8 Vict. cap. 2; 9 and 10 Vict., cap. 231, relating to the North Union Railway Company, and any other Acts relating to or affecting that Company.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the said intended railways and works, and of the lands and houses which may be taken for the purposes thereof, together with a book of reference to the plans, a published map with the lines of the intended railways delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Lancaster, at his office at Preston, in that county; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the intended railways and works will be made, or in which any lands or houses intended to be taken are situate; and also a copy of this notice published as aforesaid will be deposited for public inspection in the case of each such 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.

And notice is hereby also given, that on or before the 23rd day of December next printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1869.

William Toogood, 16, Parliament-street, Westminster.

In Parliament.—Session 1870.

Gas Light and Coke Company.

(Purchase of undertaking of Victoria Docks Gas Company, or the Amalgamation of that undertaking with the undertaking of the Gas Light and Coke Company; Enlargement of Powers for supplying Gas in bulk; Power to sell lease and exchange lands; To make special Arrangements for payment of interest on new capital during construction of works; To provide a Contingency Fund; Recovery of arrears of Gas Rents; Amendment of Acts and other purposes.)

**N**OTICE is hereby given, that the Gas Light and Coke Company (hereinafter called "The Company") intend to apply to Parliament in the next session for leave to bring in a Bill and to pass an Act for all, or some, of the following purposes; that is to say:—

To make provision for the purchase by the Company of the whole of the undertaking of the Victoria Docks Gas Company (in this notice called "The Victoria Company"), and for the sale by the Victoria Company of their undertaking to the Company, and for vesting in the Company all or some of the powers, rights, and authorities of the Victoria Company, whether with reference to the levying and recovery of rates, rents, or other remuneration or otherwise, on such terms and conditions as may have been or may be agreed upon, or as may be authorized or prescribed by the intended Act, and to enable the Company to have, hold, exercise, and enjoy all or any of the rights, powers, and privileges of such Company, and such other rights, powers, and privileges as may be necessary for enabling them to afford a supply of gas within the limits comprised in the Acts relating to the Victoria Company, or to provide for the amalgamation of the undertaking of the two Companies, and, if need be, to provide for the dissolution of the Victoria Company and the winding-up of their affairs.

To confirm and give effect to any agreement or agreements between the Company and the Victoria Company for or in respect to all or any of the purposes aforesaid.

To enable the Company to supply gas in bulk to any company, body, or persons as well beyond the limits of the Metropolis as within the same, and to enter into contracts and agreements with any such company, body, or persons, and to break up streets, roads, and highways, and to lay mains and pipes, and to apply monies for such purposes, and to levy rates, rents, and charges for gas supplied in bulk.

To enable the Company to sell or grant building or other leases of any surplus or other lands belonging to them, and to exchange lands with other companies, bodies, and persons, and to apply the purchase money or rent to the general purposes of the Company and to enable them to provide a contingency fund to meet all unforeseen liabilities and expenses of the Company, and to make better provision for protecting the Company against loss of gas rents by change of tenancy without notice to the Company and otherwise, and to simplify the mode of recovery of such arrears, and to authorize the application of any monies belonging to the Company or under the control of the directors in the payment of interest or dividends on shares and stock, and on mortgages respectively, issued for the construction of new works under "The Gas Light and Coke Company's Act, 1868," during the construction of such works; and so far as may be necessary for all or any of the objects and purposes of the intended Act, to alter,

amend, enlarge, and extend, and, if need be, to repeal all or some of the powers and provisions of the several Acts following:—"The Gas Light and Coke Company Act, 1868;" "The City of London Gas Act, 1868;" "The Metropolis Gas Act, 1860;" "The Victoria Docks Gas Act, 1857;" "The Victoria Docks Gas (Extension) Act, 1861;" and all other Acts relating to the Victoria Company and the Company.

And notice is hereby also given that on or before the 23rd day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1869.

Wyatt and Hoskins, 28, Parliament-street,  
Westminster, Parliamentary Agents.

Poole and Bournemouth Railway.

(Extension of Time for Completion of Works—Running Powers and Facilities over Railways and portion of Railways of London and South-Western, Salisbury and Dorset Junction, Somerset and Dorset, Salisbury and Yeovil, and Great Western Railway Companies—and Power to Levy and Alter Tolls, &c., thereon—Amendment or Repeal of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, by the Poole and Bournemouth Railway Company (hereinafter called the Company), for leave to bring in a Bill for the following purposes, or some of them (that is to say):

To extend the period limited by "The Poole and Bournemouth Railway Act, 1865," for the completion of the railways and works by that Act authorized, except the portions of those railways and works required to be abandoned by the "South-Western Railway (Poole and Bournemouth Junction) Act, 1866."

To empower the Company and all other Companies and persons lawfully using the railways of the Company, or any part or parts thereof, to run over and use with their engines and carriages, wagons, and trucks, and their officers and servants, and for the purposes of traffic of every description, the following railways and portions of railways respectively (that is to say):—

The whole of the railways authorized by the "South-Western Railway (Poole and Bournemouth Junction) Act, 1866."

So much of the Southampton and Dorchester Railway of the London and South-Western Railway Company as is situate and lies between the respective junctions therewith of the Wilts, Somerset, and Weymouth Railway, and the Salisbury and Dorset Junction Railway.

So much of the Wilts, Somerset, and Weymouth Railway of the Great Western Railway Company as is situate and lies between the Junction therewith of the Southampton and Dorchester Railway and the station at Weymouth, including that station;

The Poole Branch Railway of the London and South-Western Railway Company;

The Salisbury and Dorset Junction Railway.

So much of the railways of the London and South-Western Railway Company as are situate and lie between the junction of the Salisbury and Dorset Junction Railway, with the Salisbury and Bishopstoke Railway of the London and South-Western Railway Company in the parish of Alderbury, and the station of the London and South-Western Railway Company at Salisbury, including that station.

So much of the Somerset and Dorset Railway as is situate and lies between the junction of that

railway with the Southampton and Dorchester Railway of the London and South-Western Railway Company, and the station at Highbridge of the Somerset and Dorset Railway Company, including that station.

So much of the Salisbury and Yeovil Railway as is situate and lies between the junction therewith of the Somerset and Dorset Railway and the station at Salisbury of the London and South-Western Railway Company, including that station; together with all tramways, sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences on, or connected, or used with the said railways, and portions of railways respectively, upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Companies interested, or as, in default of agreement, shall be determined by the Board of Trade, or by arbitration, or as may be defined by the Bill.

And to require and compel the Companies owning or working the said railways, and portions of railways respectively, to afford all requisite facilities for the purpose, and to enable the Company, and all other Companies and persons as aforesaid, to levy and receive tolls, fares, rates, and other charges in respect of passengers, animals, and things conveyed by them over the before-mentioned railways, and portions of railways respectively, and to alter and restrict the tolls, fares, rates, and duties now leviable, and to fix and determine the tolls, fares, rates, and duties to be hereafter taken upon the said railways, and portions of railways respectively, or any part thereof, and the works and conveniences connected therewith.

To vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

To alter, amend, extend, enlarge, or to repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following, or some of them, that is to say:—28 and 29 Vict., cap. 19, and 29, and 30 Vict., cap. 217, relating to the Company, and any other Acts relating to or affecting the Company; 4 and 5 Wm. IV., cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63, and 86; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vict., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. III., cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 88; 16 and 17 Vict., caps. 99, 140, and 164; 17 and 18 Vict., caps. 186 and 208; 18 and 19 Vict., caps. 177 and 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., caps. 18, 72, 121, and 136; 21 and 22 Vict., caps. 56, 58, 67, 89, and 101; 22 Vict., cap. 3; 22 and 23 Vict., caps. 31, 44, 81, 95, and 134; 23 and 24 Vict., caps. 64, 92, 103, 133, 158, and 185; 24 and 25 Vict., caps. 111, 220, and 234; 25 and 26 Vict., caps. 42, and 152; 26 and 27 Vict., caps. 90, 109, and 208; 27 and 28 Vict., caps. 87, 166, 174, and 227; 28 and 29 Vict., caps. 102, 103, 104, and 304; 29 and 30 Vict., caps. 216 and 217; 30 and 31 Vict., cap. 156; 31 and 32 Vict., cap. 69; 32 and 33 Vict., caps. 53 and 86, relating to the London and South-Western Railway Company, and any other Acts relating to or affecting that Company; 24 and 25 Vict., cap. 190, relating to the Salis-

bury and Dorset Junction Railway Company, and any other Acts relating to or affecting that Company; 5 and 6 Wm. IV., cap. 107; 26 and 27 Vict., caps. 113 and 198, relating to the Great Western Railway Company, and any other Acts relating to or affecting that Company; 25 and 26 Vict., cap. 225, relating to the Somerset and Dorset Railway Company, and any other Acts relating to or affecting that Company; 17 and 18 Vict., cap. 215; 18 and 19 Vict., cap. 62; 19 and 20 Vict., cap. 120; 20 and 21 Vict., cap. 121; 21 and 22 Vict., caps. 77 and 89; 27 and 28 Vict., cap. 88; and 29 and 30 Vict., cap. 204, relating to the Salisbury and Yeovil Railway Company, and any other Acts relating to or affecting that Company.

And notice is hereby further given, that on or before the 23rd day of December next, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1869.

In Parliament—Session 1870.

Gunthorpe Bridge.

(Incorporation of Company—Construction of Bridge over the River Trent and Roads and Approaches thereto; Compulsory Purchase of Lands and Ferry; Levying of Tolls, &c.; Incorporation of Acts, &c.; Amendment of Acts, &c.; Provisions as to existing Ferry and Ford, &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 the following or some of the following among other purposes (that is to say):—

1. To incorporate a Company (hereinafter referred to as "the Company") and to enable them to make and maintain a bridge over the River Trent (in this notice hereinafter referred to as "the River") with all convenient and necessary abutments, piers, landing stairs, and works in connection therewith for the passage of horses, cattle, carts and carriages, and passengers—such bridge to commence in the township of Gunthorpe, in the parish of Lowdham, in the county of Nottingham, at a point on the north bank of the river 290 yards, or thereby measuring in a straight line in an easterly direction from the south-west corner of the public-house or inn known as the Unicorn Inn, and to terminate in the parish of East Bridgford or Bridgford-on-the-Hill, in the said county, upon the opposite side of the river at a point 125 yards or thereby east from the tree known as the Willow Tree on the west bank of the ditch forming the boundary between the parishes of East Bridgford or Bridgford-on-the-Hill and the parish of Shelford, in the said county of Nottingham, which bridge will be situated wholly in these two parishes.

2. To make and maintain the following roads. (1) A road to be wholly situate in the said township of Gunthorpe, in the parish of Lowdham, in the said county of Nottingham, to commence at the foot of the proposed bridge, on the north side of the river, and to terminate at a point, 20 feet or thereabouts, opposite the south-west corner of the said public-house or inn, known as the Unicorn Inn; and (2) a road to be wholly situated in the said parish of East Bridgford, or Bridgford-on-the-Hill, in the said county of Nottingham; to commence at the foot of the proposed bridge on the south side of the river, and to terminate at the west end of the lane called Trent-lane, leading to East Bridgford, or Bridgford-on-the-Hill, in the said parish of East Bridgford, or Bridgford-on-the-Hill.



3. To empower the Company to deviate in the construction of the said bridge, roads, and works, from the lines and levels delineated on the plans and sections intended to be deposited as hereinafter mentioned to such an extent as will be defined on the said plans, and provided by the said Bill.

4. To cross, stop up, alter, or divert either temporarily or permanently for any of the purposes of the Bill, all roads, paths, highways, approaches, ways, watercourses, bridle or towing paths, drains, sewers, and pipes within the said township and parishes aforesaid, which it may be necessary or convenient to cross, stop up, alter, or divert for the purposes of the Bill, and to vary or extinguish all existing rights and privileges in any manner connected with any lands, houses, buildings, tenements, and hereditaments to be purchased or acquired by the Company, or any roads, paths, highways, approaches, ways, watercourses, bridle and towing paths, drains, sewers, pipes, or works to be crossed, stopped up, altered, or diverted as aforesaid, which would in any manner impede or interfere with the construction of the said bridge and works, or with the purposes of the Bill.

5. To purchase by compulsion or by agreement lands, houses, ferries, tenements, and hereditaments for the purposes of the Bill, and to vary or extinguish any rights and privileges connected therewith, and all other rights and privileges, whether conferred by Act of Parliament, charter, deed, agreement, or otherwise, which would in any manner interfere with the execution of the objects of the Bill, or any of them.

6. To vary and, if needful, extinguish all such existing rights of ferry over the river as might otherwise interfere with the bridge; and to make provision for preventing all persons from fording the said river at or near the site of the said bridge, and for compensating all persons or bodies exercising any right of ferry across the said river, which will be interfered with by the intended bridge, approaches, roads, and works, or to make arrangements with such bodies or persons having or claiming any right or interest in, or liable to any obligations in respect of any such rights of ferry or ford, and to confer exclusive rights of ferry and all such other rights and privileges as may be necessary for the protection of the Company.

7. To levy tolls, rates, and duties for the use of the said bridge and works; to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges; and to raise money on debenture on the security of such tolls.

8. To amend, extend, and enlarge, or repeal, so far as may be necessary, the powers and provisions of the Local and Personal Act, the 21st Victoria, cap. 34, relating to the navigation of the River Trent.

9. To incorporate with the Bill the necessary provisions of, amongst other Acts, "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Commissioners Clauses Act, 1847," "The Lands Clauses Consolidation Acts, 1845, 1860 and 1869," and also such parts of "The Railways Clauses Consolidation Act, 1845," as relates to roads, and the temporary occupation of lands and to other matters as may be deemed expedient.

Duplicate plans and sections describing the lines, situation and levels of the intended works, and showing the lands and other property intended to be taken for the purposes thereof, or under the powers of the Bill, and a book of

reference to the plans containing the names of the owners, or reputed owners, lessees or reputed lessees, and of the occupiers of such lands and property, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Nottingham, at his office at Newark-upon-Trent. And on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, and notice will also be deposited with the respective parish clerks of the parishes of Lowdham, Gunthorpe, and East Bridgford, or Bridgford-on-the-Hill, at their respective residences.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.—Dated this 18th day of November, 1869.

*H. and T. E. Beaumont*, Grantham, Solicitors for the Bill.

*Simson and Wakeford*, Palace Chambers, Abingdon-street, Westminster, Parliamentary Agents.

#### Mousehole Harbour.

(Application for Provisional Order for power to Borrow more Money, to Alter Existing Rates, and for other purposes.)

NOTICE is hereby given, that in pursuance of the provisions of "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," application is intended to be made on the part of the Commissioners of the Harbour of Mousehole to the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations (hereinafter called "the Board of Trade"), on or before the 23rd day of December, 1869, praying for a Provisional Order relative to the said harbour, for the following objects (that is to say):—

To obtain a power of borrowing, for the purposes of their undertaking (the improvement of the harbour), any sums of money not exceeding in the whole the sum of two thousand five hundred pounds, in addition to the sums which they are now authorised to borrow under the provisions of "The Mousehole Harbour Improvement Order, 1868," and of giving security for all monies to be hereafter borrowed for the above-mentioned purposes.

To abolish the rates and dues leviable, or to be levied, under the Order of 1868, and to obtain power to levy increased rates and dues in lieu of the same.

To amend the Order of 1868 so far as shall be necessary for these purposes.

And notice is hereby further given, that on or before the 30th day of November, 1869, a copy of this advertisement will be deposited at the office of the Clerk of the Peace for the county of Cornwall, at the Custom House at Penzance, and at the office of the Board of Trade, Whitehall, London.

And notice is hereby further given, that printed copies of the draft of the proposed Provisional Order, when deposited, will be purchaseable at the price of one shilling each, at the office of Messrs. Rodd and Cornish, Solicitors, Penzance; and at that of Messrs. Dangerfield and Fraser, Solicitors, 26, Craven-street Strand, London.

Dated at Penzance this 17th day of November, 1869.

*Rodd and Cornish*, Solicitors to the said Commissioners.

## Birmingham Tramways.

Incorporation of Company; Construction of Street Tramways; Compulsory taking of Lands; Tolls; Provisions for use of Tramways and Streets traversed; Agreements with and powers to Corporation of Birmingham and Street Authorities, &c.

**N**OTICE is hereby given, that Application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill for Incorporating a Company, and to enable the Company so to be Incorporated (hereinafter called "the Company"), to make and maintain the Works, and to carry into effect the objects, or some of the objects hereinafter mentioned; that is to say:

To make and maintain the following Street Tramways, or some or one of them, with all necessary and proper Works and Conveniences connected therewith respectively.

1 and 1a). A Tramway (No. 1), and a Tramway (No. 1a), wholly situate respectively in the township and parish of Handsworth, in the county of Stafford, commencing respectively in the Birmingham and Wednesbury Turnpike Road, opposite or nearly opposite the New Inn, and terminating respectively in that Road immediately to the North of the Bridge by which it is carried over the Hockley Brook.

The Centre Line of the proposed Tramway (No. 1) will be throughout at the distance of 4 feet 6 inches from and East of the imaginary Centre Line of the said Turnpike Road, except that for a length of one chain, at its commencement, the Tramway will be laid in the centre of the Road, and thence the Centre Line of the Tramway will gradually diverge from, until in the length of one chain it reaches the distance of 4 feet 6 inches from and East of the imaginary Centre Line of the Road.

The Centre Line of the proposed Tramway (No. 1a) will be throughout at the distance of 4 feet 6 inches from and West of the imaginary Centre Line of the said Turnpike Road, except that for a length of one chain, at its commencement, the Tramway will be laid in the centre of the Road, and thence the Centre Line of the Tramway will gradually diverge from until in the length of one chain it reaches the distance of 4 feet 6 inches from and West of the imaginary centre line of the Road.

(2 and 2a). A Tramway (No. 2), and a Tramway (No. 2a), commencing respectively in the township and parish of Handsworth, in the county of Stafford, immediately to the North of the Bridge above-mentioned, over the Hockley Brook (Tramway No. 2 there forming a junction with the proposed Tramway No. 1, and Tramway No. 2a there forming a junction with the proposed Tramway No. 1a) passing thence respectively in a Southerly direction along the Turnpike Road above-mentioned, Hockley Hill and Great Hampton Street, and terminating respectively in that street, in the parish and borough of Birmingham, in the county of Warwick, opposite, or nearly opposite, the junction of Kenyon Street with Great Hampton Street.

The centre line of each of the proposed Tramways, No. 2 and No. 2a, will be at the distance of 4 feet 6 inches from the imaginary centre line of each of the streets and roads through which the Tramways are intended to pass, Tramway No. 2 being on the East, and Tramway No. 2a being on the West of the said imaginary centre lines.

(3) A Tramway (No. 3), wholly in the parish and borough of Birmingham aforesaid, commencing in Great Hampton Street by a junction with the proposed Tramway (No. 2a), at its intended

termination as above described, passing thence into and along Livery Street, Monmouth Street, Bull Street, High Street, Carr's Lane, Moor Street, Albert Street, and returning across High Street, along Bull Street, Monmouth Street, Livery Street, and Great Hampton Street, and terminating in that Street by a junction with the proposed Tramway (No. 2), at its intended termination as above described.

The centre line of the proposed Tramway (No. 3) will, in proceeding Southward, be at the distance of 4 feet 6 inches from and on the right hand side (proceeding as aforesaid) of the imaginary centre lines of Great Hampton Street, Livery Street, Monmouth Street, and Bull Street, and the Tramway will be laid along the centre of High Street, Carr's Lane, and Moor Street respectively, and the centre line of the Tramway will be 4ft. 6in. from and north of the imaginary centre line of Albert Street, and in thence returning northwards to the termination of the Tramway its centre line will be 4ft. 6in. from and on the right-hand side of the imaginary centre lines of Bull Street, Monmouth Street, Livery Street, and Great Hampton Street.

(4 and 4A).—A Tramway (No. 4) and a Tramway (No. 4a) commencing respectively in Park Road, Aston, at or near its northern end to the southward of Aston Church, thence passing respectively along Park Road, Aston Road, along the roadway at the west side of Gosta Green, Aston Street, Stafford Street, and Dale End, and terminating respectively in Dale End at a point about one chain north-east of the junction of Moor Street with Dale End.

The proposed Tramways No. 4 and No. 4a will respectively be situate in the parishes of Aston, Aston-juxta-Birmingham, and Birmingham, in the county of Warwick, or some or one of those parishes.

For the length of one chain from the commencement of the proposed Tramways No. 4 and No. 4a, the respective Tramway will be laid in the centre of Park Road, and thence the centre line of the respective Tramway will gradually diverge from until in a further length of one chain it reaches the distances of 4 ft. 6 in. from the imaginary centre line of that road, Tramway No. 4 being on the east, and Tramway No. 4a being on the west, of the said imaginary centre line, and thence to the termination of the respective Tramway its centre line will continue at the said distance of 4 ft. 6 in. from and on the respective side aforesaid of the imaginary centre line of each of the streets through which the Tramways are intended to pass.

(4b).—A tramway (No. 4b) wholly in the parish and borough of Birmingham aforesaid, commencing in Dale End by a junction with the proposed Tramway No. 4 at its termination, as above described, and passing thence along Dale End into and along Moor Street and Albert Street, and thence returning along Dale End to and terminating by a junction with the proposed Tramway No. 4a at its termination as above described.

The centre line of the proposed Tramway No. 4b will in proceeding southward from its commencement be 4 feet 6 inches from and on the left-hand side of the imaginary centre line of Dale End and Albert Street, and the Tramway will be laid along the centre of Moor Street, and in returning northward from the end of Albert Street the centre line of the Tramway will for the whole length of the Public Cab Stand at the south end of Dale End be 10 feet from and on the left-hand side of the imaginary centre line of Dale End, and thence will gradually approach until in the length of one chain it reaches the distance of 4 feet 6 inches from and on the left-hand side of the said imaginary centre line,

and thence to the termination of the Tramway its centre line will be 4 feet 6 inches from and on the left-hand side of the imaginary centre line of Dale End.

(5 and 5a).—A Tramway (No. 5) and a Tramway (No. 5A), wholly situate respectively in the parishes of Birmingham and Edgbaston, in the county of Warwick, commencing respectively in Bristol Road, opposite or nearly opposite the end of Park Road, passing thence Eastward along Bristol Road, into and along Bristol Street and the Horse Fair, and terminating in the Horse Fair, at a point one chain south of the Southern end of the public Cab Stand situate at the North end of the Horse Fair.

The proposed Tramway (No. 5) will for a length of one chain from its commencement be laid along the centre of the Bristol Road, and thence the centre line of the Tramway will gradually diverge from, until in the further length of one chain it reaches the distance of 4ft. 6in. from and on the left hand side (proceeding from the commencement to the termination of the Tramway), of the imaginary centre line of the Road, and thence to the termination of the Tramway, its centre line will be at the last-mentioned distance from and on the said left side of the imaginary centre line of each of the Streets through which it is intended to pass, except that in passing the three public Cab Stands situate respectively in (1) Bristol Road, immediately to the North of Sir Harry's Road, and (2) in Bristol Road, opposite the end of Wellington Road, and (3) in Bristol Street and Horse Fair, opposite the end of Bromsgrove Street, the centre line of the Tramway will be at the distance of 9 feet from and on the left-hand side, as aforesaid, of the respective Street for the whole length of the respective Cab Stand, in each case gradually attaining the said distance of 9 feet in a length of one chain, terminating opposite the South end of the respective Cab Stand, and again returning to the said distance of 4ft. 6in. from the imaginary centre line of the Street, in a length of one chain from, and North of, the North end of the respective Cab Stand.

The proposed Tramway (No. 5a) will, for a length of one chain from its commencement, be laid along the Bristol Road, and thence the centre line of the Tramway will gradually diverge from, until, in the further length of one chain, it reaches the distance of 4ft. 6in. from, and on the right hand side (proceeding from the commencement to the termination of the Tramway) of the imaginary centre line of the road, and thence to the termination of the Tramway, its centre line will be at the last-mentioned distance from, and on the said right hand side of the imaginary centre line of each of the streets through which it is intended to pass, except that in passing the three public cabstands mentioned in the description of Tramway No. 5, the centre line of the Tramway will be at the distance of 9 feet from and on the right hand side, as aforesaid, of the respective street for the whole length of the respective Cab-stand in each case, gradually attaining the said distance of 9 feet in a length of one chain, terminating opposite the South end of the respective cab stand, and again returning to the distance of 4 feet 6 inches from the imaginary centre line of the Street in a length of one chain from and North of the North end of the respective Cab Stand.

(5b.) A Tramway (No. 5b) wholly in the parish of Birmingham aforesaid, commencing in the Horse Fair by a junction with the proposed Tramway (No. 5) at its termination as above described, and passing thence Northward of and along Horse Fair and thence into and along Suffolk Street, Navigation Street, Great Queen Street, Dudley Street, and Smallbrook Street, and thence into and Southward along Horse Fair, and terminating by a junction

with the proposed Tramway (No. 5a) at its termination as above described.

The centre line of the proposed Tramway (No. 5b) will, at its commencement be 4 feet 6 inches from and on the left-hand side (proceeding from the commencement to the termination of the Tramway) of the imaginary centre line of Horse Fair, and thence will gradually diverge from, until opposite the south end of the Cab Stand in Horse Fair above-mentioned, it reaches the distance of nine feet from and on the said left-hand side of the said imaginary centre line and will continue at that distance from and on that side of the said imaginary centre line to the North end of Horse Fair and thence to the West end of Smallbrook Street will be 4 feet 6 inches from and on the left-hand side (proceeding as aforesaid) of each of the Streets through which the Tramways have to pass and in thence passing southward through Horse Fair will be 9 feet from and on the said left-hand side of the imaginary centre line of the Street for the whole length of the Cab Stand above mentioned, and thence will gradually approach until at the termination of the Tramway it reaches the distance of 4 feet 6 inches from and on the left-hand side as aforesaid of the said imaginary centre line.

(6.) A Tramway (No. 6) wholly in the parishes of King's Norton, in the county of Worcester, and Birmingham aforesaid, or one of those parishes, commencing in the Alcester Turnpike Road, at a point opposite or nearly opposite Bleak Lane, passing thence in a North-Easterly direction along the said Turnpike Road into and along the Southern end of Moseley Road, and terminating in that road opposite, or nearly opposite, the end of Montpelier Street.

The proposed Tramway (No. 6) will be throughout its entire length laid along and in the centre of the respective Streets and Roads through which it is intended to pass.

(7 and 7a). A Tramway, (No. 7,) and a Tramway (No. 7a), wholly situate respectively in the parish of Birmingham aforesaid, commencing respectively in Moseley Road, at a point opposite or nearly opposite Montpelier Street, and thence passing respectively Northward along Moseley Road, and thence into and along Highgate, Moseley Street, Lombard Street, and Bradford Street, Moat Row, Jamaica Row, and Edgbaston Street, and terminating respectively at or near the North-West end of that road.

The centre line of each of the Tramways (No. 7, and No. 7a) will be throughout at the distance of 4ft. 6in. from Tramway (No. 7) being on the left-hand side, and Tramway (No. 7a) being on the right-hand side), proceeding from the commencement to the termination of the Tramway of the imaginary centre line of each of the Streets and Roads through which the Tramways are intended to pass, except that (A) for a length of one chain at its commencement, each Tramway will be laid along the centre of the Street, and thence the centre line of each Tramway will gradually diverge (Tramway No. 7 to the westward, and Tramway No. 7a to the eastward), from until in the length of one chain it reaches a distance of 4 feet 6 inches from the imaginary centre line of the Street and (b) from a point two chains South-east at the termination of the Tramways, the centre line of each Tramway will gradually approach, until at a point one chain from the termination of the Tramways it reaches the centre of Edgbaston Street, and thence to its termination each Tramway will be laid along the centre of that street.

(7b).—A short Junction Tramway (No. 7b) wholly in the parish of Birmingham aforesaid, commencing in Edgbaston Street by a junction with the proposed Tramways (No. 7 and No. 7a), at their termination, as above described, and running

thence westward for about two chains, and terminating by a junction with the proposed Tramway (No. 5b) in Smallbrook Street.

The centre line of the Tramway (No. 7b) will be in the centre of Edgbaston Street, and 4ft. 6in. from and South of the imaginary centre line of Smallbrook Street.

7c A short Junction Tramway (No. 7c) 2 chains in length, wholly situate in the parish of Birmingham aforesaid, commencing in Edgbaston Street by a Junction with the proposed Tramways, Nos. 7 and 7a, at their termination as above described, and running thence in a Northerly direction into and along Dudley Street, and terminating in the last-mentioned Street by a junction with the proposed Tramway No. 5b.

The centre line of the proposed Tramway No. 7c will be in the centre of Edgbaston Street, and will by a curved line pass into and be at a distance of 4 feet 6 inches from and on the eastern side of the imaginary centre line of Dudley Street.

(7d) — A short Junction Tramway (No. 7d), wholly in the parish of Birmingham aforesaid, commencing and terminating by junctions with the proposed Tramway (No. 5b), the point of commencement being about one chain East of the West end of Smallbrook Street, and the point of termination being about one chain northward of the South end of Suffolk Street.

The centre line of the proposed Tramway (No. 7d) will be 4ft. 6in. from and South of the imaginary centre line of Smallbrook Street, and the same distance from and West of the imaginary centre line of Suffolk Street.

And it is proposed by the Bill to authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this notice for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed Tramways, or of substituting others in their place, or for other the purposes of the Bill:

To enable the Company for all or any of the purposes of their undertaking to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Company to levy tolls, rates, and charges for the user of the proposed Tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or duties:

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed Tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate, or assessment in respect of any portion or part of any street, road, or place, upon or along which any of the proposed Tramways may be laid.

To reserve to the Company the exclusive right of using on the proposed Tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed Tramways by persons or Corporations other than the Company, with carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on

a grooved rail, and to authorise and to give effect to agreements between the Company and any other persons or Corporations, for the use of the said Tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To make provision for regulating the passage of traffic along streets, roads, or places in which the proposed Tramways will be laid, and along, over, and across such Tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To enable the Company when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any Tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township, or place mentioned in this notice, and maintain, so long as occasion may require, a temporary Tramway or temporary Tramways in lieu of the Tramway or part of a Tramway so removed or discontinued to be used or intended so to be.

To enable the Company and the Corporation of Birmingham, and any board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs, or the control, or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working and using of the proposed Tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To enable the Board of Trade, or any or some one of Her Majesty's Principal Secretaries of State, or some other public body or authority, to appoint a referee or referees to inquire into, report upon, or decide any questions which it may be expedient to refer, or which by the Bill may be referred, or directed to be referred, to such referee or referees, and to authorise and empower the referee or referees to administer oaths and affirmations, and to confer upon him or them, and to enable him or them to exercise the powers of a court of law, or the powers usually conferred upon arbitrators, or other special powers, and to make provision for enforcing and giving effect to his or their decisions, awards, and reports.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given that duplicate plans and sections of the proposed Street Tramways and Works, a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the County of Warwick, at his office at Stratford-on-Avon, in that county; and with the Clerk of the Peace for the County of Stafford, at his office at Stafford, in that county; and with the Clerk of the Peace for the County of Worcester, at his office at Worcester, in that county; and that a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place from, in,

through, or into which the intended Street Tramways will be made or pass; and also a copy of this Notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection in the case of each such parish with the Parish Clerk thereof, at his residence; and in the case of each extra-parochial place with the Parish Clerk of some immediately adjoining parish, at his residence.

And notice is hereby further given, that printed copies of the intended Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1869.

*Ashurst, Morris, and Co.*, 6, Old Jewry, and 30, Parliament Street, Solicitors for the Bill.

*J. Dornington and Co.*, 6, Parliament Street, Westminster, Parliamentary Agents.

North British Railway.—(General Powers.)  
(Construction of Deviations at Stobcross, alteration in Levels of Benhar Branch, and Improvement of the Piers at Port Edgar—Harbour Powers to North British Company at Port Edgar, and Power to Levy Tolls at the Harbour and Piers—Provisions with Reference to the Deviations at Stobcross, and Abandonment of Railways and Tramway there, and as to Site of Railways to be Abandoned—Powers in reference thereto to Caledonian Railway Company and Clyde Navigation Trustees—Further Power to Clyde Navigation Trustees in reference to Stobcross Undertakings—Extension of Time or Abandonment of certain Authorized Lines at or near Stobcross—Repeal of Provisions as to Lands of Stobcross and Overnewton—Extension of Time for Purchase of Lands and Completion of various Railways—Provisions as to Capital Powers to raise more Money—Confirmation of Agreements—Shutting up of Port Hopetoun—Consolidation of certain Stocks Conversion of Leadburn, Linton, and Delphinton Shares into Ordinary Stock—Tolls, &c.—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorize the North British Railway Company (hereinafter called "The Company") to make and maintain, with all necessary and convenient stations, approaches, works, and conveniences connected therewith respectively, the following railways and works, or some of them, or some part or parts thereof respectively (that is to say):—

1. A railway (hereinafter called "Railway No. 1"), commencing at a point on the south side of Castlebank-street, in the burgh of Partick and parish of Govan, 70 feet or thereabouts south-eastward from the east side of Orchard-street, at its junction with Castlebank-street, where it will join the authorized Railway No. 3 of the Edinburgh and Glasgow Railway (Extensions) Act, 1864, and terminating at a point in the Barony parish of Glasgow, on the lands of Stobcross, 238 feet or thereby south from the front door of the house No. 20 of St. Vincent-crescent.
2. A railway (hereinafter called "Railway No. 2"), commencing by a junction with Railway No. 1, at a point in the Barony parish of Glasgow, at the south-east side of the parish road, sometimes called the Ferry-road, leading from the Dumbarton Old-road to the Point House-road, 125 feet or thereabouts to the south-east of the south-east

corner of the Slip Dock engine-house in the shipbuilding yard at Point house, belonging to Anthony and John Inglis, and terminating at a point in the said last mentioned parish on the east side of Sandyford street, 266 feet or thereabouts southward from the south side of Kelvinhaugh-street, at its junction with Sandyford-street.

3. An improvement, extension, or enlargement of the Piers at Port Edgar, extending into the Firth of Forth, belonging to the Company, for the purpose of strengthening and adapting the same for shipping and harbour purposes.
4. Alteration in the levels of the Benhar Branch, being the railway authorized by the North British Railway (Coatbridge Branches) Act, 1866, and therein referred to as Railway No. 6, in so far as not abandoned by the North British Railway Act, 1869.

All which said railways and pier improvements, and works in connection therewith respectively, will pass from, in, through, or into, or be situate within, the several parishes, royal burghs, and extra-parochial or other places following, or some of them (that is to say):—

As regards the Railways No. 1 and No. 2, in the parish of Govan and the Barony parish of Glasgow and royal burgh of Glasgow and county of Lanark; and as regards the said pier improvements, the parish of Dalmeny, and bed and solum of the river or Firth of Forth, in the county of Linlithgow, and as regards the said alterations in levels in the parish of Whitburn, in the county of Linlithgow.

And it is proposed by the intended Act to take powers of lateral and vertical deviation from the line and levels of the proposed works as shown on the plans and sections hereinafter referred to within the limits usually authorized or as may be prescribed by the intended Act; also to authorize the Company to purchase, by compulsion or agreement, lands and buildings, or rights and easements in, over, or affecting lands in all or some of the several parishes, royal burgh, and places aforesaid, for the purposes of the intended railways and works, or any of them, and also the following lands, or some of them, or some part or parts thereof respectively, or rights or easements in, over or affecting the same, for the purpose of getting materials for the works to be done at the said piers, and for the maintenance and repair thereof from time to time (that is to say):—

Certain lands and other property adjoining or near to the Firth of Forth, at or near Port Edgar, and bounded on the south and south-east by the public road leading from the burgh of South Queensferry past the west side of the Company's station at Queensferry to Society, and on or towards the west by the Linn Mill Burn, and abutting north on the foreshore of the said Firth and the piers and harbour works of the Company, together with the foreshore, and bed and solum of the said Firth lying opposite the said lands and around the said piers and harbour works; all which said lands, foreshore, and solum to be purchased or taken as aforesaid are situate in the parish of Dalmeny, in the county of Linlithgow.

And it is proposed by the intended Act to make and constitute Port Edgar and the Firth of Forth adjoining or near thereto, between and inclusive of the said piers, a harbour, and to vest the same in the Company, and to confer upon the Company all powers, rights, privileges, and authorities with respect to the said harbour which are usually conferred upon proprietors of harbours, and also other powers, rights, authorities, and privileges, and to authorize the Company to levy tolls, rates, and dues at the said harbour and piers

respectively, and to confer exemptions from payment of tolls, rates, and dues.

And it is proposed by the intended Act to authorize the Company to abandon or relinquish the construction of the following authorized railways and works of the Company, and to release the Company from the payment of any penalties in respect of such railways and works not being completed and opened for public traffic, and from any notices and contracts for or in relation to the purchase of lands and heritages for the purposes of such railways and works (that is to say):—

1. So much of the said authorized Railway No. 3 of "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," as extends between Castlebank-street aforesaid, in the burgh of Partick, and the terminus of the said railway near Stobcross House, or such portion thereof as will be rendered unnecessary by the construction of Railways Nos. 1 and 2.
2. The Railway No. 5 in the said "Edinburgh and Glasgow Railway (Extensions) Act, 1864."
3. The tramway between a point near Stobcross House and the south end of Finnieston-lane, described in the sixth place in the last-mentioned Act.
4. The road or access described in the first place in the 21st section of the last-mentioned Act.
5. The bridge authorized to be constructed by the 22nd section of the said last-mentioned Act.

And it is proposed by the said intended Act to vest or authorize the transfer to the trustees of the Clyde Navigation (hereinafter called the "Clyde Trustees") of all or any lands belonging to the Company in connection with the railways and works the construction of which is to be so abandoned or relinquished, or some part thereof, discharged from all existing restrictions and obligations, and to confer upon the Caledonian Railway Company all such and the same or the like powers, rights, and privileges with reference to the Railways No. 1 and No. 2 respectively, and the stations and works in connection therewith respectively, as they are now entitled to with respect to the railways to be abandoned, and the stations and works of the Company in connection therewith respectively, or such other powers, rights, and privileges as may be agreed upon between the two Companies, and to extend the times limited by "The Edinburgh and Glasgow Railway (Extension) Act, 1864," "The North British Railway (General Powers) Act, 1867," and "The North British Railway (General Powers) Act, 1868," for the compulsory purchase of lands and completion of the railways and tramway to or in connection with Stobcross, or such part or parts of the said railways and tramway respectively, the construction of which the Company may not be authorized to relinquish under the provisions of the intended Act, or otherwise to abandon or relinquish the construction of the whole or some of, or some part or parts of, the railways, tramway, and works authorized by "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," and "The North British Railway (Glasgow Branches) Act, 1866," as altered and varied, and in part relinquished, by "The North British Railway (General Powers) Act, 1867," and "The North British Railway (General Powers) Act, 1868," and authorized to be formed into a separate undertaking, under the title of the Stobcross Undertaking, by "The North British Railway Act, 1869."

And it is proposed by the intended Act to

authorize the Company and the Clyde Trustees to make and enter into agreements with respect to the formation of the Stobcross Railways into a separate undertaking, and all matters incident thereto, including the deviation, construction, and use of the said railways, and the application of the revenues thereof, the abandonment of the said tramway, and the substitution by the Clyde Trustees in lieu thereof of another tramway, to be used by the Company and the Caledonian Railway Company to the same or the like extent and effect as they are entitled to use the tramway proposed to be abandoned, or to such other extent and effect as may be agreed on, and to provide for carrying any such agreements into effect, and to confer on the parties to any such agreements respectively all such powers, rights, and privileges as may be necessary for that purpose; and in particular to authorize the Clyde Trustees to raise moneys, or otherwise to apply any of their funds or revenues to the purposes of the Stobcross undertaking, and to hold shares or stock of the Company with such preference and priority and secured by such lien as may be agreed on; and to confirm all or any such agreements as may have been entered into prior to the passing of the said intended Act.

And it is also proposed by the said intended Act to confirm and sanction certain agreements and arrangements with the proprietors of Stobcross and Over Newton providing for the repeal of the obligations and restrictions in their behalf contained in the several Acts relating to the Stobcross undertaking, before recited, or otherwise to provide for the repeal or alteration of such obligations and restrictions, and of all obligations undertaken in any agreement or agreements between the said proprietors and the Company.

And it is proposed by the intended Act to extend, and if necessary to revive and extend, the respective periods limited by the Acts hereinafter mentioned for the compulsory purchase of lands and construction of railways and works (that is to say):—

1. The North British Railway (Carlisle Citadel Station) Act, 1865, so far as relates to Railway No. 1, in so far as not abandoned, and Railways No. 2 and No. 3 therein mentioned, and lands for station purposes.
2. The North British Railway (Financial Arrangements) Act, 1867, so far as relates to Railway No. 1 and Railway No. 2.
3. The Edinburgh and Glasgow Railway (Extensions) Act, 1864, so far as relates to the railways firstly, secondly, and fifthly therein described, and so much of the railway thirdly therein described as is not already abandoned, and the tramway sixthly therein described.
4. The North British Railway (General Powers) Act, 1867, so far as relates to Railways No. 1 and No. 3, and the canal or cut therein described.
5. The Monkland Railway (Branches) Act 1865, so far as relates to Railway No. 3.
6. The North British Railway (Coatbridge Branches) Act 1866, so far as relates to Railway No. 1 and to the portion of Railway No. 6 not already abandoned.

The respective times for completing which railways and works or some of them, or for the exercise of the compulsory powers for taking land for the purposes thereof, have been already extended by Act of Parliament.

And it is proposed by the said intended Act to discontinue the use of and shut up the basin of the Union Canal at Edinburgh, commonly called Port Hopetoun, and so much of the said canal



as is situated to the eastward of Semple-street together with the whole wharves, towing-paths, yards, buildings, erections, and other works in connection with the said basin and portion of canal, and to enable the Company to appropriate the site of the said basin, canal, and other works, and to sell and dispose of the same either for a sum in gross or for an annual feu-duty or rent-charge, and also to enact provisions with respect to the Company's power to hold and dispose of superfluous lands, and to amend and explain the provisions in relation thereto contained in the North British Railway Act, 1869.

And it is proposed by the intended Act to authorize the Company to appropriate to all or any of the purposes of the intended Act, any moneys belonging to them, or which they are authorized to raise, to make further provision with respect to the capital and borrowing powers of the Company, and to authorize the Company to raise money by the creation of ordinary, guaranteed, preference, or debenture shares or stock, and by mortgage or debentures or otherwise, and to attach to any shares or stock to be so created a lien upon all or any railways or works of the Company, whether to be constructed under the powers of the intended Act, or with which such railways and works will be in connexion, and to provide for the consolidation into one or more classes of shares or stock any two or more classes of preference or guaranteed shares or stock of the Company now existing, or to be created under the powers of the intended Act, and whether the classes to be so consolidated have or have not any such lien as aforesaid attached to them; and for the purposes of any or every such consolidation to alter the several rates of dividend, amounts of capital or nominal value of shares or stock, priorities, liens, rights and privileges of all or any classes of shares or stock in the Company's capital, and to provide for the conversion into ordinary stock of all or any preference shares or stock of the Leadburn, Linton, and Dolphinton Railway Company.

And it is proposed by the intended Act to authorize the Company to levy tolls, rates, duties, and charges, to alter existing tolls, rates, duties, and charges, and to confer exemptions from payment of tolls, rates, duties, and charges, and to stop up, alter, or divert, temporarily or permanently, so far as may be necessary or convenient, for any of the railways or works to be authorized by the intended Act or otherwise for the purposes of the intended Act, any turnpike or other roads and highways, tramways, passages, and places, bridges, watercourses, natural or artificial, sewers, mains, pipes, buildings, and works of every description, and to vary or extinguish all existing rights and privileges in, over, or affecting any lands or buildings, or which would or might in any way prevent, interfere with, or delay the accomplishment of any of the purposes of the intended Act, and to confer other rights and privileges.

And it is proposed by the intended act to repeal, alter, or amend certain of the provisions of the several Acts of Parliament following, or some of them, that is to say—Acts relating to the North British Railway Company, 49 Geo. III., cap. 83; 54 Geo. III., cap. 188; 57 Geo. III., cap. 56; 59 Geo. III., cap. 29; and 2 Geo. IV., cap. 122; 4 Geo. IV., cap. 18; 7 Geo. IV., cap. 45; 11 Geo. IV., and 1 William IV., cap. 115; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 8 and 9 Vict., cap. 148; 9 and 10 Vict., caps. 81, 107, 202, 263, 332, and 337; 10 and 11 Vict., caps. 83, 245, and 246; 11 and 12 Vict., caps. 44, 70, 116, 118, 127, 134 (and the several Acts therein recited, in so far as not repealed thereby) and

160; 12 and 13 Vict., caps. 39, 72, and 86; 14 and 15 Vict., caps. 55 (and the provisions unrepealed of the Acts referred to in the schedule of each Act) and 62; 15 Vict., cap. 109; 16 and 17 Vict., caps. 90, 151, and 152; 17 and 18 Vict., caps. 199 and 212; 18 and 19 Vict., caps. 30, 127, 153, 158, and 190; 19 and 20 Vict., caps. 98 and 106; 20 and 21 Vict., caps. 78, 91, 124, and 129; 21 and 22 Vict. caps. 64, 65, 109 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), 145, and 165, 22 and 23 Vict., caps. 14, 24, 83, 85, and 96; 23 and 24 Vict., cap. 140, 145, 159, 178, and 195; 24 and 25 Vict., caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25 and 26 Vict., caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26 and 27 Vict., caps. 187, 194, 213, 223, 226, and 237; 27 and 28 Vict., caps. 81, 84, 100, 248, 271, 279, 286, and 292; 28 and 29 Vict., caps. 125, 152, 186, 200, 201, 202, 206, 213, 217, 308, 309, 328, and 356; 29 and 30 Vict., caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30 and 31 Vict., caps. 145 and 198; 31 and 32 Vict., caps. 63 and 139; and 32 and 33 Vict., cap. 119; and all other Acts relating to the North British Railway Company, the Caledonian Railway Act, 1845, and the several other Acts relating to the Caledonian Railway Company, and to the undertakings belonging to, amalgamated with, and held in lease by them, passed in the sessions of Parliament held respectively in the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 13th and 14th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, and the 32nd and 33rd years of the reign of Her present Majesty; Acts relating to the Company of Proprietors of the Forth and Clyde Navigation and the Monkland Canal, now amalgamated with the Caledonian Railway Company, 10 Geo. III., cap. 105; 30 Geo. III., cap. 73; 53 Geo. III., cap. 75; 54 Geo. III., cap. 195; 57 Geo. III., cap. 56; 10 Geo. IV., cap. 58; 6 and 7 William IV., cap. 51; 4 and 5 Vict., caps. 54, and 55; 5 Vict., session 2, cap. 41; 6 and 7 Vict., cap. 63; 7 and 8 Vict., cap. 98; 8 Vict., cap. 3; 8 and 9 Vict., cap. 148; 9 Vict., cap. 11; 9 and 10 Vict., caps. 147, 288, and 384; 11 and 12 Vict., caps. 41 and 53; 12 and 13 Vict., cap. 39; 13 and 14 Vict., cap. 27; 15 Vict., caps. 45 and 109; 18 and 19 Vict., caps. 118 and 190; 21 and 22 Vict., cap. 149; 22 and 23 Vict., cap. 32; 27 and 28 Vict., cap. 286; 28 and 29 Vict., caps. 247, 308, and 328; 29 and 30 Vict., caps. 173, 219, 256, 273, 285, and 341; and 30 and 31 Vict. cap. 106; and all other Acts (if any) relating to such navigation and canal; also any other Acts recited in the before-mentioned Acts relating to or affecting the Caledonian Railway Company, or any other undertaking amalgamated with, leased to, or vested in the Caledonian Railway Company; the Scottish Central Railway Consolidation Act, 1859, and the Acts therein named and referred to, in so far as not repealed; the Scottish North-Eastern Railway Act, 1863, and the various Acts mentioned or referred to in the preamble and schedule to that Act; the Scottish Central (Dundee, Perth, and Aberdeen Purchase) Act, 1863, and the various Acts referred to in the preamble thereof; the Caledonian and Scottish North-Eastern Railways Amalgamation Act, 1866; Acts relating to the Devon Valley Railway Company; 21 and 22 Vict., cap. 122; 24 and 25 Vict., cap. 200; 26 and 27 Vict., cap. 124; 29 and 30 Vict., caps. 277 and 326; 31 and 32 Vict.,

cap. 2; and all other Acts (if any) relating to the Devon Valley Railway Company; Acts relating to the Bathgate Railway Company, 9 and 10 Vict., cap. 332; 10 and 11 Vict., cap. 246; 11 and 12 Vict., caps. 116 and 160, and all other Acts (if any) relating to the Edinburgh and Bathgate Railway Company; the Acts relating to the City of Glasgow Union Railway Company, 27 and 28 Vict., cap. 286; and 28 and 29 Vict., cap. 247; 30 and 31 Vict., cap. 166; and 32 and 33 Vict., cap. 81; Glasgow Corporation Waterworks Act, 1855; the Glasgow Corporation Gas Act, 1869; the Acts 16 and 17 Vict., cap. 119; and 23 and 24 Vict., cap. 134; 25 and 26 Vict., cap. 48, and all other Acts relating to the Port Carlisle Dock and Railway Company; Acts relating to the Carlisle and Silloth Bay Railway and Dock Company, viz.:—16 and 17 Vict., cap. 118; 18 and 19 Vict., cap. 153; 23 and 24 Vict., cap. 134; 25 and 26 Vict., caps. 45 and 47; the Esk Valley Railway Act, 1863; the Esk Valley Railway (Lease) Act, 1866; the Leslie Railway Act, 1857; the Berwickshire Railway Act, 1862; the Berwickshire Railway Act, 1866; the Peebles Railway Act, 1853; and the Acts 20 and 21 Vict., cap. 14; and 24 and 25 Vict., cap. 114, relating to the Peebles Railway Company; the Saint Andrews Railway Act, 1851; the Act relating to the Glasgow and Milngavie Junction Railway Company, 24 and 25 Vict., cap. 189; the Acts relating to the Blane Valley Railway Company, 24 and 25 Vict., cap. 248; and 28 and 29 Vict., cap. 356; Acts relating to the Perth General Railway Station, 28 and 29 Vict., caps. 252 and 253; the Burntisland Harbour and Dock Act, 1866; Acts relating to the Solway Junction Railway Company, 27 and 28 Vict., cap. 158; 28 and 29 Vict., cap. 186; 29 and 30 Vict., cap. 243; and 30 and 31 Vict., cap. 116; Acts relating to the Trustees of the Clyde Navigation, 21 and 22 Vict., cap. 149, and the provisions unrepealed of the Acts referred to in the schedule to that Act; 27 and 28 Vict., cap. 248; 31 and 32 Vict., cap. 124; Acts relating to the Ardmore Harbour, 29 and 30 Vict., cap. 337; and 31 and 32 Vict., cap. 147; the Broxburn Railway Act, 1867; the Dundee Sea Wall, Esplanade, and Street Act, 1868; the Bo'ness and Grangemouth Railway Act, 1866; Acts relating to the Edinburgh Water Company and Waterworks, viz., 59 Geo. III., cap. 116, Geo. IV., cap. 108; 5 Will. IV., cap. 33; 6 and 7 Vict., cap. 89; 10 and 11 Vict., cap. 202; 16 Vict., cap. 49; the Edinburgh Water Company Act, 1856; the Edinburgh Water Company's Amendment Act, 1863; and the Edinburgh and District Waterworks Act, 1869; and the several other Acts recited in such Acts or any of them and now in force; and any other Act or Acts in relation to the North British Railway Company, or to any railway, canal, or other work forming part of their undertaking, or to any Company or body who or whose property and interests may be affected by the provisions of the said intended Act.

And notice is hereby also given, that plans and sections in duplicate of the intended railways and pier improvement, and of the lands to be subject to the compulsory powers of purchase to be conferred by the intended Act, and books of reference to the said plans, and published maps showing the general course and direction of the intended railways, and amended sections of the intended alterations in levels, will be deposited as follows, that is to say:—So far as relates to Railway No. 1 and Railway No. 2, with the principal Sheriff Clerk of the county of Lanark, at his office in Glasgow; and so far as relates to the

pier improvement, and land to be taken in connection with or for the purpose thereof, and the intended alterations in levels, with the principal Sheriff Clerk of the county of Linlithgow, at his office at Linlithgow; and that a copy of so much of any of the said plans, sections, amended sections and books of reference as relates to any royal burgh, parish, or extra-parochial place will be deposited in the case of the royal burgh of Glasgow, with the Town Clerk thereof, at his office at Glasgow; and in the case of a parish with the schoolmaster, or if there be no schoolmaster, with the Session Clerk thereof at his residence; and in the case of an extra-parochial place with the schoolmaster, or if there be no schoolmaster, with the Session Clerk of an adjoining parish at his residence; and that every such deposit will be made on or before the 30th day of November, 1869, and will be accompanied by a copy of this notice, and that printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1869.

Dated this 11th day of November, 1869.

*Adam Johnstone*, 1, Register-place, Edinburgh, Solicitor for the Bill.

*Sherwood, Grubbe, Pritt, and Cameron*, 7, Great George-street, Westminster, Parliamentary Agents.

Dublin, Wicklow, and Wexford Railway.  
(Power to make New Works. To divert Road leading from Ferry-carrig to Wexford New Bridge, and charge cost to Grand Jury. Abandonment of portion of authorized Railway. Power to reduce number of Directors. Power to the London and North Western Railway Company to subscribe to the Capital of the Company's undertaking and to nominate Director. Traffic arrangements with the London and North Western Railway Company. Power to re-issue and create new Capital. Amendment and Repeal of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made in the ensuing session of Parliament for an Act for all or some of the following purposes:—

To empower the Dublin, Wicklow, and Wexford Railway Company (herein called the Company) to make and maintain the following works or some or one of them, with all proper stations, sidings, approaches, and conveniences connected therewith, that is to say:—

1. An enlargement or widening of the Dublin, Wicklow, and Wexford Railway, such widening commencing at a point on said railway situated at the junction of the Company's Kingstown Branch Railway with the Dublin, Wicklow, and Wexford main line, at the point known as the "Shanganagh Junction," and terminating at a point thereon situated at or near the station at Bray, which widening will be situated in the townlands of Cork-Little, Cork-Great, Ravenswell, and part of Bray Commons, all in the parish of Old Connaught in the county of Dublin; and the townland of Bray, in the parish of Bray, in the county of Wicklow.

2. An improvement of the existing railway by a diversion, commencing on the line of the Dublin, Wicklow, and Wexford Railway, at a point on the said railway situate 220 yards north of the first timber viaduct south of Bray Station, and terminating on the said railway at a point situate in a northerly direction 230 yards from

the north-west end of the third tunnel south of Bray; which works will be situated in the townlands and parishes following, that is to say—the townland of Ballynamuddagh, in the parish of Bray; and the townland of Rathdown Upper, in the parish of Delgany, both in the county of Wicklow.

3. A diversion of the existing tramway between Dalkey and Kingstown, such diversion commencing at a point 90 yards on north side of centre of railway bridge at Sandycove Station of the Company, and terminating at a point 150 yards north-east of the centre of railway bridge at Adelaide-road station of the Company, which diversion will be situate in the townlands of Glasthule and Glenagarey, in the parish of Monkstown and county of Dublin.

4. A tramway commencing by a junction with the authorized extension of the Dublin, Wicklow, and Wexford Railway to the town of Wexford, at a point 90 yards distant, and measured in a westerly direction from the centre of Slaney-street in the town of Wexford, being a distance of 100 yards measured in a south-westerly direction from the centre of the memorial now in course of erection to the late John Edward Redmond, at the north end of Slaney-street, and terminating at a point in line with the face of the house of the branch office of the Bank of Ireland in Wexford, and at a distance of 15 yards measured in a northerly direction from the north-east corner of said house, and passing through the following townlands, parishes, unions, and extra-parochial places, or some of them:—the River Slaney and land reclaimed therefrom, being extra-parochial; the townland of Townparks, in the parish of St. John's, the parish of St. Selskar's, the parish of St. Iberius, and the parish of St. Patrick's, all in the union and town of Wexford.

5. A diversion of the new public carriage-road leading from Ferrycarrig to Wexford New Bridge, where the said road crosses the authorized line of the Dublin, Wicklow, and Wexford Railway, and which diversion will commence at the south abutment of Wexford Free Bridge, and will terminate at the western extremity of said new road, being its junction with the original road from Ferrycarrig to Wexford, and will be situate in the townland of Townparks, parish of St. John's, and county of Wexford.

6. A railway commencing in the townland of Park in the parish of Carrick and county of Wexford, from and out of the authorized line of railway to Wexford, in or at the lane or roadway numbered 33 in the said townland on the plans referred to in the Dublin, Wicklow, and Wexford Railway Act, 1864, as having been deposited with the clerk of the peace for the county of Wexford and terminating at a point on the vacant space lately the southern approach to the old bridge of Wexford, now removed and situated opposite to and north of the County Court-house of Wexford, which said intended line of railway will pass from, in, through, or into, or be situated within the several parishes, townlands, and extra-parochial or other places following, or some of them; that is to say—the townland of Park, in the parish of Carrick; the townland of Townparks, in the parish of St. John's, the parish of St. Selskar's, the parish of St. Iberius, the river Slaney, and land reclaimed therefrom, being extra-parochial, all in the county of Wexford.

To empower the Company to acquire by compulsion or agreement, and to hold lands, houses, and buildings for all or any of the purposes of the Bill.

To empower the Company for the purpose of extending sidings and accommodation works to acquire compulsorily the following lands:—

1. A piece of land situated and lying along the west side of the Company's existing line of railway, commencing at the stone bridge, under their said railway, close to and to the north of their Bray station, and extending in a northerly direction up to and to the centre of the Bray river, being a length of about 200 yards; such piece of land being in the townland of Bray, parish of Bray, and county of Wicklow, and from the centre of said Bray river, still in a northerly direction, to a point in the townland of Ravenswell, ten yards north of the boundary between part of Bray Commons and Ravenswell, situate in the townlands of part of Bray Commons and Ravenswell, parish of Old Connaught, and county of Dublin.

2. A piece of land also lying along the west side of the Company's said existing line of railway, commencing from the accommodation bridge under the said railway in the townland of Cork Great, and extending thence in a northerly direction for 110 yards in the said townland of Cork Great, parish of Old Connaught and county of Dublin.

3. A piece of land lying along the east side of the Company's existing line of railway, commencing at the public road bridge at the Company's Sandycove station, and extending in a northerly direction for a distance of 90 yards in the townland of Glasthule, parish of Monkstown and county of Dublin.

To vary and extinguish all existing rights and privileges connected with any lands or buildings proposed to be purchased or acquired for the purposes of the intended Act, which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges.

To authorize the crossing, stopping up, altering or diverting, whether temporarily or permanently, all roads, highways, tramways, canals, rivers and streams within or adjoining to, the aforesaid parishes, townlands, and other places which it may be necessary to cross, stop up, alter or divert in executing the several purposes of the intended Act.

To provide that the diversion of the said new public carriage-road, leading from Ferrycarrig to Wexford, Newbridge, to be authorized by the Bill shall be made over to and accepted by the grand jury of the county of Wexford, and shall thereafter be maintained by them in lieu of the portion of said road to be rendered unnecessary, and to enable the Company to dispose of the site and materials of the said portion of road, and further to provide that the cost of the diversion of the said road shall be presented for in the ordinary way, and paid to the Company by the grand jury of the county of Wexford.

To empower the Company to levy tolls, rates, and charges, for or in respect of the railways, tramway, and other works to be authorized by the intended Act or some of them, and to alter the existing tolls, rates, and charges authorized to be taken by the Company, and to grant exemptions from the payment of tolls, rates, and charges.

To reduce or to provide for the reduction of the number of directors of the Company.

And notice is also hereby given, that it is intended to abandon so much of the authorized line of railway to Wexford, of the Dublin, Wicklow and Wexford Railway Company, from the lane or roadway numbered 33 in the townland of Park, and parish of Carrick, and county of Wexford, on the plans referred to in the Dublin, Wick-

low, and Wexford Railway Act, 1864, as having been deposited with the clerk of the peace for the county of Wexford, to the terminus of said railway, at the west side of Slaney-street in the town of Wexford, which said portion of the authorized line of railway intended to be abandoned, passes from, through, in or into, or is situated within the following parishes, townlands, and extra-parochial, or other places following, or some of them (that is to say), the townland of Park, in the parish of Carrick, the townland of Townparks, in the parish of St. John's, the parish of St. Selskar's, the river Slaney, and land reclaimed therefrom extra-parochial.

To authorize the Company for the general purposes of their undertaking, and for the other purposes of the intended Act, to reissue, or to create new stock or shares in the capital of the Company, in lieu of any stock or shares cancelled by them, and that with or without a guaranteed or preference dividend; and also to apply to any of such purposes any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors.

To enable the Company and the London and North-Western Railway Company, from time to time, to enter into and carry into effect contracts and agreements, with respect to the interchange, accommodation, and conveyance of traffic arising on or coming from, or destined for the undertakings of the two Companies and the division and appropriation of the revenue arising from such traffic, and to confirm any agreement already made or which previously to the passing of this Act may be made touching all or any of the matters aforesaid.

To enable the London and North-Western Railway Company, if they think fit to subscribe to and take and hold shares in the undertaking of the Company, and for that purpose to apply any of their authorized capital which may not be required for the purposes of their own undertaking, and if necessary to raise additional capital by the creation of new shares or stock in their own undertaking, with or without guaranteed or preference dividend or other rights and privileges attached thereto, or by borrowing on mortgage or bond, or by any of these means.

To enable the London and North-Western Railway Company to appoint a director of the Company.

And for the purposes aforesaid it is intended, if need be, to alter, amend, enlarge, or repeal all or some of the powers and provisions of the several local and personal Acts following relating to the Company, that is to say, the Waterford, Wexford, Wicklow, and Dublin Railway Act, 1846, an Act passed in the year 1847, entitled "An Act to authorize certain alterations of the lines of the Waterford, Wexford, and Wicklow Railway, and to amend the Act relating thereto;" the Waterford, Wexford, Wicklow, and Dublin Railway Amendment Act, 1848; the Dublin and Wicklow Act, 1851; the Dublin and Wicklow Railway Amendment Act, 1857; the Dublin and Wicklow Railway (Gorey Extension) Act, 1859; the Dublin, Wicklow, and Wexford (Enniscorthy Extension) Act, 1860; the Dublin, Wicklow, and Wexford Railway Act, 1861; the Dublin, Wicklow, and Wexford Railway Act, 1863; the Dublin, Wicklow, and Wexford Railway Act, 1864; the Dublin, Wicklow, and Wexford Railway Act, 1865; the Dublin, Wicklow, and Wexford Railway Act, 1868; and the following Acts relating to the London and North-Western Railway Company (that is to say), the local and personal Act, 9th and 10th Vic., cap. 204, and also all other Acts directly or indirectly relating

to the Company, and the London and North-Western Railway Company.

And notice is hereby given, that on or before the 30th day of November next, duplicate, maps, plans, and sections relating to the objects of the proposed Act, with a book of reference to such plans, and a copy of this notice as published in the Dublin Gazette will be deposited as follows: with the clerk of the peace for the county of Wicklow, at his office in Wicklow; with the clerk of the peace of the county of Dublin, at his office, 16, Kildare-street, in the city of Dublin; and with the clerk of the peace for the county of Wexford, at his office, in Wexford; and that a copy of so much of the said plans, sections, and books of reference as relates to the several parishes or extra-parochial places in or through which the said intended works are proposed to be made or the said lands are situate, and a copy of this notice as published in the Dublin Gazette, will on or before the said 30th day of November be deposited as follows, that is to say, as relates to the parishes of Old Connaught, Bray, Delgany and Monkstown, with the clerk of the Bathdown Poor Law Union, at his office at the Union Workhouse, Loughlinstown, in the county of Dublin, and as relates to the parishes of Carrick, Saint John's, Saint Selskar's, Saint Iberius, and Saint Patrick's, and the River Slaney, and the land reclaimed therefrom, being extra-parochial, with the clerk of the Wexford Poor Law Union, at his office, at the Union Workhouse at Wexford, in the county of Wexford.

And notice is hereby given, that on or before the 23rd day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1869.

*George Keogh*, 50, Westland-row, Dublin, Solicitor.

*Holmes, Anton, Greig, and White*, 18, Abingdon-street, Westminster, Parliamentary Agents.

#### Dover Promenade Pier.

(Application for Provisional Order for powers to erect a Pier at Dover, and to levy tolls, &c.)

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on or before the 23rd day of December next, by the promoters of the Dover Promenade Pier, to make a Provisional Order pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," to incorporate a Company (hereinafter called "the Company"), and to confer on such Company the following, or some of the following among other powers (that is to say):—

To enable the Company to construct a pier, jetty, and landing place, with all proper works, approaches, toll houses, toll gates, and other conveniences connected therewith, for the embarking and landing of passengers, goods, and merchandize, and for other purposes, in the parish of St. James the Apostle, Dover, in the county of Kent, commencing on the Esplanade, at or near a point 30 yards or thereabouts, west of the Royal Baths, and extending seaward for a distance of 1,200 feet or thereabouts.

To purchase, take on lease or otherwise, lands or hereditaments necessary for the construction of the said pier, and other works and approaches thereto, and conveniences connected therewith.

To raise capital by shares, and to borrow on mortgage or bond any moneys which may be required for the purposes aforesaid.

To levy tolls, rates, and duties upon, or in respect of the use of such pier and works, to lease the said tolls for any term of years, to confer, vary, or extinguish exemption from the payment of such tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges.

To incorporate with the said Provisional Order the whole or part of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Lands Clauses Consolidation Acts, 1845 and 1860."

And notice is hereby further given, that on or before the 30th day of November next, plans and sections of the proposed pier and works, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Kent, at his office at Maidstone, at the Custom House, Dover, and at the office of the Board of Trade, Whitehall-gardens, London.

And notice is hereby given, that on and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished, at the price of one shilling each, to all persons applying for the same, at my office situate as undermentioned.

*Arthur Metcalfe*, 30, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1870.

Belgrave Market.

(Application of increased Rates in St. Luke's Chelsea—Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session by the Belgrave Market Company (hereinafter called "the Company") for an Act for the following purposes, viz. :—

To empower the vestry of the parish of Saint Luke, Chelsea, or the board of guardians of that parish, or other the body having the control over the rates leviable and receivable within that parish, to allocate and pay over to the Company for a term of years, to be defined in the Bill, the whole or a portion of the rates hereinafter to be assessed or levied upon or arising out of the lands and houses to be erected upon the lands to be acquired by the Company under the powers of The Belgrave Market Act, 1869, or to make such arrangements as the vestry, board of guardians, or other body think fit with respect to such rates, or the assessment of any rates upon the said market and buildings, or with respect to exemption from payment of any such rates, or with respect to the appropriation for a term of years by the Company of the increased rates which will accrue to such vestry, board of guardians, or other body by reason of the construction of the market and other works which the Company are empowered to construct under the powers of the said Act.

To enable the Company on the security of such rates to raise money by mortgage thereof, or by bonds, or in such manner as they think fit.

So far as may be necessary for the purposes aforesaid to repeal, alter, amend, or extend the powers and provisions of the Acts following, viz., 30 Geo. 3, cap. 76; 43 Geo. 3, cap. 11; 50 Geo.

3, cap. 43; 59 Geo. 3, cap. 35; 6 Geo. 4, cap. 56; 4 and 5 Vict., cap. 178; and 9 Vict., cap. 143; 18 and 19 Vict., cap. 120; and 25 and 26 Vict., cap. 102, and of any other Acts relating to the said parish or vestry, "The Metropolitan Management Act, 1855," or any other Act or Acts amending or altering that Act.

Printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 17th day of November, 1869.

*C. J., and C. N. Longcroft*, 20, Spring-gardens, Solicitors.

*Arthur Metcalfe*, 30, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1870.

London, Blackwall, and Millwall Extension Railway.

(Abandonment of Authorised Railways excepting Railway No. 4; Further Powers as to that Railway; Amendment of Acts.)

NOTICE is hereby given, that the London and Blackwall Railway Company (who are herein referred to as "the Company,") intend to apply to Parliament in the next session, for leave to bring in a Bill for the following, or some of the following, among other purposes :—

(1.) To enable them to abandon the construction of such of the railways authorised by "The London, Blackwall, and Millwall Extension Railway Act, 1865," as are referred to in the 20th section of that Act respectively, as Railways No. 2, No. 3, No. 5, and No. 7.

2.) To repeal such parts of the said Act of 1865, and of "The London, Blackwall, and Millwall Extension Railway Act, 1868," as relate to or confer any powers with respect to the said railways so to be abandoned, and to vary and extinguish all agreements, notices, and contracts, so far as may be necessary, for the purposes or by reason of the said abandonment, and to relieve the Company from all liabilities and obligations with reference to the said railways so to be abandoned.

(3.) To extend (but without prejudice to any subsisting agreement or agreements between the Company, the Great Eastern Railway Company, the East and West India Dock Company, and the Millwall Canal Company, or any two or more of those Companies,) the time granted by the before-mentioned Acts for the compulsory purchase of lands in respect of Railway No. 4, authorised by the before-mentioned Act of 1865, and for the construction of that railway.

The Bill will amend the before-mentioned Acts, and, so far as may be necessary for the purposes thereof, the several other Acts relating to the Company.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 17th day of November, 1869.

*Hollingsworth, Tyerman, and Green*, 4, East India-avenue, Leadenhall-street, London, Solicitors for the Bill;

*Dyson & Co.*, 24, Parliament-street, Westminster, Parliamentary Agents.

**Birmingham and Staffordshire Tramways.**  
(Incorporation of Company; Powers to lay down and work Tramways; Powers to make agreements with the Corporation of Birmingham and street authorities, and other Corporations and persons, as to the working, leasing, or use of the intended Tramways; Powers to work, lease, or purchase the Tramways of other Companies or Persons; Tolls; and other Powers.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to effect all or some of the purposes following (that is to say):

To incorporate a Company (hereinafter called "The Company") to make, form, lay down, maintain, and work the several street tramways hereinafter described, or some or one of them, with all necessary and proper iron rails, plates, works, and conveniences (that is to say):—

(1.) A tramway (No. 1) wholly in the parish and borough of Birmingham, commencing at a point nearly opposite the principal entrance to the Great Western Hotel, in Monmouth-street, passing thence along that street into Snow Hill, and thence along Snow Hill and Constitution Hill, and terminating in Constitution Hill opposite the north-east corner of the public-house called or known as the "Shakespeare's Head," in the occupation of John Mousley.

The centre line of the proposed tramway (No. 1) will, at its commencement, be at a distance of 8 feet from and on the south side of the imaginary centre line of Monmouth-street, and will gradually approach the imaginary centre line of that street and of Snowhill, and after intersecting the same respectively, the centre line of the proposed tramway at a distance of 60 yards or thereabouts from its commencement will be at the distance of 4 feet 6 inches from and on the east side of the imaginary centre line of Snow-hill, and for the remainder of its length it will be situate at a distance of 4 feet 6 inches from and on the east side of the imaginary centre line of each of the streets in which it is intended to be laid.

(2.) A tramway (No. 2) wholly in the parish and borough of Birmingham, commencing by a junction with tramway (No. 1) at its commencement as above described, passing thence along Monmouth-street into and along Livery-street, and terminating in Livery-street opposite the north-west corner of the said public-house, called or known as the "Shakespeare's Head."

The centre line of the proposed tramway (No. 2) will, at its commencement, and for a distance of about 20 yards therefrom, be at a distance of 8 feet from and on the south side of the imaginary centre line of Monmouth-street, and will then gradually approach the said imaginary centre line, and after intersecting the same, the centre line of the tramway at a distance of 50 yards, or thereabouts, from its commencement will be at the distance of 4 feet 6 inches from and on the east side of the imaginary centre line of Livery-street, and for the remainder of its length it will be situate at a distance of 4 feet 6 inches from and on the east side of the imaginary centre line of Livery-street.

(3 and 4.) A tramway (No. 3,) and a tramway (No. 4), wholly situate respectively in the parish and borough of Birmingham, commencing respectively in Constitution-hill and Livery-street aforesaid, the tramway (No. 3) forming a junction with tramway (No. 1), at its termination as above described, and tramway (No. 4), forming a junction with tramway (No. 2), at its termination as above described, tramway (No. 3), passing along Constitution-hill into and along Great Hampton-street

and Hockley-hill, and tramway (No. 4), passing along Livery-street into and along Great Hampton-street and Hockley-hill, and each tramway terminating at the boundary between the parish and borough of Birmingham and the parish of Handsworth, on or near the bridge carrying the roadway of Hockley-hill and the turnpike road from Birmingham to Wednesbury, and to Great Bridge and to Nether Trindle, near Dudley (hereinafter called "The said turnpike road") or one of them, over the Hockley Brook.

The centre line of the proposed tramway (No. 3) will, throughout its entire length, be 4 feet 6 inches from and on the east side of the imaginary centre line of each of the streets or roads along which it is intended to pass: and the centre line of the proposed tramway (No. 4) will, throughout its entire length, be 4 feet 6 inches, from and on the west side of the imaginary centre line of each of the streets or roads along which it is intended to pass, except that from its commencement to the junction of Kenion-street with Great Hampton-street, it will pass from the east side of the imaginary centre line of Livery-street to a distance of 4 feet 6 inches from and on the west side of the imaginary centre line of Great Hampton-street.

(5 and 6.) A tramway (No. 5), and a tramway (No. 6), wholly situate respectively in the township and parish of Handsworth, commencing respectively at the said boundary, the tramway (No. 5), there forming a junction with tramway (No. 3) at its termination as above described, and tramway (No. 6) there forming a junction with tramway (No. 4) at its termination as above described, thence passing respectively into and along the said turnpike road, tramway (No. 5), terminating at or near the Soho-hill toll gate by a junction with tramway (No. 6), and tramway (No. 6) terminating at a point about 30 yards measuring along the said turnpike road in a northerly direction from the Soho-hill toll gate.

The centre line of the proposed tramway (No. 5) will throughout its entire length be 4 feet 6 inches from and on the easterly side of the imaginary centre line of the street or road along which it is intended to pass, except that from a point about 30 yards from the intended termination of the tramway, the centre line thereof will gradually approach until it intersects the imaginary centre line of the said turnpike road, and will then again gradually diverge to the westward from the said imaginary centre line until at the termination of the tramway it reaches the centre line of the proposed tramway (No. 6.)

The centre line of the proposed tramway (No. 6) will, throughout its entire length, be 4 feet 6 inches from and on the west side of the imaginary centre line of the street or road along which it is intended to pass.

(6a.) A tramway (No. 6a) wholly in the township and parish of Handsworth, commencing by a junction with the proposed tramway (No. 6) at or near the commencement thereof, as above described, thence passing along the said turnpike road, and terminating by a junction with the said tramway (No. 5) at a distance of about 60 yards from the commencement thereof, as above described.

The centre line of Tramway (No. 6a) will from its commencement gradually approach the imaginary centre line of the said turnpike road, and after intersecting it, at a point distant 30 yards from the commencement of the tramway (No. 6a,) will gradually diverge in a north-easterly direction, until at its termination it reaches the centre line of tramway (No. 5).



6b. A tramway (No. 6b), wholly in the township and parish of Handsworth, commencing by a junction with the proposed tramway (No. 5) at a point about 60 yards from the commencement thereof, as above described, thence passing along the said turnpike road, and terminating by a junction with the said tramway (No. 6) at a distance of 120 yards from the commencement thereof.

The centre line of tramway (No. 6b) will, from its commencement, gradually approach the imaginary centre line of the said turnpike road, and after intersecting it, at a point distant 30 yards from the commencement of tramway (No. 6b) will gradually diverge in a westerly direction, until, at its termination, it reaches the centre line of tramway (No. 6).

(7.) A tramway (No. 7), wholly situate in the township and parish of Handsworth, commencing by a junction with tramway (No. 6), at its termination as above described, thence passing along the said turnpike road and terminating at a point in the said turnpike road opposite the public house called the "New Inns."

The centre line of the proposed tramway (No. 7) will, throughout its entire length, be four feet six inches from and on the west side of the imaginary centre line of the said turnpike road.

(7a.) A tramway (No. 7a), wholly situate in the township and parish of Handsworth, commencing by a junction with the proposed tramway (No. 7), in the said turnpike road at a point nearly opposite the public-house called the "Red Lion Inn," thence passing along the said turnpike road, and terminating thereon by a junction with tramway (No. 7), nearly opposite the junction of Booth-street with the said turnpike road.

The centre line of tramway (No. 7a), will be throughout at the distance of 4 feet 6 inches from and on the easterly side of the imaginary centre line of the said turnpike road, except that from the commencement of the tramway, the centre line thereof will gradually approach until it intersects the said imaginary centre line, and will then again gradually diverge to the eastward from the said imaginary centre line until at a point 30 yards from its commencement it attains the distance of 4 feet 6 inches from, and on the east side of the said imaginary centre line; and except also that from a point 30 yards from the intended termination of the tramway (No. 7a), the centre line of that tramway will gradually approach until it intersects the said imaginary centre line, and will then again gradually diverge to the westward from the said imaginary centre line, until, at the termination of the tramway, it reaches the centre line of the proposed tramway (No. 7).

(8.) A tramway (No. 8), wholly situate in the township and parish of Handsworth and parish of West Bromwich, commencing by a junction with tramway (No. 7), at its termination as above described, thence passing along the said turnpike road, and passing wholly or partially through the following, or one of the following streets, viz., High-street and Carter's Green, and terminating at a point about 66 yards to the south-east of the front entrance of the public-house called or known by the name of the "Grand Junction Hotel."

The centre line of the proposed tramway (No. 8) will throughout its entire length be 4 feet 6 inches from and on the west side of the imaginary centre line of the several streets or roads along which it is intended to pass.

(9.) A tramway (No. 9), wholly in the township and parish of Handsworth, commencing by a junction with tramway (No. 8) opposite Woodville House, passing thence along the said turnpike

road, and terminating by another junction with the said Tramway (No. 8) opposite the public-house called or known as the "Leveretts Inn."

The centre line of the proposed tramway (No. 9) will be throughout at a distance of 4 feet 6 inches from and on the east side of the imaginary centre line of the said turnpike road, except that from the intended commencement of the tramway, the centre line thereof will gradually approach until it intersects the said imaginary centre line, and will then again gradually diverge to the eastward from the said imaginary centre line, until at a point 30 yards from its commencement it attains the distance of 4 feet 6 inches from and on the east side of the said imaginary centre line, and except also that at a point 30 yards from the intended termination of the tramway, the centre line thereof will gradually approach until it intersects the said imaginary centre line, and will then again gradually diverge to the westward from the said imaginary centre line until at the termination of the tramway it reaches the centre line of the proposed tramway (No. 8).

(10.) A tramway (No. 10) wholly situate in the parish of West Bromwich, commencing by a junction with tramway (No. 8) in the said turnpike road, at or near the junction of that road with the Beeches-road, thence passing along the said turnpike road, and terminating by a junction with tramway (No. 8) at a point at or near the junction of the said turnpike road with Roebuck-lane.

The centre line of tramway (No. 10) will be throughout at the distance of 4 feet 6 inches from and on the east side of the imaginary centre line of the said turnpike road, except that from the intended commencement of the tramway, the centre line thereof will gradually approach until it intersects the said imaginary centre line, and will then again gradually diverge to the eastward from the said imaginary centre line until, at a point 30 yards from its commencement, it attains the distance of 4 feet 6 inches from and on the east side of the said imaginary centre line; and except also that at a point 30 yards from the intended termination of the tramway, the centre line thereof will gradually approach until it intersects the said imaginary centre line, and will then again gradually diverge to the westward from the said imaginary centre line until, at the termination of the tramway, it reaches the centre line of the proposed tramway (No. 8).

(11.) A tramway (No. 11), wholly situate in the parish of West Bromwich, commencing by a junction with tramway (No. 8) at a point at or near the junction of Victoria-street with High-street, thence passing along the said turnpike road, and passing wholly or partially through the following or one of the following streets, viz., High-street and Carter's Green, and terminating by a junction with tramway (No. 8) at its termination as above described.

The centre line of tramway (No. 11) will be throughout at the distance of 4 feet 6 inches from and on the east side of the imaginary centre line of the said turnpike road and of each of the said streets, except that from the intended commencement of the tramway, the centre line thereof will gradually approach until it intersects the said imaginary centre line, and will then again gradually diverge to the eastward from the said imaginary centre line until at a point 30 yards from its commencement it attains the distance of 4 feet 6 inches from, and on the east side of, the said imaginary centre line, and except, also, that at a point 30 yards from the intended termination of the tramway, the centre line thereof will gradually approach until it intersects the said imaginary centre line, and will then gradually diverge to

the westward from the said imaginary centre line, until, at the termination of the tramway, it reaches the centre line of tramway (No. 8).

(12.) A tramway (No. 12), situate in the parishes of West Bromwich and Tipton, commencing by a junction with tramway (No. 8); at its termination, as above described, thence passing along the said turnpike road, and passing wholly or partially through the following or some of the following streets, viz., High-street, Carter's Green, Dudley-street, Swan-street, Great Bridge-street, and terminating at a point, about 50 yards measuring along the said turnpike road, in a north-easterly direction, from the centre of the bridge carrying the Birmingham, Wolverhampton, and Stour Valley branch of the London and North-Western Railway over the said turnpike road.

The centre line of tramway (No. 12) will throughout its entire length be 4 feet 6 inches from and on the southerly side of the imaginary centre line of each of the streets or roads along which it is intended to pass.

(13.) A tramway (No. 13) wholly situate in the parish of West Bromwich, commencing by a junction with tramway (No. 12), at a point nearly opposite the public-house called the Wellington Inn, thence passing along the said turnpike road, and passing wholly or partially through the following or some of the following streets, viz., Dudley-street, Swan-street, and Great Bridge-street, and terminating by a junction with tramway (No. 12) at a point nearly opposite the public-house called the Forrester's Arms.

The centre line of tramway (No. 13) will be throughout at the distance of 4 feet 6 inches from and on the north side of the imaginary centre line of each of the said streets and roads, except that from the intended commencement of the tramway, the centre line thereof will gradually approach until it intersects the said imaginary centre line, and will then again gradually diverge to the north-east from the said imaginary centre line, until, at a point 30 yards from its commencement, it attains the distance of 4 feet 6 inches from and on the north-east side of the said imaginary centre line; and except, also, that at a point 30 yards from the intended termination of the tramway the centre line thereof will gradually approach until it intersects the said imaginary centre line, and will then gradually diverge to the south-west from the said imaginary centre line until at the termination of the tramway it reaches the centre line of tramway (No. 12).

(14.) A tramway (No. 14) wholly situate in the parish of West Bromwich, commencing by a junction with tramway (No. 8) at its termination as above described, thence passing along the said turnpike road, and passing wholly or partially through the following, or some of the following streets, viz., High-street, Carter's Green, Old Meeting-street, Black Lake, and Hill Top, and terminating at Hill Top, at a point nearly opposite the public-house called the Hen and Chickens.

The centre line of tramway (No. 14) will, throughout its entire length, be 4 feet 6 inches from and on the western side of the imaginary centre line of each of the said roads or streets along which it is intended to pass.

All which proposed tramways will pass, or be made from, in, through, or into, or be situate within the several parishes and places following or some of them (that is to say): the borough and parish of Birmingham, in the county of Warwick, the township of Handsworth, and the

parishes of Handsworth, West Bromwich, and Tipton, in the county of Stafford.

Each of the proposed tramways hereinbefore described will occupy a space of 5 feet 1 inch in width. The imaginary centre line of any street or road means, in all cases, an imaginary line drawn along the centre of the carriage way of the street or road (by whatever name known or called) along which the tramway is intended to be laid:

To authorise the Company to lay down and maintain tramways, iron rails, and plates in, upon, and along the surface of the streets, roads, and places aforesaid in or through which the intended tramways and works are to be laid down or made, and for those purposes to open the surface of and to alter and otherwise interfere with streets, turnpike roads, highways, public roads, cab stands, ways, footpaths, pavements, and thoroughfares within the parishes and places aforesaid, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, with power of free access thereto at all reasonable times for all or any of the above purposes:

To enable the Company in carrying out the purposes aforesaid, to move, alter, relay, or interfere with any pipe for the supply of gas or water, or any tube or apparatus for telegraphic or other purposes:

To provide for the maintenance and repair by the Company of such portions of the streets, roads, and places upon or along which any tramways, rails, or plates may be laid, as lie between and immediately adjoin the lines of such tramways, rails, and plates, and in consideration thereof to exempt the Company from payment of the whole or any part of any highway or other rate or assessment in respect of the use or of the paving or repairing of any such portion or part of any street, road, or place which the Company shall maintain and repair:

To enable the Company and the mayor, aldermen, and burgesses of the borough of Birmingham, or other bodies corporate, or persons having respectively the duty of directing the repair or the control or management of the said streets, roads, and places respectively (hereinafter called the street authorities), and the Company and any other Company or person, to enter into contracts or agreements with respect to all or any of the matters aforesaid, and also with respect to the laying down, working, maintaining, leasing, and using of such tramways, or any of them, and the iron rails, plates, and works, and for facilitating and regulating the passage of carriages and traffic over or along the same by means of horse haulage, subject to such conditions as may be prescribed by Parliament:

To empower the Company and the respective street authorities, and the Gas Companies, or either of them, whose pipes are laid along or under all or any of the roads or streets through which the said tramways or any of them will be laid, to make agreements and arrangements with reference to the lighting of such tramways, roads, or streets respectively.

To empower the Company and the said mayor, aldermen, and burgesses, or any other Company or persons owning or authorised to construct tramways, to enter into agreements and arrangements with reference to the working, leasing, or purchasing of such tramways.

To prohibit except by agreement with the Company the use of the said tramways by means of carriages with flange wheels or other wheels

specially or particularly adapted to run in groove-rails to be laid down in constructing the said tramways, and to confer on or confirm to the police and the bodies and persons having the control or management of such streets, roads, or places, the power of regulating the mode of passage of traffic along such streets, roads, or places, with a view to the convenient working and use of the said tramways, and the prevention at the same time of obstructions to the general traffic.

To enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Act.

To enable the Company, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of the said tramways or any of them or any part thereof respectively, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township, or place mentioned in this notice, and maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used, or intended so to be :

To levy tolls, rates, and charges for the use of carriages passing along the said tramways, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or duties, and to confer, vary, or extinguish other rights or privileges :

To enable the Company to purchase and acquire by compulsion or agreement, lands and houses, for the purposes of their undertaking, or to erect offices, buildings, and other conveniences on any such lands :

To vary or extinguish any existing rights or privileges which may interfere with the objects and purposes of the Act; and to confer, vary, or extinguish other rights and privileges :

To alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them (that is to say) : 2 William IV., cap. 6 ; "The Birmingham Improvement Act, 1851;" "The Birmingham Improvement Act, 1861;" "The West Bromwich Improvement Act, 1854;" and "The West Bromwich Improvement Act, 1865;" and the Public General Turnpike Road Acts.

Duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Warwick, at his office in Stratford-upon-Avon; and with the Clerk of the Peace for the county of Stafford, at his office in Stafford; and with the Clerk of the Peace for the borough of Birmingham, at his office in Birmingham; and a copy of so much of the said plans, sections, and book of reference as relates to the several parishes, or extra-parochial places, in or through which the intended tramways are proposed to be made, and also a copy of this notice as published in the London Gazette will, on or before the said 30th day of November, be deposited for public inspection with the parish clerk of each of such parishes, at the usual place

of abode of such parish clerk; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

Printed copies of the Bill for the intended Act will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1869.

*Ingleby, Wragge, and Evans*, Birmingham,  
Solicitors for the Bill.

*Martin and Leslie*, 27, Abingdon-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1870.

Bristol Harbour Extension Railway.

(Incorporation of Company or Powers to Joint Committee of Bristol Harbour Railway, to make Railway to unite Bristol Harbour and Bristol Port Railways, and to construct road to Clifton; Powers to Great Western and Midland Companies; Amendment of Acts).

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for leave to bring in a Bill for the following, or some of the following, among other purposes :

To make and maintain in the city and county of Bristol the railway and works after mentioned.

A railway, with all necessary stations, approaches, works, and conveniences, to commence in the parish of Bedminster by a junction with the authorized Bristol Harbour Railway, at or near where that railway will cross Prince-street-bridge-road, to pass thence through or into the said parish and the parish of Clifton, to cross the Bristol Floating Harbour by an opening bridge, and to terminate in the said last-mentioned parish by a junction with the railway of the Bristol Port Railway and Pier Company, at or near the north end of the passenger platform of the Clifton station of that railway.

A new road (to be wholly situate in the said parish of Clifton) to commence at or near the building formerly called the Gloucester Hotel, but now used as a recruiting office, and to terminate at the Lower-crescent at or near where the footpath leading from the Polygon opens upon the said crescent.

To deviate from the lines of railway and road both laterally and vertically; to divert, alter, or stop up, whether temporarily or permanently, streets, roads, courts, passages, drains, sewers, and pipes; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and road, to levy tolls, rates, and charges in respect of the said intended railway, and to confer other rights and privileges.

Either to incorporate a company (hereinafter called "the Company,") for the making, or to authorize the joint committee acting in execution of "The Bristol Harbour Railway Act, 1866," and "The Bristol Harbour Railway Act, 1869," to make the said intended railway and road.

To authorize the Great Western Railway Company to contribute towards the cost of constructing the intended railway, road, and works, and to authorize the owners of the Bristol Harbour Railway to apply their existing funds, and also any moneys which they have respectively still power to raise, in or towards the construction of such railway, road, and works, and to enable the Great Western Railway Company to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

To authorize the Midland Railway Company to subscribe towards the cost of constructing the Bristol Harbour Railway, and the proposed railway and road, or to either of the said undertakings, out of their corporate funds, and if necessary out of capital to be raised by them under the powers of the Bill, by shares or stock, and by loan, and with or without any priority of dividend or interest, and to enable the said Midland Railway Company, or the directors thereof, with the consent of the owners of the Bristol Harbour Railway, to nominate and appoint one or more member or members to represent the said Midland Railway Company upon the joint committee, and in that case to alter the provisions of the before-mentioned Acts of 1866 and 1869 with relation to the appointment, powers, and proceedings of the said committee.

To enable the Company, the Great Western Railway Company, the Bristol and Exeter Railway Company, and the Midland Railway Company, or any of those Companies, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railway and works, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway, the payments to be made, and the conditions to be performed, with respect to such working, use, management, construction, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to confirm any agreement which previously to the passing of the Bill may be made touching any of the matters aforesaid, and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the 5 and 6 William IV., cap. 107; the 17 and 18 Victoria, cap. 222; the 26 and 27 Victoria, caps. 113 and 198; the 29 and 30 Victoria, caps. 148 and 254, 307, and 356; the 30 and 31 Victoria, cap. 150; the 31 and 32 Victoria, cap. 145; the 32 and 33 Victoria, cap. 63; and of the several other Acts relating to the Great Western Railway Company; the 6 William IV., cap. 36; the 26 and 27 Victoria, cap. 60; the 28 and 29 Victoria, caps. 42 and 97; the 29 and 30 Victoria, cap. 148; the 32 and 33 Victoria, cap. 63; and of the several other Acts relating to the Bristol and Exeter Railway Company; the 7 and 8 Victoria, caps. 18 and 19; 8 and 9 Victoria, caps. 38, 49, 56, 90, and 181; 9 and 10 Victoria, caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Victoria, caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Victoria, caps. 21, 88, and 131; 14 and 15 Victoria, caps. 57, 88, and 113; 16 Victoria, cap. 33; 16 and 17 Victoria, cap. 108; 19 and 20 Victoria, cap. 54; 22 and 23 Victoria, caps. 40, 130, and 136; 23 and 24 Victoria, caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Victoria, caps. 57, 106, and 139; 25 and 26 Victoria, caps. 81, 90, 91, and 173; 26

and 27 Victoria, caps. 74, 82, 182, and 183; 27 and 28 Victoria, caps. 164, 230, 231, and 245; 28 and 29 Victoria, caps. 98, 327, 335, and 359; 29 Victoria, cap. 90; 29 and 30 Victoria, caps. 175, 191, 192, 196, 223, 294, 298, 315, and 351; 30 and 31 Victoria, caps. 27, 170, 185, and 207; 31 and 32 Victoria, caps. 43 and 49; 32 and 33 Victoria, caps. 25 and 83; and of the several other Acts relating to the Midland Railway Company.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, and which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map with the line of railway delineated thereon, so as to show its general course and direction; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the city and county of Bristol at his office at Bristol, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 11th day of November, 1869.

*Fussell and Prichard,*  
Bristol, } Solicitors for  
*Young, Maples, and Co.,* } the Bill.  
London. }  
*Dyson and Co.,* 24, Parliament-street,  
Westminster Parliamentary Agents.

In Parliament.—Session 1870.

Railway Consolidated Annuities.

(Consolidation and Commutation of Mortgages, Bonds, and Debenture Stocks of Railway Companies, into terminable and perpetual Annuities, or into General Railway Debenture Stock, redeemable or irredeemable; appointment and incorporation of Board; issue and incidents of Certificates.)

APPLICATION is intended to be made to Parliament in the next Session for leave to bring in a Bill for all or some of the following objects:—

1. To enable all or any Railway Companies in the United Kingdom to contract with each other, or with the committee hereinafter mentioned for the commutation and consolidation into terminable or perpetual annuities, or into one debenture stock, redeemable or irredeemable, charged severally in certain agreed portions upon the respective undertakings of the contracting Companies, or jointly and severally upon their undertakings, all or any part of the mortgages, debentures, debenture stock, or other statutable incumbrances issued, or which they respectively have powers to issue (all of which are hereinafter referred to as mortgages) charged upon their several undertakings.

2. To enable the contracting Companies to appoint delegates for the purposes of the Bill so as to form a committee or board, and either to

incorporate such board with the usual powers attaching to Corporations, or to give to the board the power of suing and being sued, and of prosecuting and of defending criminal proceedings in the name of some officer or other person to be prescribed in the Bill.

3. To enable the board from time to time to issue under their common seal, or authenticated in some other manner to be prescribed in the Bill. Certificates, warrants, or other documents, to the extent of the mortgages so contracted to be commuted, which certificates shall severally specify the amount, whether of annuity or debenture stock, intended to be secured thereby, and shall be transferrable by delivery, and shall be a charge upon the several undertakings in the agreed portions, or upon the united undertakings of the contracting Companies, and upon their several undertakings, and shall rank according to the priority to be defined in the Bill, or shall have such other or additional incidents as the Bill may prescribe to insure the payment of the moneys which the said certificates are intended to secure, or the Bill will authorize the board to issue such certificates to the contracting Companies by whom they may be re-issued.

4. To enable the board to agree from time to time for the commutation, and to commute the stamp duties payable on the certificates to be issued by them, and on the transfers, warrants, and other documents relating thereto.

5. The Bill will contain such powers as will be needful for enforcing by the board all contracts made between them and the contracting Companies, or made between the contracting Companies themselves under the powers, and for the purposes of the Bill, so as to insure the payment by each Company of all sums accruing due from it in respect of the mortgages commuted or consolidated by them under the powers of the Bill.

6. To enable the contracting Companies to issue the certificates or other securities of the board instead of the mortgages which the Companies are empowered to issue under the separate Acts relating to them; and to the extent of the certificates so issued by it to contract and reduce the borrowing powers of each Company.

7. To authorize or facilitate the surrender by the holder of any mortgage of a Railway Company of the mortgage held by him in exchange through such Company for certificates of the board.

8. Instead of constituting a board or committee, the Bill may confer all the powers herebefore specified upon "The Clearing Committee," mentioned in "The Railway Clearing Act, 1850."

9. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 17th day of November, 1869.

*Burchells*, 5, Broad Sanctuary, Westminster, Solicitors.

*Dyson and Co.*, 24, Parliament-street, Westminster, Parliamentary Agents.

#### Dartmouth Harbour.

(Amendment of "The Dartmouth Harbour Order, 1863," Constitution of Pilotage Authority—Alteration of Rates—Creation of New Rates—Application of Monies arising from Rates and other purposes.)

NOTICE is hereby given, that on or before the 23rd day of December, 1869, application is intended to be made by the Dartmouth

No. 23559.

2 B

Harbour Commissioners (hereinafter called "the Commissioners") to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Plantations, under "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for a Provisional Order for the purposes following, or some of them.

To alter, vary, enlarge, and amend, and, if need be, to repeal all or some of the provisions of "The Dartmouth Harbour Order, 1863," as confirmed by "The Pier and Harbour Orders Confirmation Act, 1863."

To constitute the Commissioners the pilotage authority for the Harbour and Port of Dartmouth under "The Merchant Shipping Act, 1854."

To alter the tolls, rates, and duties specified in "The Dartmouth Harbour Order, 1863," and to levy other tolls, rates, and duties.

To confer, vary, and extinguish exemptions from tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

To alter, vary, and amend such parts of "The Dartmouth Harbour Order, 1863," as direct the application of [tolls, rates, and duties, and other moneys coming to the hands of the Commissioners.

And notice is hereby given, that on or before the 30th day of November, 1869, copies of this advertisement will be deposited in the office of the Clerk of the Peace for the county of Devon, at Exeter; at the Custom House at Dartmouth, in the same county; and at the office of the Board of Trade, Whitehall, London, and printed copies of the draft Provisional Order as proposed by the Commissioners will, on or before the 23rd day of December, 1869, be deposited for public inspection at the Custom House, at Dartmouth aforesaid, and printed copies of such draft may on and after that day be obtained at the office of Messrs. Mackenzie, Trinder, and Co., No. 1, Crown Court, Old Broad-street, London, on payment of of one shilling for each copy.

Dated this 17th day of November, 1869.

*Mackenzie, Trinder, and Co.*, 1, Crown Court, Old Broad-street, London, Solicitors for the Commissioners.

*Wyatt and Hoskins*, 28, Parliament-street, Westminster, Parliamentary Agents.

#### Surety and Trust Association Limited.

(Powers in reference to security for Trustees in Bankruptcy, Clerks, and others, and in reference to advances to Trustees in Bankruptcy and Liquidators of Companies, and in reference to the administration, management, and agency of Property conferred on Company or Association to be incorporated by the Bill or under the Companies Acts 1862 and 1867, or one of them.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to incorporate a Company or Association, either by incorporating subscribers or by dissolving and re-incorporating the shareholders of a Company or Association previously incorporated under the Companies Acts, 1862 and 1867, or one of them, and to authorize such Company or Association, or otherwise to authorize a Company or Association to be established under the Companies Acts, 1862 and 1867, or one of them (which Company or Association, whether incorporated by the intended Act as aforesaid, or established under the Companies Acts, 1862, and 1867, or either of them is hereinafter called "The Promo-

ters,") to become responsible for the integrity of trustees in bankruptcy, liquidation, clerks, collectors, receivers, and all or any officers or persons by whatever description designated or known and by whatever authority appointed or employed in whom any kind of pecuniary trust is, or may at any time be reposed by being and becoming or by providing or furnishing security for or on behalf of such trustees, liquidators, clerks, collectors, receivers, officers, and persons, and to authorize the Promoters to guarantee the faithful discharge of the duties of such trustees and others aforesaid, or any of them, and to make advances to all or any such trustees and liquidators on the security of the estates of bankrupts and Companies in liquidation, and to undertake the administration or agency of every kind of property to which the Promoters may be duly appointed by will, marriage settlement, power of attorney, or other deed, instrument, or writing.

And it is proposed by the intended Act to authorize the High Court of Chancery, the Court of Bankruptcy, and every or any other Court in the United Kingdom or the Colonies, or dependencies, the Lords of the Treasury, and the principal officers of any public office or department in the United Kingdom, and all or any Corporations or Companies, and all or any persons whether in their individual capacity or acting collectively as a society or association, or as commissioners, Trustees, or otherwise howsoever to accept the security of the promoters in lieu of any bond or other security, and to confer upon the promoters and all others whomsoever, all such powers, rights, authorities, and privileges, as may be necessary or convenient for fully carrying into effect the objects and purposes of the intended Act, and to vary or extinguish all existing rights and privileges which might in any way prevent, interfere with, or delay the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

Printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1869.

Dated the 25th day of November, 1869.

*Evans and Co.*, 28, Nicholas-lane, Lombard-street, London, Solicitors for the Bill.

*Sherwood, Grubbe, Pritt, and Cameron*, 7, Gt. George-street, Westminster, Parliamentary Agents.

In the Matter of the Isle of Wight Railway Company, and in the Matter of the Railway Companies Act, 1867.

**N**OTICE is hereby given, that on Saturday, the 20th November, 1869, on the hearing of a petition presented to the Lord Chancellor by the directors of the above-named Company, praying the confirmation of a scheme of arrangement between the said Company and their creditors, filed in the Court of Chancery, the 13th May, 1869, his Honor the Vice-Chancellor James, pronounced an Order confirming the said scheme of arrangement with the following variations:—1st, Recital 11 is struck out. 2nd, The following words are added to Article 6, "and such B debenture stock, or the monies raised by the issue thereof, shall be applied in the first instance in the payment of existing debts other than mort-

gage debts, and the acquisition or construction of additional works or plant." 3rd, Article 8 is struck out. 4th, In Article 10 the words "and enrolment thereof;" are inserted after the words "from and after the confirmation of this scheme." 5th, Articles 12, 13, and 14 are struck out.

*Porter and Twynam*, 4, Victoria-street, Westminster, Solicitors for the said Isle of Wight Railway Company.

In Chancery.

In the Matter of the Companies' Acts, 1862 and 1867, and of the Tremadoc and Raltwen Slate Company Limited.

**N**OTICE is hereby given, that a petition for the winding up of the above-named Company by the Court of Chancery, was, on the 20th day of November, 1869, presented to the Master of the Rolls, by John Brown, of Homington, in the county of Wilts, Gentleman, a creditor of the said Company; and that the said petition is directed to be heard before the Master of the Rolls on the 4th day of December, 1869; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company under the above Acts, should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.

*Geo. Fred. Cooke*, No. 3, Serjeants'-inn, Chancery-lane, London, Solicitor for the Petitioner.

In the Matter of the Companies Acts, 1862 and 1867, and of the Bank of London and National Provincial Insurance Association.

**N**OTICE is hereby given, that a petition for the winding up of the above-named Association by the Court of Chancery was, on the 25th day of November, 1869, presented to the Lord Chancellor by George Thomson, of No. 41, Victoria-street, in the city of Westminster, Esq., a creditor of the said Association; and that the said petition is directed to be heard before the Vice-Chancellor Sir William Milbourne James, on the 4th day of December, 1869; and any creditor or contributory of the said Association desirous to oppose the making of an Order for the winding up of the said Association, under the above Acts, should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Association requiring the same by the undersigned, on payment of the regulated charge for the same.

*Ashurst, Morris, and Co.*, of No. 6, Old Jewry, in the city of London, Solicitors for the Petitioner.

In the Court of the Vice-Warden of the Stannaries. Stannaries of Cornwall.

In the Matter of the Companies Acts, 1862 and 1867, and of the South Trevenna Tin and Copper Mining Company Limited.

**B**Y an Order made by his Honour the Vice-Warden in the above matter, dated the 22nd day of November instant, on the petition of William Howard Willcocks, of Plymouth, in the county of Devon, Mining Engineer, a contributory, and also a creditor of the said Company, it was ordered that the said South Trevenna



Tin and Copper Mining Company Limited, should be wound up by this Court, under the provisions of the Companies Acts, 1862 and 1867.—Dated Registrar's Office, Truro, this 23rd day of November, 1869.

*B. J. B. Fowler*, of Plymouth, Solicitor for the Petitioner.

*J. G. Chilcott*, of Truro, Agent for the said Solicitor.

Royal Exchange Assurance Office.

Royal Exchange, London,  
November 24, 1869.

**T**HE Court of Directors of the Corporation of the Royal Exchange Assurance do hereby give notice, that their Transfer Books will be shut from Tuesday, the 14th of December next, to Tuesday, the 4th of January following; that the Annual General Court appointed by their Charter will be holden at their office on the Royal Exchange, on Wednesday, the 22nd of December, at twelve o'clock at noon; and that a Dividend will be considered of at the said Court.

*Robert P. Steele*, Secretary.

In the Matter of the Companies Act of 1862, and the East Wheal Rose Consolidated Silver Lead Mining Company Limited, in liquidation.

**N**OTICE is hereby given, that a General Meeting of the members of the above Company will be held at the London Tavern, Bishopsgate-street, in the city of London, on Friday, the 24th day of December next, at one of the clock in the afternoon, for the purpose of receiving a report from the liquidators, and to pass a resolution or resolutions thereon; to consider the remuneration of the liquidators, and to pass a resolution or resolutions thereon; to authorise the liquidators to dispose of the balance in their hands, and to pass all such other resolutions, and to give all powers and directions that it may appear to the meeting advisable to do, in order to give effect to the final winding-up and dissolution of the Company aforesaid.—Dated this 24th day of November, 1869, at the offices of the Liquidators, No. 26, Nicholas-lane, in the city of London.

*A. Ross*.

*Geo. F. Carlyon-Simmons*.

**N**OTICE is hereby given, that at a Special General Meeting of the Shareholders of the Manchester Finance Corporation Limited, held at the Company's Offices, No. 7, Norfolk-street, Manchester, on the 25th day of August last, the following Resolutions were passed unanimously, viz. :—

1st. "That this Company be now wound up voluntarily.

2nd. "That William Henry Clemesher be, and is hereby, appointed Liquidator to this Company.

3rd. "That the Safe and Deed Chest of the Company be given to the Liquidator as remuneration for his services as Liquidator."

A Special General Meeting of the Shareholders of the said Company was held at the Company's offices, No. 7, Norfolk-street, Manchester, this 27th day of September, 1869, when it was unanimously resolved that the Resolutions passed at the Special General Meeting, held on the 25th day of August last, and now read by the Secretary, be, and they are hereby, approved and confirmed.—Dated this 27th day of September, 1869.

*Jas. Thomson*, Chairman.

2 B 2

The New Zealand Flax Company Limited.

**N**OTICE is hereby given, that at an Extraordinary General Meeting of the Shareholders of the above Company, held at No. 19, Warwick-street, London, the 24th November instant, the following resolution was passed :—

"That it has been proved to the satisfaction of this meeting the Company cannot, by reason of its liabilities, continue its business, and that it is desirable to wind up the same."

*J. Henry*, Chairman.

In the Matter of the Shropshire Copper Company Limited.

**T**HE creditors of the above-named Company are required, on or before the 11th day of January next, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to *Thomas William Read*, the Liquidator of the said Company, at No. 30, Castle-street, Liverpool, in the county of Lancaster; and, if so required, by notice in writing from the said Liquidator, are personally, or by their Solicitors, to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 23rd day of November, 1869.

*Skilbeck and Griffith*, No. 34, Bedford-row, Agents for  
*Samuel Harley Kough*, Shrewsbury and  
*Church Stretton*, Solicitor for the Liquidator.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, *Alfred Bilbe* and *Frederic Bilbe*, carrying on at No. 2, Invieta-terrace, Marine-town, Sheerness, in the county of Kent, and also at No. 89, High-street, Mile-town, Sheerness aforesaid, the trades or businesses of Grocers, Tea Dealers, Provision Merchants, and Dealers in Wines and Spirits, under the style or firm of *A. and F. Bilbe*, has been dissolved by mutual consent, as and from the 18th day of November, 1869.—As witness our hands this 18th day of November, 1869.

*Alfred Bilbe*.  
*Frederic Bilbe*.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, *John Yates*, of Enson, in the county of Stafford, Farmer and Auctioneer, and *Henry Quinton*, of Rugeley, in the county of Stafford, Auctioneer, carrying on business at Bow-street, Rugeley and Enson aforesaid, as Auctioneers and Valuers, has this day been dissolved by mutual consent. All debts due and owing by the said firm will be respectively received and paid by the said *Henry Quinton* by whom the said business will in future be carried on.—Dated this 20th day of November, 1869.

*John Yates*.  
*Henry Quinton*.

**N**OTICE is hereby given, that the Partnership theretofore subsisting between *John Nuttall Slater*, now deceased, and the undermentioned *George Slater*, *William Slater*, and *Samuel Isherwood*, carrying on business as Bleachers and Farmers, at Turton, and Little Bolton, both in the county of Lancaster, under the style or firm of *George and James Slater*, was dissolved so far as the said *John Nuttall Slater* was concerned, by his death, on the 23rd day of September, 1869, in accordance with the provisions of the articles of partnership of the said firm. All debts and credits of the said late firm, will be paid and received by the said *George Slater*, *William Slater*, and *Samuel Isherwood*, who will continue the said businesses under the above named style or firm of *George and James Slater*.—Dated the 1st day of November, 1869.

*George Slater*.  
*William Slater*.  
*Samuel Isherwood*.  
*William Slater*,  
*James Slater*.

Executors of the late *John Nuttall Slater*, deceased.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between the undersigned Samuel Peake and James Hardy, carrying on business as Tie Manufacturers, at 15B, Cloudesley-road, Islington, in the county of Middlesex, under the style or firm of Peake and Hardy, is this day dissolved by mutual consent.—Dated this 5th day of November, 1869.

*Samuel Peake.  
James Hardy.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Hartley an Henry Starkie, carrying on business in copartnership a Barrowford, in the county of Lancaster, as Iron and Tin Plate Workers, is this day dissolved by mutual consent, and that all debts due and owing to and from the said copartnership will be received and paid by the said John Hartley who will in future carry on the said business on his own account.—As witness our hands this 20th day of November, 1869.

*John Hartley.  
Henry Starkie.*

**NOTICE** is hereby given, that the Copartnership carried on for some time past at the Old Hall, Liverpool, in the county of Lancaster, by James John Newbery and Thomas Wibird Penhallow, under the firm of Newbery and Penhallow, has been dissolved by mutual consent.—Dated this 20th day of November, 1869.

*James John Newbery.  
Thomas Wibird Penhallow.*

**NOTICE** is hereby given, that the Partnership between the undersigned, Joseph Kellow, William Lever, and Edward Opie Blake, in the trade or business of Wholesale Hat Manufacturers, at Union Hall, No. 27, Union-street, Borough, in the county of Surrey, under the firm of Kellow, Lever, and Coy., was this day dissolved by mutual consent; and in future the business will be carried on by the said Joseph Kellow, under the firm of Kellow and Coy., on his separate account, and who will pay and receive all debts owing from and to the said partnership in the regular course of trade.—Witness our hands this 23rd day of November, 1869.

*Joseph Kellow.  
William Lever.  
Edward Opie Blake.*

**NOTICE** is hereby given, that the Partnership lately subsisting between us, in the trade or business of Grocers and Chandlers, and otherwise, in the city of Chester, under the style or firm of Thomas Wilcoxon and Sons, was this day dissolved by mutual consent.—Dated this 22nd day of November, 1869.

*Thomas Wilcoxon, senr.  
Thomas Wilcoxon, junr.  
Arthur Wilcoxon.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between the undersigned, John Priestley and George Peacock, in the trade or business of Stuff Manufacturers, or in any other trade or business, carried on by them at Bradford, in the county of York or elsewhere, under the style or firm of Priestley and Peacock, or under any other style or firm has been this day dissolved by mutual consent. The business will in future be carried on by the said George Peacock on his own account, and he will pay and be entitled to receive all debts and sums of money due from or owing to the said late firm.—As witness the hands of the parties this 25th day of November, 1869.

*John Priestley.  
George Priestley.*

**NOTICE** is hereby given, that the Partnership heretofore existing between us the undersigned, William Alfred Whitty and Miles Lockhart, trading together under the style of Alfred Whitty and Co., and Whitty and Lockhart, at No. 335, Strand, in the county of Middlesex, as Advertising Agents, Printers, and Publishers, was this day dissolved by mutual consent.—Witness our hands this 19th day of November, 1869.

*William Alfred Whitty.  
Miles Lockhart.*

**NOTICE** is hereby given, that the Partnership formerly subsisting between us the undersigned, John Richardson and John Warner, of No. 30, Bishopsgate-street Without, in the city of London, Soap Manufacturers and Perfumers, under the style or firm of Richardson and Company, was, on this 25th day of November, 1869, dissolved by mutual consent; and that the said business will in future be carried on by the undersigned John Richardson alone, by whom all debts owing to and by the said late partnership will be received and paid.—Dated this 25th day of November, 1869.

*John Richardson.  
John Warner.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between the undersigned, John Williamson, Joseph Taylor, and Jonathan Hulme, in the trade or business of Roller Makers and Iron Turners, at Brookside, Guide Bridge, in the county of Lancaster, under the firm of Williamson, Taylor, and Co., was this day dissolved by mutual consent, and in future the business will be carried on by the said Joseph Taylor, and Jonathan Hulme, on their separate account, who will pay and receive all debts owing from and to the said partnership in the regular course of trade.—As witness our hands this 22nd day of November, 1869.

*John Williamson.  
Joseph Taylor.  
Jonathon Hulme.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between Richard Moseley and John Simpson, as Tool and Cutlery Manufacturers, &c., at Nos. 17 and 18, King-street, and No. 27, Bedford-street, Covent-garden, London, has been this day dissolved by mutual consent. And the said businesses will in future be carried on by the said John Simpson, who will receive and pay all debts owing to or from the said partnership.—Dated this 18th day of November, 1869.

*Rich. Moseley.  
John Simpson.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Wells and John Wells, in the business of Goldsmiths and Jewellers and Watch and Clock Makers, in High-street, Saint Albans, in the county of Hertford, under the style or firm of Joseph Wells and Son, has been this day dissolved by mutual consent; and that the said business will in future be carried on by the said John Wells on his own account, and he will pay and be entitled to receive all debts and sums of money owing by or due to the said late firm.—Witness our hands this 22nd day of November, 1869.

*Joseph Wells.  
John Wells.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Charles, David Charles, John Rowland Jones, James Tucknell, Thomas Williams, Noah Mainwaring, and John Thomas, carrying on the business of Colliery Proprietors under the name or style of the Foy Colliery Company, at Foy, near Llanelly, in the county of Carmarthen, is so far as regards the said John Thomas, this day dissolved by mutual consent.—Witness our hands this 22nd day of November, 1869.

*William Charles. Thomas Williams.  
David Charles. Noah Mainwaring.  
John Rowland Jones. John Thomas.  
James Tucknell.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Snoxell, Charles Green Spencer, and George Spencer, as Revolving Shutter and Blind Makers, and Gymnastic Apparatus Makers, at No. 35, Old-street, Saint Luke's, in the county of Middlesex, carrying on business under the firm of Snoxell and Spencer, has been this day dissolved by mutual consent, so far as concerns the said Charles Green Spencer.—Dated the 23rd day of November, 1869.

*William Snoxell.  
Charles G. Spencer.  
George Spencer.*

**NOTICE** is hereby given, that the Partnership heretofore existing between us the undersigned, Christopher Crabb Creeke and Augustus Henry Parken, as Architects and Surveyors, at Bournemouth, in the county of Southampton, under the firm of Messrs. C. C. Creeke and A. H. Parken, was dissolved by mutual consent, on the 15th day of November instant.—As witness our hands this 20th day of November, 1869.

*Chrstr. C. Creeke:  
Augustus H. Parken.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, James George Lister and Benjamin Gratrix Lister, carrying on business as Cotton Spinners, at Wellington Mills, Mirfield, in the county of York, under the style or firm of J. G. Lister and Brother, was dissolved by mutual consent on the 1st day of June, 1868. All debts owing to and from the said firm will be received and paid by the said James George Lister, who has, since the said 1st day of June, 1868, carried on the said business on his own account.—As witness our hands this 20th day of November, 1869.

*James George Lister.  
Benjamin Gratrix Lister.*

**N**OTICE is hereby given, that the Partnership between us the undersigned, Daniel Prime and George Clowes, in the trade or business of Silk Manufacturers, at Leek, in the county of Stafford, under the style or firm of Prime and Clowes, was this day dissolved by mutual consent; and in future the business will be carried on by the said George Clowes alone; and that all debts owing by and to the said partnership of Prime and Clowes will be paid and received by the said George Clowes.—As witness our hands this 22nd day of November, 1869.

*Daniel Prime.  
George Clowes.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Joseph Hirst and William Hirst, in the trade or business of Bobbin Manufacturers and General Wood Turners, carried on by them, at Wheatley, in the borough of Halifax, in the county of York, under the style or firm of J. and W. Hirst, has this day been dissolved by mutual consent.—As witness the hands of the parties this 20th day of November, 1869.

*Joseph Hirst.  
William Hirst.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Isacke and Benjamin William Brown, carrying on the business of Brush Manufacturers and Fancy Goods Dealers, at No. 26, Northgate-street, in the city of Gloucester, was this day dissolved by mutual consent.—Witness our hands this 18th day of November, 1869.

*Benjamin William Brown.  
Charles Isacke.*

**N**OTICE is hereby given, that the Partnership heretofore existing between us, as General Engineers and Machinists, under the style or firm of Warner and Thompson, at No. 10, Diana-place Euston-road, Middlesex, has been this day dissolved by mutual consent.—As witness our hands this 22nd day of November, 1869.

*William Thompson.  
Chas. Edw. Warner.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, David Tannatt Pryce and Arthur James Gonthwaite, of Liverpool and Manchester, in the county of Lancaster, General Commission Merchants, trading under the style of Pryce, Gonthwaite, and Co., has been this day dissolved by mutual consent.—Dated this 24th day of November, 1869.

*D. T. Pryce.  
A. J. Gonthwaite.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Adolphus Gillard and Emily Frances Payne, carrying on business at No. 6, Moor-street, Liverpool, in the county of Lancaster, as Restaurant Keepers, under the firm of Gillard and Payne, has been this day dissolved by mutual consent. All debts owing by or to the said late partnership will be paid and received by the said Emily Frances Payne.—Dated this 23rd day of November, 1869.

*J. A. Gillard.  
Emily Frances Payne.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Arthur Berryman and Humphry Davy, Doctor of Medicine, carrying on the professions or businesses of Surgeons, Apothecaries, and Accoucheurs, at Penzance, in the county of Cornwall, under the firm of Berryman and Davy, is this day dissolved by mutual consent, and that the said professions or businesses will henceforth be carried on by the said Humphry Davy solely; and all debts due to or from the said late partnership will be received and paid by him.—Dated this 29th day of September, 1868.

*Arthur Berryman.  
Humphry Davy.*

[Extract from the Edinburgh Gazette of November 23, 1869.]

#### INTIMATION.

**T**HE Subscriber, John James Muirhead, Goldsmith, residing at Mayfield-terrace, Edinburgh, ceased, on the 31st day of December, 1868, to be a Partner of the firm carrying on business as Watchmakers, Goldsmiths, Jewellers, and Chronometer Makers, at No. 90, Buchanan-street, and No. 19, Exchange-place, Glasgow, under the firm of James Muirhead & Sons.

*John James Muirhead.*

WILLIAM PURVES, Clerk to Mackay, Cunningham, & Co., Goldsmiths, Edinburgh, Witness.

JAMES CRIGHTON, Clerk to Mackay, Cunningham, & Co., Goldsmiths, Edinburgh, Witness.

#### SAMUEL AVERY, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that creditors and others having claims against the estate of Samuel Avery, late of Hay End Farm, in the parish of Hamstall Ridware, in the county of Stafford, Farmer, deceased (who died on the 22nd day of October, 1868, and whose will was duly proved and registered in the District Registry attached to Her Majesty's Court of Probate at Lichfield, on the 30th day of October, 1868, by Charles Avery, of Hamstall Ridware aforesaid, Innkeeper, and Henry Quinton, of Rugeley, in the county of Stafford, Auctioneer, two of the executors named in the said will, power being reserved for George Avery, of Hay End aforesaid, Farmer, the other executor, to prove), are hereby required to send in particulars of their respective claims to the said executors, or either of them, or to me the undersigned, Frederick Crabb, at my office, Horse Fair, Rugeley, in the county of Stafford, the Solicitor for the said executors, on or before the 31st day of December, 1869, after which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and the said executors will not be liable for the assets so distributed to any person of whose claim they shall not have had notice at the time of distribution of the said assets.—Dated this 20th day of November, 1869.

FREDERICK CRABB, Horse Fair, Rugeley, Staffordshire, Solicitor for the Executors.

#### Mrs. FRANCES NEWBY, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her Majesty Queen Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any debts or claims upon or affecting the estate of Frances Newby, late of Leek, in the county of Stafford, Widow, deceased (who died at Leek aforesaid, on the 26th day of August, 1869, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 13th day of November, 1869, by William Allen, of Leek aforesaid, Gentleman, the sole executor of the said will), are required to send in a statement and particulars, in writing, of their said debts and claims to the said William Allen, on or before the 1st day of January, 1870; or in default thereof the said executor will, after the said 1st day of January, 1870, distribute the assets of the said Frances Newby, deceased, among the parties entitled thereto, having regard only to the debts and claims of which he shall then have had notice; and the said executor will not be liable for the assets, or any part thereof, so distributed to any person of whose claim he shall not then have had notice. All persons indebted to the estate are requested to pay the amount of their respective debts to us forthwith.—Leek, 23rd November, 1869.

HOCKER and ALLEN, Solicitors for the said Executor.

#### Dame CHARLOTTE MARY HARVEY, Widow, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any claims upon the estate of Dame Charlotte Mary Harvey, late of the hamlet of Thorpe, in the county of the city of Norwich, Widow, deceased (who died on the 23rd day of March, 1869, and whose will was duly proved in the Principal Registry of Her Majesty's Court of Probate, on the 26th day of July, 1869, by Roger Allday Kerrison, of Ipswich, in the county of Suffolk, Esq., the sole executor therein named), are hereby required to send particulars, in writing, of any such claims or demands to the said Roger Allday Kerrison, at the office of Messrs. Kerrison and Preston, Solicitors to the said executor, situate in Bank-street, Norwich, on or before the 1st day of January next, at the expiration of which time the said executor will proceed to distribute the assets of the said testatrix amongst the parties entitled thereto, having regard only to the claims of which the said executor shall then have had notice; and that the said executor will not be liable for the assets so distributed, or any part thereof, to any person of whose claim they shall not then have had notice.

KERRISON and PRESTON, Solicitors to the said Executor.

#### Re AGNES HARRISON, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Agnes Harrison, late of Bankfield, near Poulton-le-

Fylde, in the county of Lancaster, Widow (who died on the 25th day of January last, and probate of whose will, with three codicils thereto, was granted by the Lancaster District Registry of Her Majesty's Court of Probate, on the 6th day of April last, to Thomas Houliker, of Preston, in the said county, Solicitor, William Harrison, of Manchester, in the said county, Commission Agent, and Paul Harrison Thornber, of Poulton-le-Fylde, in the said county, Gentleman, the executors therein named), are hereby required, on or before the 27th day of December next, to send in the particulars of their respective claims to the said executors, at the office of the said Thomas Houliker, No. 3, Union-street, Preston; after which time the said executors will distribute the assets of the said deceased, having regard only to the claims of which they shall then have had notice. And notice is hereby further given, that all persons indebted to the said deceased are required forthwith to pay the amount of their respective debts to me the undersigned.—Dated this 24th day of November, 1869.

THOMAS HOULKER, Solicitor, Preston.

THOMAS REEVES, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors and all other persons having claims or demands upon or against the estate of Thomas Reeves, late of Rowledge, in the parish of Frensham, in the county of Surrey, deceased (who died on the 25th day of September, 1868, and to whose estate and effects letters of administration, with the will annexed, were, on the 19th day of January, 1869, granted by Her Majesty's Court of Probate to John George Loughborough and John Christopher Lethbridge), are hereby required to send in particulars of their claims or demands to us the undersigned, the Solicitors of the said administrators, with will annexed, at our offices, No. 25, Abingdon-street, Westminster, S.W., on or before the 17th day of December, 1869, at the expiration of which time the said administrators, with the will annexed, will distribute the assets of the said Thomas Reeves amongst the persons entitled thereto, having regard only to the claims of which the said administrators, with will annexed, shall then have had notice; and the said administrators, with will annexed, will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not have had notice at the time of the distribution of the said assets.—Dated the 25th day of November, 1869.

LETHBRIDGE and SON, No. 25, Abingdon-street, Westminster, S.W.

MARY REEVES, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors and all other persons having any claims or demands upon or against the estate of Mary Reeves, late of Rowledge, in the parish of Frensham, in the county of Surrey, Widow, deceased (who died on the 8th day of December, 1868, and Probate of whose will was granted on the 30th day of December, 1868, to John George Loughborough and John Christopher Lethbridge, the executors in the said will named), are hereby required to send in particulars of their claims or demands to us the undersigned, the Solicitors of the said executors, at our office, No. 25, Abingdon-street, Westminster, S.W., on or before the 17th day of December, 1869, at the expiration of which time the said executors will distribute the assets of the said Mary Reeves amongst the persons entitled thereto, having regard only to the claims of which the said executors shall then have had notice; and the said executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not have had notice at the time of the distribution of the assets.—Dated this 25th day of November, 1869.

LETHBRIDGE and SON, No. 25, Abingdon-street, Westminster, S.W.

JANE POTTER, Spinster, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic., cap. 35, section 29.

NOTICE is hereby given, that the creditors of Jane Potter, late of Melton, in the county of Suffolk, Spinster (who died on or about the 14th day of October, 1869, and letters of administration of whose personal estate were granted to John Potter, of No. 88, Southwark Bridge-road, in the county of Surrey, Wheelwright, by the principal Registry of Her Majesty's Court of Probate, on the 20th day of November, 1869, and all other persons having any claim or demand against the estate of the said Jane Potter), are to send the particulars, in writing, of their claims or demands to the said John Potter, the administrator, at the office of his Solicitors, Messrs. Saffery and Huntley, situate No. 191, Tooley-street, Southwark, in the county of Surrey,

on or before the 31st day December, 1869, at the expiration of which time the said administrator will distribute the assets of the said Jane Potter among the parties entitled thereto, having regard to the claims of which the said administrator shall then have had notice; and will not be liable for the assets, so distributed to any person of whose debt or claim the said administrator shall not then have had notice.—Dated this 23rd day of November, 1869.

SAFFERY and HUNTLEY, Solicitors for the said John Potter, No. 191, Tooley-street, Southwark, S.E.

Re GILES LOVETT, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Giles Lovett, late of No. 9, Gloucester-road, South Kensington, in the county of Middlesex, Gentleman (who died on the 23rd day of April, 1869, at No. 9, Gloucester-road aforesaid, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 6th day of August, 1869, by George Capper Harding, of No. 37, Park-walk, Chelsea, in the county of Middlesex, Gentleman, the sole executor therein named), are hereby required on or before the 30th day of December next, to send the full particulars of their claims or demands to us the undersigned, after which day the executor will proceed to apply and distribute the assets among the parties entitled thereto, having regard only to the debts or claims of which he shall then have had notice; and will not be liable for any part of such assets to any person of whose claim he shall not then have had due notice.—Dated this 25th day of November, 1869.

LAWRIE and KEEN, No. 3, Dean's-court, Doctors'-commons, Solicitors to the said Executor.

RICHARD CRABTREE, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Richard Crabtree, late of Lumb, in the forest of Rossendale, in the county of Lancaster, Woollen Manufacturer, deceased (who died on the 10th day of September, 1869, and whose will was proved on the 6th day of November, 1869, in the District Registry at Lancaster, attached to Her Majesty's Court of Probate, by George Pilling and Samuel Hall, the executors named in the said will), are required on or before the 24th day of December, 1869, to send written particulars of such claims or demands to me the undersigned Mr. Samuel Hall, of Union-street, Bacup, in the county of Lancaster, Solicitor, at the expiration of which time the said executors will distribute the assets of the said deceased, amongst the parties entitled thereto, having regard to the debts or claims only of which they shall then have had notice; and will not be liable for the said assets or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice. And all persons owing any money to the said deceased are requested to pay the same to me forthwith.—Dated this 12th day of November, 1869.

SAM. HALL, Union-street, Bacup, Solicitor to the Executors.

Miss RACHEL CATHERINE NEWCOME, Deceased.

Pursuant to the Act of Parliament of 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands against or affecting the estate of Rachel Catherine Newcome, formerly of No. 6, Upper Church-street, in the city and borough of Bath, and late of No. 11, Catherine-place, in the same city and borough, Spinster, deceased (who died on the 15th day of October, 1869, and whose will was proved on the 10th day of this instant November, in the Principal Registry of Her Majesty's Court of Probate, by George Newcome, of Aldersholt Manor, in the parish of Aldersholt, in the county of Southampton, Esq., and Elizabeth Newcome, of No. 11, Catherine-place, in Bath aforesaid, Spinster, the executor and executrix in the said will named), are required to send in the particulars, in writing, of their claims or demands to the executor and executrix at the office of their Solicitors, Messrs. Stone, Chamberlayne, and King, of No. 13, Queen-square, in Bath aforesaid, on or before the 31st day of December, 1869, at the expiration of which time the said executor and executrix will proceed to distribute the assets of the said testatrix among the parties entitled thereto, having regard to the claims only of which such executor or executrix have then notice; and will not be liable for the assets, or any part thereof, so

distributed to any person of whose claim such executor or executrix shall not have notice at the time of the distribution of the said assets.—Dated this 23rd day of November, 1869.

**STONE, CHAMBERLAYNE, and KING, No. 13, Queen-square, Bath, Solicitors for the Executor and Executrix.**

**JOHN UNDERWOOD COY, Deceased.**

Pursuant to the Act of Parliament of 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Laws of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any claims, debts, or demands upon or against the estate of John Underwood Coy, formerly of Wood-street, Cheapside, in the city of London, but late of No. 2, Vincent-terrace, Islington, in the county of Middlesex, Gentleman (who died on the 7th day of November, 1869, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 22nd day of November, 1869, by John Porter Foster, of Wood-street aforesaid, Warehouseman, Robert Butterworth, of Huddersfield, in the county of York, Merchant, and Thomas Mathinson, of Wood-street aforesaid, Warehouseman), are hereby required to send in their Christian and surnames, addresses and descriptions, and the full particulars of their claims, to the undersigned Messrs. Reed, Phelps, and Sidgwick, of No. 3, Gresham-street, in the said city of London, the Solicitors of the said executors, on or before the 6th day of January, 1870, at the expiration of which time the said executors will proceed to distribute the assets of the deceased among the persons entitled thereto, having regard only to the claims, debts, or demands of which the said executors shall then have had notice; and such executors will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose claim, debt, or demand they shall not then have had notice.—Dated this 25th day of November, 1869.

**REED, PHELPS, and SIDGWICK, No. 3, Gresham-street, E.C., Solicitors to the said Executors.**

**RICHARD PENSON, Deceased.**

Pursuant to an Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Richard Penson, late of Willington, in the parish of Barcheston, in the county of Warwick, Farmer (who died on the 8th day of December, 1868, and whose will was proved in the District Registry attached to Her Majesty's Court of Probate at Birmingham, on the 26th day of February, 1869, by Robert James Allen Penson, Edward Penson, and James Penson, sons of the deceased, the executors named in the said will), are hereby required to send in the particulars of their debts, claims, and demands, and the nature of the securities (if any) held by them for the same, to the said executors, at the office of their Solicitors, Messrs. Hancock and Hiron, Shipston-on-Stour, Worcestershire, on or before the 1st day of January, 1870, after the expiration of which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which the said executors shall then have had notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand they shall not have had such notice as aforesaid.—Dated this 22nd day of November, 1869.

**HANCOCK and HIRON, Shipston-on-Stour, Worcestershire, Solicitors to the said Executors.**

**GEORGE HAIRS, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and persons having any claims or demands against the estate of George Hairs, late of No. 6, Little Distaff lane, Cannon-street, in the city of London, and of No. 3, Lansdown-terrace, East-hill, Wandsworth, in the county of Surrey, Warehouseman (who died on the 18th day of May, 1869, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 11th day of August, 1869, by John Murrell, of No. 33, Bread-street, Cheapside, in the city of London, Agent, and Daniel Gottchell Asser, of No. 7, Little Distaff-lane, Cannon-street, in the said city of London, Commission Agent), are hereby required to send the particulars of their claims to me the undersigned, James Hamilton Townend, of No. 87, Queen-street, Cheapside, in the city of London, Solicitor for the said executors, on or before the 30th day of December next, at the expiration of which time the said executors will distribute the whole of the assets of the said testator among the parties entitled thereto, having regard only to the debts or claims of which

such executors shall then have had notice; and the executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim such executors shall not then have had notice.—Dated this 23rd day of November, 1869.

**JAS. HAMILTON TOWNEND, No. 87, Queen-street, Cheapside, E.C., Solicitor to the said Executors.**

**ALICE MANN, Deceased.**

Pursuant to the Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all persons having any claims or demands against the estate of Alice Mann, late of the borough of Kingston-upon-Hull, Spinster (who died on the 15th day of October last, and whose will was proved in the District Registry at York of Her Majesty's Court of Probate, on the 10th day of November instant, by Elijah Meggitt, Banker's Clerk, and Charles Yeal, Gentleman, both of the borough of Kingston-upon-Hull, the executors therein named), are hereby required to send particulars of their claims to the said executors, at the office of the undersigned, on or before the 1st day of January, 1870, after which time the assets of the said testatrix will be distributed among the parties entitled thereto, regard being had only to the claims of which notice shall have been so given; and that the executors will not after that time be liable for any such assets, or any part thereof, to any person or persons of whose claims notice shall not have been received by the time and at the place aforesaid.—Dated the 23rd day of November, 1869.

**DRYDEN and SON, Solicitors for the said Executors.**

**WILLIAM JARDINE, Deceased.**

**SARAH JARDINE, Deceased.**

Pursuant to the provisions of the Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and others having claims or demands on the estates of William Jardine, late of Anderton, in the county of Chester, Agent (who died on the 9th day of October, 1844, and whose will was proved in the Consistory Court of the Bishop of Chester on the 5th day of February, 1845, by Sarah Jardine, then of Anderton aforesaid, the sole executrix therein named, or of said Sarah Jardine, his Widow, afterwards and late of Barnton, in the said county, who died on the 18th day of September, 1868, and whose will was proved in the District Registry of the county of Chester, on the 18th day of December, 1868, by William Okell, of Winnington, in the said county, Timber Merchant, and William Clark, of Barnton aforesaid, Farmer, the executors therein named), are to send in their claims, with full particulars thereof, on or before the 10th day of January next, to Mr. Charles Green, Solicitor for the said executors, at his office in Northwich, Cheshire, after which said 10th day of January, the said executors will, pursuant to the provisions of the said Act, be at liberty to distribute the assets of the said William Jardine and Sarah Jardine respectively, amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and that the said executors will not be liable for the assets so distributed to any person of whose claim or demand they shall not have had notice at the time of such distribution.—Dated this 20th day of November, 1869.

**CHARLES GREEN, Northwich, Cheshire, Solicitor for the said Executors.**

**SARAH BARRATT, Deceased.**

Pursuant to the Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all persons having any rights, claims, or demands to, upon, or against the estate of Sarah Barratt, late of No. 20, Fern Acre terrace, Cheetham-hill, in the parish of Manchester, in the county of Lancaster, Widow (whose maiden name was Bagshaw, and whose mother's maiden name was Mary Wibberley, and who died intestate on the 17th day of September, 1869, and of whose estate and effects letters of administration were granted by the District Registry of the Court of Probate at Manchester, to John Mellor, of Over Haddon, near Bakewell, in the county of Derby, Farmer, one of the cousins-german of the said deceased, on the 2nd day of October, 1869), are hereby required to send in particulars of their rights, claims, and demands to Messrs. Marsh, Buckton, and Jeans, of Warrington, in the county of Lancaster, the Solicitors of the said administrator, on or before the 10th day of January, 1870, after which date the said administrator will proceed to distribute, pay, and apply the assets of the said deceased among the persons entitled thereto, having regard only to the rights, claims, and demands of which he shall then have notice; and that the said administrator will not be answerable or liable for the assets,

or any part thereof, so distributed, paid, or applied to any person or persons of whose right, claim, or demand he shall not then have received notice. And all persons from whom monies are due to the estate of the said deceased are requested to pay the same forthwith to the said Messrs. Marsh, Buckton, and Jeans.—Dated this 24th day of November, 1869.

MARSH, BUCKTON, and JEANS, Warrington, Solicitors to the said Administrator.

Pursuant to the 29th Section of the Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of John Payne, late of Cove Cottage, Ventnor, in the Isle of Wight, formerly of No. 23, Bush-lane, in the city of London, Gentleman (who died at Ventnor aforesaid on the 29th day of July, 1869, and whose will was duly proved by Mary Ann Payne, the Widow of the said deceased, in Her Majesty's Court of Probate Principal Registry, on the 10th day of September, 1869), are hereby required to send, in writing, the particulars of their claims or demands to the undersigned, Francis Cloughton Mathews, the Solicitor of the said Mary Anne Payne, at the office of the said Francis Cloughton Mathews, situate at No. 29, Bedford-row, in the county of Middlesex, on or before the 22nd day of December, 1869; and notice is hereby also given, that at the expiration of the last-mentioned day the said Mary Anne Payne will be at liberty to distribute the assets of the said John Payne, or any part thereof, amongst the parties entitled thereto, having regard to the claims of which the said Mary Anne Payne has then had notice; and that the said Mary Anne Payne will not be liable for the assets, or any part thereof, so distributed to any person of whose claim the said Mary Anne Payne has not had notice at the time of such distribution.—Dated this 22nd day of November, 1869.

F. C. MATHEWS, No. 29, Bedford-row, Solicitor for the said Executrix.

Mr. THOMAS WRIGHTUP, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand on or against the estate of Thomas Wrightup, late of Panworth Hall, in the parish of Ashill, in the county of Norfolk, deceased (who died on the 6th day of September, 1861, and whose will was duly proved by John Fuller, of Beechamwell, in the said county of Norfolk, Gentleman, Edmund Farrer, of Sporle, in the same county, Gentleman, and Stephen Abbott, of Castleacre, in the same county, Gentleman, the executors therein named, in the District Registry of Her Majesty's Court of Probate, at Norwich, on the 26th day of April, 1862), are hereby required to send in the particulars of their claims and demands upon the estate of the said deceased to the said executors, at the office of Messrs. Keith, Blake, Keith, and Blake, their Solicitors, on or before the 15th day of December, 1869, or in default thereof the said executors will, at the expiration of that time, proceed to administer the estate and distribute the assets of the said deceased among the parties entitled thereto; having regard to the claims and demands only of which they shall then have notice. And all persons indebted to the estate of the said Thomas Wrightup, deceased, are hereby required to pay the amount of their respective debts to the said Messrs. Keith, Blake, Keith, and Blake, forthwith, who are duly authorized to receive the same.—Dated this 24th day of November, 1869.

KEITH, BLAKE, KEITH, and BLAKE, The Chantry, Norwich.

WILLIAM MYERS, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of William Myers, late of Darlington, in the county of Durham, Gentleman, deceased (who died on or about the 10th day of May, 1867, and whose will was proved by Robert Mandall and Henry John Grieveeson, the executors therein named, on the 20th day of August, 1867, in the District Registry of Her Majesty's Court of Probate at Durham), are hereby required to send in the particulars of their claims or demands to the said executors, at the offices of the undersigned, their Solicitors, on or before the 15th day of January, 1870; and notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which the said executors shall then have notice; and that the said executors will not be liable for the assets, or any

part thereof, so distributed to any person of whose claim or demand they shall not then have had notice. All persons indebted to the estate of the said deceased are required forthwith to pay the amount of their respective debts to the said executors, at the offices of their said Solicitors.—Dated this 24th day of November, 1869.

J. W. and C. HUNTON, Richmond, Yorkshire, Solicitors for the said Executors.

JOHN CHAMPION, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic., chap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and others having any claim or demand against the estate of John Champion, late of Rodmersham, in the county of Kent, Farmer (who died on the 23rd day of April, 1869), are hereby required to send the particulars, in writing, of their claims and demands to me the undersigned, as the Solicitor of the personal representatives of the said John Champion, on or before the 6th day of January next, at the expiration of which time the whole of the estate of the said John Champion, will be distributed among the persons entitled thereto, having regard only to claims of which notice shall then have been given.—Dated this 24th day of November, 1869.

SAMUEL G. JOHNSON, Town Clerk's Office, Faversham.

Mr. SAMUEL ELLIS, Deceased.

Statutory Notice to Creditors.

Pursuant to the Act of Parliament of the 22nd and 23rd Vic., chap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

THE creditors of, and all persons claiming debts or liabilities affecting the estate of Samuel Ellis, of Walton, near Wakefield, in the county of York, General Carrier and Farmer, who died on the 18th day of September, 1868, and whose will and codicil were proved in the District Registry at Wakefield of Her Majesty's Court of Probate, by Hannah Ellis, of Walton aforesaid, Widow, Samuel Secker, of Wakefield aforesaid, Surgeon, and John Harrison, of Wakefield aforesaid, Rope Maker, the executors of the said deceased, on the 8th day of June, 1869, are hereby required, on or before the 1st day of January next, to send in the particulars of their claims against the estate of the said deceased, with the nature of their securities (if any), to the said executors, at the office of Mr. William Beckett Barrill, Solicitor, Wakefield, and in default thereof the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard to the claims of which the executors shall then have had notice, and will not be liable for the assets so distributed to any person of whose claim they shall not then have had notice at the time of such distribution.—Dated this 23rd day of November, 1869.

WILLIAM B. BURKELL, Solicitor to the said Executors.

GEORGE TUCKEY, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic., chap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of George Tuckey, late of Colerne, in the county of Wilts, Farmer (who died on the 1st day of September, 1869, and whose will was proved in the District Registry of Her Majesty's Court of Probate at Salisbury, on the 17th day of November, 1869, by John Woodman, Publican, and Thomas Kent, Saddler, both of Colerne aforesaid, the executors therein named), are hereby required to send in the particulars, in writing, of their claims or demands to us the undersigned, Messrs. Little and Little, Bath, Solicitors to the said executors, on or before the 1st day of January, 1870, after which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice, and that the said executors will not alter that time be liable for the said assets, or any part thereof, so distributed to any person of whose claim or demand they shall not have had notice as aforesaid.—Dated the 19th day of November, 1869.

LITTLE and LITTLE, Solicitors, Bath.

Mrs. JANE ROUS, Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd Vic., chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands against or affecting the estate of Jane Rous, late of No. 11, Catherine-place, in the city and borough of Bath, Widow, deceased (who died on the 8th day of October, 1863, and whose will was proved on the 17th day of November, 1863, in the Principal Registry of



Her Majesty's Court of Probate by Rachel Catherine Newcome, of No. 6, Upper Church-street, in Bath aforesaid, Spinster (since deceased), and George Newcome, of Aldershot Manor in the parish of Aldershot, in the county of Southampton, Esq., the executrix and executor in the said will named, are hereby required to send in the particulars, in writing, of their claims or demands to the said executor at the offices of his Solicitors, Messrs. Stone, Chamberlayne, and King, of No. 13, Queen-square, in Bath aforesaid, on or before the 31st day of December, 1869, at the expiration of which time the said executor will proceed to distribute the assets of the said testatrix among the parties entitled thereto, having regard to the claims only of which such executor has then notice, and will not be liable for the assets, or any part thereof, so distributed to any person of whose claim such executor shall not have notice at the time of the distribution of the said assets.—Dated this 23rd day of November 1869.

STONE, CHAMBERLAYNE, and KING,  
No. 13, Queen-square, Bath, Solicitors for  
the said Executor.

**JOHN GILL, Deceased.**

Pursuant to an Act of Parliament, made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intitled "An Act to further amend the Law of Property and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and others, having any claim or demand against or affecting the estate of John Gill, late of Marston-cum-Gratton, in the county of York, Farmer, who died on the 30th day of August, 1869, and whose will was proved in the Wakefield District Registry of Her Majesty's Court of Probate on the 1st day of October last, by William Judson Robson, of Great Ouseburn, in the said county, as the Dealer, and John Woodward, of Aberton Park Side, in the same county, Farmer, the executors therein named, are hereby required to send in the particulars of such claims or demands to the undersigned, on or before the 15th day or January next, after which time the said executors will proceed to distribute the assets of the said testator amongst the parties entitled thereto, having regard only to the debts, claims, or demands of which the said executors shall then have had notice, and the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand they shall not have had notice at the time of such distribution.—Dated the 22nd day of November, 1869.

HIRST and CAPES, Boroughbridge, Solicitors  
to the said Executors.

**PURSUANT** to a Decree of the High Court of Chancery, made in a cause Henry Jenkins and another against John Bennett and others, the creditors of George Weedon Bennett, late of No. 9, Osprey-place, Blackheath, in the county of Kent, Jeweller, who died in or about the month of September, 1861, are, on or before the 24th day of December, 1869, to send by post, prepaid, to Messrs. Keene and Marsland, of No. 77, Lower Thames-street, in the city of London, the Solicitors of the plaintiff, Sarah Ann Jenkins, the administratrix of the said deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situated in the Rolls-yard, Chancery-lane, Middlesex, on Saturday, the 15th day of January, 1870, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 23rd day of November, 1869.

**PURSUANT** to an Order of the High Court of Chancery, made in a cause of Fowke v. Briggs and others, the persons claiming to be legally and beneficially entitled to the principal and interest due in respect of ten shares in the West New Jersey Society, which, on the 25th day of May, 1693, were transferred by John Love, of London, Merchant, unto Peter Fowke, of London, Gentleman, are, by their Solicitors, on or before the 7th day of January, 1870, to come in and prove their claims, at the chambers of the Master of the Rolls, Rolls-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Friday, the 14 day of January, 1870, at two of the clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 23rd day of November, 1869.

**PURSUANT** to an Order of the High Court of Chancery, made in the matter of the estate of Webster Offord Beville, deceased, and in a cause Beville against Beville, the creditors of Webster Offord Beville, late of No. 5, Whitechurch-villas, Richmond, in the county of Surrey, Gentleman, deceased, who died in or about the month of February, 1869, are, on or before the 20th day of De-

ember, 1869, to send by post, prepaid, to Edmund Browne Oldreive, of No. 55, Berners-street in the county of Middlesex, the Solicitor of the defendant, the administratrix of the said intestate their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situated in the Rolls-yard Chancery-lane, Middlesex, on Friday the 7th day of January, 1870, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 19th day of November, 1869.

**PURSUANT** to an Order of the High Court of Chancery, made in the matter of the estate of Celia Maria Boulton, late of No. 6, Marlborough-road, in the county of Middlesex, Widow, deceased, the creditors and other persons claiming debts or liabilities affecting the personal estate of the said Celia Maria Boulton, who died on the 25th day of March, 1869, are, on or before the 13th day of December, 1869, to send by post, prepaid, to Messrs. Paterson, Snow, and Burney, of No. 40, Chancery-lane, in the city of London, W.C., the Solicitors of the executors of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor or other person holding any security is to produce the same before the Vice-Chancellor Sir John Stuart at his chambers, situated in No. 12, Old square, Lincoln's-inn, Middlesex, on Monday, the 20th day of December next, at one o'clock in the afternoon, being the time appointed for adjudicating on the claims.—Dated this 22nd day of November, 1869.

**PURSUANT** to an Order of the High Court of Chancery, made in the matter of the estate of Joseph Trotman, late of No. 22, Pulteney-street, in the city of Bath, deceased, and in a cause Turner against Trotman, 1869, T, No. 110, the creditors of Joseph Trotman, late of No. 22, Pulteney-street, in the city of Bath, who died in or about the month of December, 1868, are, on or before the 10th day of January, 1870, to send by post, prepaid, to Henry Sidney Wasbrough, of Bristol, the Solicitor of the defendant, William Clarke Trotman, the executor of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir John Stuart, at his chambers, situated No. 11, Old-square, Lincoln's-inn, Middlesex, on Friday, the 21st day of January, 1870, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 24th day of November, 1869.

**PURSUANT** to a Decree of the High Court of Chancery, made in a cause George Cooke against George Curtis, the creditors of Mary Ann Dunn, late of Clifton, in the borough of the city of Bristol, Spinster, who died in or about the month of September, 1867, are, on or before the 20th day of December, 1869, to send by post, prepaid, to Messrs. Isaac Cooke and Sons, of Bristol, the Solicitors of the plaintiff, George Cooke, the executor of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir John Stuart, at his chambers, situated No. 12, Old-square, Lincoln's-inn, Middlesex, on Monday, the 10th day of January, 1870, at one o'clock in the afternoon, being the time appointed for adjudicating on the claims.—Dated this 24th day of November, 1869.

**PURSUANT** to a Decree of the High Court of Chancery, made in a cause of Bessie Shaw Beswick and another against Frederick Beswick and another, the creditors of Thomas Beswick, late of the city of Manchester, Sheriff's Officer, who died in or about the month of February, 1857, are, on or before the 31st day of December, 1869, to send by post, prepaid, to Messrs. Henderson and Redhead, of Nos. 24 and 25, Fenchurch-street, in the city of London, the Solicitors of the plaintiffs, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir William Milbourne James, at his chambers, situated No. 11, New-square, Lincoln's-inn, Middlesex, on Tuesday, the 11th day of January, 1870, at twelve o'clock

at noon, being the day appointed for adjudicating on claims.—Dated this 23rd day of November, 1869.

**P**URSUANT to a Decree of the High Court of Chancery, made in a cause Langham against Gamble, the creditors of Stephen Edward Wilkinson, late of Mansfield in the county of Nottingham, deceased, who died in or about the month of December, 1856, are, on or before the 24th day of December, 1869, to send by post, prepaid, to Frederick Duckering Cook, of the firm of Gamble and Cook, of St. Mary's-gate, Derby, the Solicitor of the plaintiff, Georgiana Frances Langham, the administratrix with the will annexed of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir William Milbourne James, at his chambers, situated No. 11, New-square, Lincoln's-inn, Middlesex, on Monday, the 17th day of January, 1870, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 22nd day of November, 1869.

**P**URSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Thomas James, deceased, and a cause James v. James, the creditors of Thomas James, late of Clarbeston, in the county of Pembrokeshire, Farmer, who died in or about the month of May, 1869, are, on or before the 23rd day of December, 1869, to send by post, prepaid, to Mr. John Thomas Campbell (of the firm of Messrs. Davies, Son, Campbell, and Company), of No. 17, Warwick-street, Regent-street, London, the Solicitor of the defendant, Martha James, the administratrix of the deceased, their Christian and surnames in full, their addresses and descriptions, with the Christian and surnames of any partner or partners, and full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir William Milbourne James, at his chambers, No. 11, New-square, Lincoln's-inn, in the county of Middlesex, on Friday, the 14th day of January, 1870, at twelve o'clock at noon being the time appointed for adjudicating on the claims.—Dated this 24th day of November, 1869.

**P**URSUANT to a Decree of the High Court of Chancery, made in a cause Alfred Firth, plaintiff, against Thomas Dyson Firth, defendant, the creditors of Thomas Firth, late of Hartford Lodge, near Northwich, in the county of Chester, Banker, deceased, who died on or about the 30th day of March, 1861, are, on or before the 31st day of December, 1869, to send by post, prepaid, to Mr. Joseph Janion, a member of the firm of Hall and Janion, of No. 6, Essex-street, Manchester, in the county of Lancaster, the Solicitors of the defendant, the executor of the deceased, their Christian and surnames, and the Christian and surnames, in full, of any partner or partners, their addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir William Milbourne James, at his chambers, situate at No. 11, New-square, Lincoln's-inn, Middlesex, on Monday, the 17th day of January, 1870, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 20th day of November, 1869.

The Bankruptcy Act, 1861, and The Bankruptcy Amendment Act, 1868.

**T**HE Trustees under a deed of assignment, dated the 7th day of May, 1869, for the benefit of the creditors of Thomas Jones, of Bridgend, in the county of Glamorgan, Chemist and Druggist, hereby give notice that they are about to declare a First Dividend on the estate; and all persons claiming to be creditors of the said Thomas Jones, and who have not already sent in their claims, are required to forward particulars of such claim to the undersigned, on or before the 3rd day of December next, or they will be excluded from the benefit of the said Dividend.—Dated this 26th day of November, 1869.

MIDDLETON and EDGER, Bridgend, Solicitors to the said Trustees.

The Bankruptcy Act, 1861.

In the Matter of a Deed of Assignment, for the benefit of the creditors of Joseph Bennett, of Workington, in the county of Cumberland, Hotel Keeper, and Farmer.

**T**HE trustees acting under the said deed hereby give notice, that as soon as conveniently may be after the 27th day of December, 1869, they will declare and make a First and Final Dividend amongst such of the creditors of the

said Joseph Bennett, whose debts shall have then been admitted or proved, and all creditors who have not already sent in particulars of their claims must, on or before the said 27th day of December, 1869, send the same to me the undersigned, on behalf of the trustees and be prepared if required to prove the same by affidavit or declaration of debt in the form prescribed by the Bankrupt Law Consolidation Act, 1849, the Bankruptcy Act, 1861, and the Bankruptcy Amendment Act, 1868, otherwise they will be excluded the benefit of the said Dividend.—Dated this 24th day of November, 1869.

WILLIAM THOMPSON, Workington, Cumberland, Solicitor to the said Trustees.

Re Schott and Co's Assignment.

Notice of Final Dividend.

In the Matter of a Deed of Assignment for the benefit of Creditors, dated the 25th day of August, 1868, executed by Gustavus Adolphus John Schott and Richard Mitscherlich, both of Bradford, in the county of York, Worsted Spinners, trading under the style or firm of G. A. Schott and Co.

**N**OTICE is hereby given by the trustees under the said assignment, that a Final Dividend Meeting of the creditors of the said Gustavus Adolphus John Schott and Richard Mitscherlich, and of each of them, will be held, pursuant to the Bankruptcy Act, 1861, section 174, on Tuesday, the 7th day of December, 1869, at eleven o'clock in the forenoon precisely, at the offices of the undersigned, Messrs. Wood and Killick, when the said trustees will submit a statement of the whole of the estate of the said Gustavus Adolphus John Schott and Richard Mitscherlich, and of each of them, as then ascertained, of the property received of the property outstanding, if any, specifying the causes of its being so outstanding, and of all the receipts, and of all the payments thereout made or to be made, and any creditor may attend and examine such statements, and compare the receipts with the payments. And the meeting so held will declare by resolution whether any and what part of the produce of the estate (after making a reasonable reduction for future contingencies, if any) shall be divided amongst the creditors; and the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded from the benefit of the said Dividend. And all claims not then proved will be disallowed.—Dated the 18th day of November, 1869.

WOOD and KILLICK, Commercial Bank-buildings, Bradford, Yorkshire, Solicitors to the Trustees.

Re Michael Mahony's Assignment.

Notice of Dividend.

In the Matter of a Deed of Assignment, dated the 10th day of May, 1869, executed by Michael Mahony, of Bradford, in the county of York, Woolstapler and Commission Agent, for the benefit of his Creditors.

**N**OTICE is hereby given by the Trustees under the said Assignment, that a Final Dividend meeting of the creditors of the said Michael Mahony, will be held pursuant to the Bankruptcy Act, 1861, section 174, on Wednesday, the 8th day of December, 1869, at eleven o'clock in the forenoon precisely, at the offices of the undersigned Messrs. Wood and Killick, when the said trustees will submit a statement of the whole of the estate of the said Michael Mahony, as then ascertained of the property received of the property outstanding, if any, specifying the causes of its being so outstanding, and of all the receipts and of all the payments thereout, made or to be made, and any creditor may attend and examine such statements and compare the receipts with the payments. And the meeting so held will declare by resolution whether any and what part of the produce of the estate (after making a reasonable reduction for future contingencies, if any), shall be divided amongst the creditors, and creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded from the benefit of the said Dividend, and all claims not then proved will be disallowed.—Dated the 23rd day of November, 1869.

WOOD and KILLICK, Commercial Bank-buildings, Bradford, Yorkshire, Solicitors to the Trustees.

Re William Henry Jewell.

**N**OTICE is hereby given, that the surviving inspector acting under a deed of arrangement, dated the 17th day of March, 1865, and made between William Henry Jewell, then late of No. 57, Nicholas-lane, and afterwards of No. 4A, Walbrook, in the city of London, Fire and Life Insurance Agent and Money Agent, and his creditors intends forthwith to declare and pay a further and Final Dividend to the creditors entitled to the benefit of the said deed. All creditors whose debts have not been already proved or admitted by the inspectors are required to prove the same within fourteen days from this date, by sending full detailed statements thereof, accompanied by all necessary vouchers, and verified by affidavit or declaration, to Messrs. C. F. Kemp, Cannan, Ford, and Co., Public Accountants, No. 8,

Walbrook, London, on behalf of the surviving inspector, otherwise they will lose the benefit of such Dividends.—Dated the 24th day of November, 1869.

LAWRANCE, PLEWS, and CO., No. 14, Old Jewry, London, Solicitors for the Inspectors.

The Bankruptcy Act, 1861.

NOTICE is hereby given, that Jules Bouchet and Thomas William Read, the trustees acting under a deed of assignment, for the benefit of creditors executed by Eaton Hall and Charles Ramsden Scruith, of Liverpool, in the county of Lancaster, Wine and Spirit Merchants, on the 3rd day of August, 1866, intend to declare a Final Dividend on the joint estate of the above named Eaton Hall and Charles Ramsden Smith, and that all persons who on the 25th day of August, 1866 (the date of registration of the deed of assignment), claimed to be creditors of the said Eaton Hall and Charles Ramsden Smith, and who have not yet sent in their claims are hereby required on or before the 22nd day of December next, to send in particulars of their claims to the said Thomas William Read, at his offices No. 30, Castle-street, [in Liverpool] aforesaid, and that in default thereof they will be excluded from participating in the said Dividend.—Dated this 24th day of November, 1869.

DEANE and BANKES, Solicitors for the said Trustees, No. 3, York-buildings, Dale-street, Liverpool.

The Bankruptcy Act, 1861.

In the Matter of the Bankruptcy of John Gould, of No. 14, Farm-street, Berkeley-square, in the county of Middlesex, Patent Axle Maker.

THE assignee and trustee of the estate of the above bankrupt hereby gives notice, that it is his intention after the 1st day of January, 1870, to declare a First Dividend on all debts due from the bankrupt, which have either already been proved or which may before the said 1st day of January, 1870, be proved by affidavit or declaration of debt in the form prescribed by "The Bankrupt Law Consolidation Act, 1849," and "The Bankruptcy Act, 1861," and they further give notice, that such proofs are to be sent to the undersigned, on behalf of the said assignee and trustee, and that all persons who do not on or before such 1st day of January, 1870, so make proof of their debt, will be excluded from the benefit of the said Dividend; and all claims heretofore made not then proved will be disallowed.—Dated this 23rd day of November, 1869.

LEWIS, MUNNS, NUNN, and LONGDEN, No. 8, Old Jewry, London, Solicitors to the said Assignee and Trustee.

The Bankruptcy Act, 1861.

In the Matter of a Deed of Assignment made and executed by Richard Eaton Noble, of No. 17, Eccleston-street, Pimlico, in the county of Middlesex, Builder.

NOTICE is hereby given, that the trustees under the deed of assignment, dated the 4th day of June last, made by Richard Eaton Noble, of No. 17, Eccleston-street aforesaid, are about to declare a First and Final Dividend, and that all creditors and other persons (excepting those who have already proved their debts), having claims upon the estate of the said Richard Eaton Noble, are required to send full particulars of their claims to us the undersigned, on or before the 20th day of December next, otherwise they will be excluded from the benefit of such Dividend.—Dated this 24th day of November, 1869.

R. M. SMYTH;  
ARTHUR SANDERSON;  
No. 52, Berners-street.

NOTICE is hereby given, that William Heming Maule, of No. 59, Westmoreland-street, Pimlico, in the county of Middlesex, Government Clerk, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 19th day of November, 1869.

CHAS. DELMAR, No. 17, Gresham-street, Solicitor for the person registering the Deed.

NOTICE is hereby given, that William Haynes, of the town of Bedford, in the county of Bedford, Builder, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 22nd day of November, 1869.

WHYLEY, PIPER, and TEBBS, of Bedford, Solicitors for the person registering the Deed.

NOTICE is hereby given, that Christopher Colbeck, of the borough of Kingston-upon-Hull, Joiner and Builder, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement

of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 22nd day of November, 1869.

W. ELEY, Solicitor for the person registering the Deed.

NOTICE is hereby given, that John Turner Ashley, of Litcham, in the county of Norfolk, Farmer and Cattle Dealer, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, an amended statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 22nd day of November, 1869.

WESTALL and ROBERTS, No. 7, Leadenhall-street, Solicitors for the person registering the Deed.

NOTICE is hereby given, that Thomas Starkey, of Northwich, in the county of Chester, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 23rd day of November, 1869.

G. COPPLESTONE RICE, No. 10, Lincoln's-inn-fields, London, Solicitor for the person registering the Deed.

NOTICE is hereby given, that George Long, of No. 60, Bishopsgate-street Without, in the city of London, Hosiery and Shirtmaker, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 23rd day of November, 1869.

REED, PHELPS, and SIDGWICK, No. 3, Gresham-street, London, Solicitors for the persons registering the Deed.

NOTICE is hereby given, that James Holland of Congleton, in the county of Chester, Innkeeper, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 23rd day of November, 1869.

LITCHFIELD and BURTON, No. 15, Serjeants'-inn, Fleet-street; Agents for T. and W. COOPER, Congleton, Cheshire, Solicitors for the person registering the Deed.

NOTICE is hereby given, that Thomas Addicott the elder, and Amos Wright Allen, of No. 27, Hockley, in the town of Nottingham, Drapers and General Dealers, have left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of their debts and liabilities, and a statement of their property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 23rd day of November, 1869.

GEORGE BELK, Nottingham, Solicitor for the persons registering the Deed.

NOTICE is hereby given, that Thomas Taplin, of No. 12, St. Mary's-square, Paddington, and of Oak Villa, near Edgware, in the county of Middlesex, Actioneer and Estate Agent, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 23rd day of November, 1869.

SWANN and Co., No. 38, Chancery-lane, Solicitors for the person registering the Deed.

NOTICE is hereby given, that Charles Andrews the Younger, of Gravesend and Northfleet, both in the county of Kent, Saddler, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 23rd day of November, 1869.

GEORGE RODDAM BURN, No. 33, Carter-lane, Doctors' Commons, Solicitor for the person registering the Deed.

NOTICE is hereby given, that Benjamin Barrett, of No. 184, Oxford-street, in the county of Middlesex, Manufacturer of Travelling Equipage, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 23rd day of November, 1869.

EDMANDS and MAYHEW, No. 33, Poultry, Solicitors for the person registering the Deed.

**N**OTICE is hereby given, that Thomas Pakeman, of No. 4, Promenade, Clifton, near Bristol, and of Swindon, in the county of Wills, Draper, and James Pakeman, of Swindon aforesaid, Draper, have left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of their debts and liabilities, and statements of their property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 23rd day of November, 1869.

DAVIDSONS, CARR, and BANNISTER, No. 70, Basinghall-street, E.C., Solicitors for the persons registering the Deed.

**N**OTICE is hereby given, that John Edward Smith and Ferdinand Blanchard Smith, carrying on the trade or business of Shirt and Collar Makers, in co-partnership, at No. 158, High-street, Borough, in the county of Surrey, under the style or firm of J. E. Smith and Co., have left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of their debts and liabilities, and a statement of their property and credits, as required by the Bankruptcy Amendment Act 1868.—Dated this 23rd day of November, 1869.

DALTON and JESSETT, St. Clement's House, St. Clement's-lane, Lombard-street, Solicitors for the persons registering the Deed.

**N**OTICE is hereby given, that Margaret Hays, of Houghton-le-Spring, in the county of Durham, Grocer and Provision Dealer, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of her debts and liabilities, and a statement of her property and credits as required by the Bankruptcy Amendment Act, 1868.—Dated this 24th day of November, 1869.

PATISON, WIGG, GURNEY, and KING, No. 50, Lombard-street, City; Agents for ROBERT WALLACE, of Newcastle-upon-Tyne, Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that William Dickson, of No. 1, Great Winchester-street, Old Broad-street, in the city of London, Surveyor and Land Agent, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 24th day of November, 1869.

WM. KIMBERLEY, Scott's-yard, Bush-lane, Cannon street, E.C., Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that John Pilling, of Princess-street, in the borough of Rochdale in the county of Lancaster, Cotton Manufacturer, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 24th day of November, 1869.

CHARLES E. FREEMAN, No. 20, Gutter-lane, Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that Henry Flockton, of Mill-bridge, Liversedge, in the county of York, Cabinet Maker, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 24th day of November, 1869.

JAMES GREAVES TETLEY GANT, of Bradford, in the county of York, Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that John Dales, of New Inn, Strand, in the county of Middlesex, House Agent and Surveyor, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 24th day of November, 1869.

EDWARDS and MAYHEW, of No. 33, Poultry, E.C, Solicitors for the person registering the Deed.

**N**OTICE is hereby given, that Patrick Norton, of No. 184, Brick-lane, Spitalfields, in the county of Middlesex, Oil and Colorman, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 24th day of November, 1869.

F. C. PIESSE, No. 15, Old Jewry-chambers, Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that George Dumont Brooks, of the town of Nottingham, and also of New York, in the United States of America, Merchant, trading under the firm or style in England of G. D. Brooks, and Co., has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 24th day of November, 1869.

G. L. P. EYRE and CO., No. 1, John-street, Bedford-row; Agents for D. W. HEATH, of Nottingham, Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that Henry Deekes, of No. 150, High-street, Strood, in the county of Kent, Boot and Shoe Maker, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 24th day of November, 1869.

SANDYS and KNOTT, No. 5, Gray's Inn-square, Middlesex; Agents for WILLIAM WEBB HAYWARD, Rochester Kent, Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that Robert Thomas Haylar, of No. 80, Southampton-row, Russell-square, in the county of Middlesex, Cheesemonger and Poulterer, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 24th day of November, 1869.

BENJAMIN HARDWICK, Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that James Ingram, of Red Lion-street, in the city of Manchester, in the county of Lancaster, Ale and Porter Merchant, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 24th day of November, 1869.

EDWARD ATKINSON, No. 65, Watling-street, London; Agent for WILLIAM BURTON, of Manchester, Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that Frederick Mantle, of Hastings, in the county of Sussex, Lathrender, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 24th day of November, 1869.

WILLIAM SAVERY, of No. 1, Norman-road East, St. Leonard's-on-Sea, in the county of Sussex, the Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that John Bayson, of Union-terrace, in the city of York, Bricklayer, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 24th day of November, 1869.

BELL, BRODRICK, and GRAY, No. 9, Bow-church-yard, Cheapside, London; Agents for J. and R. HOLBY, of the city of York, Solicitors for the person registering the Deed.

**N**OTICE is hereby given, that Charles James Inwood, of No. 76, London road, Southwark, in the county of Surrey, Cheesemonger, has this day left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 24th day of November, 1869.

ROCHE and GOVER, No. 33, Old Jewry, London, Solicitors for the person registering the Deed.

**N**OTICE is hereby given, that Thomas Curtis, of Lamb-ley, in the county of Nottingham, Farmer, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 24th day of November, 1869.

TAYLOR, HOARE, and TAYLOR, No. 28, Great James-street, London, W.C.; Agents for WILLIAM GIBSON, Jun., Nottingham, Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that Joseph Berry, of Slaithwaite, near Huddersfield, and of Huddersfield, in the county of York, Woollen Manufacturer, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 24th day of November, 1869.

**LEAROYD and LEAROYD**, of No. 5, Broad-street-buildings, London, and Huddersfield, Yorkshire, Solicitors for the person registering the Deed.

**N**OTICE is hereby given, that William Tatton, of the Long Acre Tavern, No. 4, Long Acre, in the parish of Walcot, in the city of Bath, Licensed Victualler, and also of Sydney Wharf, in the same city, Coal Merchant, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 24th day of November, 1869.

**J. K. BARTRUVI**, Bath, Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that Thomas Llewellyn, of Saint Leonard's-on-Sea, Builder, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 24th day of November, 1869.

**WILLIAM SAVERY**, Solicitor for the person registering the Deed No. 1, Norman-road, East, Saint Leonard's-on-Sea.

**N**OTICE is hereby given, that Robert Wilkinson, of Moreton Wood, in the parish of Prees, in the county of Salop, Farmer, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

**JOHN HAWLEY EDWARDS**, of Shrewsbury, Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that George Crawshaw, of Masbrough, in the county of York, Grocer, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

**D. Y. L. and EDWARDS**, No. 2, Verulam-buildings, Gray's-inn; Agents for Messrs. J. and G. E. WEBSTER, of Sheffield, Solicitors for the person registering the Deed.

**N**OTICE is hereby given, that Alexander Farries, of No. 9, Home-terrace, South Hackney, in the county of Middlesex, and of No. 4, Coleman-street, in the city of London, Clerk, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of all his debts and liabilities, and a statement of all his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

**ALFRED EVELYN COPP**, Solicitor, No. 14, Pelham-place, Brompton, S.W., Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that Joseph Bird, of Swinlon, in the parish of Wath-upon-Dearne, in the county of York, Grocer and Draper, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

**FRED. L. HARROP**, Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that Charles Taylor, of East Retford, in the county of Nottingham, Saddler, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

**R. H. NELLESHIP**, No. 37, John-street, Bedford-row; Agent for Messrs. MEE, BURNABY, and DENMAN, East Retford, Solicitors for the person registering the Deed.

**N**OTICE is hereby given, that George Horn, of Leeds, in the county of York, Painter, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

**TORR and CO.**, No. 38, Bedford-row, London, Agents for **MIDDLETON and SON**, of Leeds, Solicitors for the person registering the Deed.

**N**OTICE is hereby given, that Matthew Crawford, of No. 1, Nelson-street, Greenwich, in the county of Kent, Baker and Confectioner, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

**SAML. SAW**, Greenwich, S.E., Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that William Spours, of New-bottle, in the county of Durham, Grocer and Draper, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

**E. G. RANDALL**, No. 56, Welbeck-street, Cavendish-square, London; Agent for **LEGGE and MILLER**, of Houghton-le-Spring, Solicitors for the person registering the Deed.

**N**OTICE is hereby given, that William Bunce and Thomas Bunce, both of No. 38, Chalk Farm-road, in the county of Middlesex, and of No. 250, King-street, Hammersmith, in the same county, Drapers and Copartners, have left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of their debts and liabilities, and a statement of their property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

**DAVIDSONS, CARR, and BANNISTER**, No. 70, Basinghall-street, E.C., Solicitors for the persons registering the Deed.

**N**OTICE is hereby given, that Robert Freeston, of No. 3, Denmark-terrace, Great Yarmouth, in the county of Norfolk, Corn and Flour Merchant, Wine and Spirit Merchant, and Lodging-house Keeper, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

**WHITES, RENARD, and FLOYD**, No. 28a, Bridge-row, Cannon-street, in the city of London, Agents for

**EMERSON and SPARROW**, of Surrey-street, in the city of Norwich, Solicitors for the person registering the Deed.

**N**OTICE is hereby given, that John Paterson Waterson, of Forest-hill, in the county of Kent, and of No. 20, Wood-vale, Lordship-lane, Dulwich, in the county of Surrey, Builder, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

**CHAUNTLEER, CROUCH, and SPENCER**, No. 8, Gray's-inn-square, London, Solicitors for the person registering the Deed.

**N**OTICE is hereby given, that Walter Plimsaul, of Docking, in the county of Norfolk, Chemist and Druggist, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

**F. C. PIESSE**, No. 15, Old Jewry Chambers, Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that Clarence Hackett, of No. 87, High-street, Chatham, in the county of Kent, Draper, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

**ALFRED JONES**, No. 7, Queen-street, Cheapside, Solicitor for the person registering the Deed.

**N**OTICE is hereby given, that Joshua Wormald, of Glossop, in the county of Derby, Boot and Shoemaker, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, Lon-

don, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

CHESTER and URQUHART, Staple-inn, London; Agents for  
SMITH and BOYER, Manchester, Solicitor for the person registering the Deed.

NOTICE is hereby given, that Grant Sheppard, of No. 99, Mare-street, Hackney, in the county of Middlesex, Draper, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 26th day of November, 1869.

ALFRED JONES, No. 7, Queen-street, Cheapside, Solicitor for the person registering the Deed.

NOTICE is hereby given, that Job Dolman, of Carr's-lane, Birmingham, in the county of Warwick, Provision Merchant and Commission Agent, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of their debts and liabilities, and a statement of their property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 26th day of November, 1869.

A. D. SMITH, No. 27, Great James-street, Bedford-row; Agents for

HORATIO SOUTHALL, Birmingham, Solicitor for the person registering the Deed.

NOTICE is hereby given, that Joseph Easton, of Station-road, Redhill, in the county of Surrey, Grocer, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

ED. HULMAN, Solicitor for the person registering the Deed.

NOTICE is hereby given, that Matthew Bailey, of Walter-street, Salford, in the county of Lancaster, and of Nos. 1 and 2, Railway Arches, in Egerton-street, Chester-road, Manchester, in the said county, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

WILLIAM HUNT, No. 4, Gray's-inn-square, Middlesex; Agents for

Messrs. HULTON and LISTER, of Salford, Solicitors for the person registering the Deed.

NOTICE is hereby given, that William Cranshaw, of Preston, in the county of Lancaster, Oil Dealer, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 25th day of November, 1869.

SKILBECK and GRIFFITH, No. 34, Bedford-row, Middlesex; Agents for

THOMAS EDELSTON, of Preston, Lancashire, Solicitor for the person registering the Deed.

NOTICE is hereby given, that Joseph Woodward, of John-street, Wolverhampton, in the county of Stafford, Currier, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 26th day of November, 1869.

CHURCH, SONS, and CLARKE, of No. 9, Bedford-row; Agents for

JAMES and GRIFFIN, Birmingham, Solicitors for the person registering the Deed.

NOTICE is hereby given, that John Raphael Isaac and Raffaele Coleman Isaac, both of Liverpool, in the county of Lancaster, carrying on business at Liverpool aforesaid in copartnership together, under the style or firm of J. R. Isaac and Son, as Dealers in Works of Work, being all the Partners of the said Firm, have left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of their debts and liabilities, and a statement of their property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 26th day of November, 1869.

GREGORY, ROWCLIFFES, and RAWLE; Agents for

Messrs. ASPINALL and BIRD, of Liverpool, in the county of Lancaster, Solicitors for the persons registering the Deed.

NOTICE is hereby given, that Benjamin Benoit Carless, of No. 28, Corporation-street, in the city of Manchester, in the county of Lancaster, Tailor and Draper, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 26th day of November, 1869.

JOHNSON and WEATHERALLS; Agents for  
E. STORER, Solicitor for the person registering the Deed.

NOTICE is hereby given, that James Whiteside Ball, of Blackford, in the county of Lancaster, Cabinet Maker, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 26th day of November, 1869.

GREGORY, ROWCLIFFES and CO, No. 1, Bedford-row; Agents for

Messrs. CHARNLEY, SON, and FINCH, of Preston, Lancashire, Solicitors for the person registering the Deed.

NOTICE is hereby given, that Francis Carr Borton of the city of Manchester, Gentleman, formerly of Stockport-road, Cheadle, in the county of Chester, in partnership there with John Markillie Dolby, as Oil and Colour Merchants, and afterwards of Longton, in the county of Stafford, has left in the office of the Chief Registrar of the Court of Bankruptcy, Quality-court, Chancery-lane, London, a list of his debts and liabilities, and a statement of his property and credits, as required by the Bankruptcy Amendment Act, 1868.—Dated this 26th day of November, 1869.

GREGORY, ROWCLIFFES, and CO., 1, Bedford-row; Agents for

J. W. JOHNSON, of Stockport, Cheshire, Solicitor for the person registering the Deed.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868.

Number—40,137.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—16th October, 1869.

Date of execution by Debtor—16th October, 1869.

Name and description of the Debtor, as in the Deed—William Haynes, of the town of Bedford, in the county of Bedford, Builder, first part.

The names and descriptions of the Trustees, or other parties to the Deed—William Wells Kilpin, Ironmonger, Henry Hilton Green, Merchant, and James Thomas Hobson, Merchant, and Edward Haynes, Builder, all of the town of Bedford (trustees), second part; and creditors, third part.

A short statement of the nature of the Deed—Assignment for the benefit of all the creditors of the debtor, as in bankruptcy; and release from them.

When left for Registration—22nd November, 1869, at half-past one o'clock, under an Order of the Court, dated the 13th instant, enlarging the time for registration to the 27th instant.

THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,146.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—25th October, 1869.

Date of execution by Debtor—25th October, 1869.

Name and description of the Debtor, as in the Deed—Christopher Colbeck, of the borough of Kingston-upon-Hull, Joiner and Builder, first part.

The names and description of the Trustees or other parties to the Deed, not including the Creditors—Thomas Liggins, of the borough of Kingston-upon-Hull, Builder, second part; and the creditors, third part.

A short statement of the nature of the Deed—Whereby debtor conveys all his estate and effects to be administered for the benefit of his creditors as in bankruptcy; and a release to him.



When left for Registration—22nd November, 1869, at four o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,149.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—29th September, 1869.

Date of execution by Debtor—29th September, 1869.

Name and description of the Debtor, as in the Deed—James Holland, of Congleton, in the county of Chester, Innkeeper.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Hanson the younger, of Macclesfield, in the said county, Brewer.

A short statement of the nature of the Deed—Whereby debtor conveys all his estate and effects to trustee for the benefit of his creditors; and release from them.

When left for Registration—23rd November, 1869, at one o'clock, under an Order of the Court dated 22nd instant, enlarging the time for registration to the 24th instant.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,150.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—1st November, 1869.

Date of execution by Debtor—1st November, 1869.

Name and description of the Debtor, as in the Deed—Henry Field, of No. 16, Gloucester-terrace, Kensington, in the county of Middlesex, Gas Fitter.

The names and description of the Trustees, or other parties to the Deed—The creditors.

A short statement of the nature of the Deed—Whereby debtor covenants to pay one shilling in the pound upon the 1st January, 1870; with a release.

When left for Registration—23rd November, 1869, at one o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—40,151.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—29th October, 1869.

Date of execution by Debtor—29th October, 1869.

Name and description of the Debtor, as in the Deed—Charles Andrews the younger, of Gravesend and Northfleet, both in the county of Kent, Saddler, first part.

The names and description of the Trustees or other parties to the Deed—Charles Andrews the elder, of Ealing, in the county of Middlesex, Gentleman, second part; and the creditors, third part.

A short statement of the nature of the Deed—Whereby debtor covenants to pay 13s. 4d. in the pound, by instalments of 5s., 5s., and 3s. 4d., payable respectively within fourteen days from registration of deed, on or before the 25th March and 24th June next, and covenant by the said Charles Andrews for payment of the third instalment; release to debtor.

When left for Registration—23rd November, 1869, at one o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—40,152.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—27th October, 1869.

Date of execution by Debtors—27th October, 1869.

Names and descriptions of the Debtors as in the Deed—Thomas Addicott the elder and Amos Wright Allen, of No. 27, Hockley, in the town of Nottingham, Drapers and General Dealers, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors, second part; George Frederick Kirk, of the town of Nottingham aforesaid, Rope-maker, third part.

A short statement of the nature of the Deed—Whereby the debtors covenant to pay their creditors four shillings and sixpence in the pound, by instalments of 2s. 6d. and 2s., within twenty-eight days and three months from registration of deed, the last instalment secured by the joint and several promissory notes of debtors, and of David Andrews Sneinton Elements, in the county of Nottingham, Plumber and Glazier; and a release by creditors.

When left for Registration—23rd November, 1869, at half-past one o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,154.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—29th October, 1869.

Date of execution by Debtor—29th October, 1869.

Name and description of the Debtor, as in the Deed—Thomas Starkey, of Northwick, in the county of Chester, Hay and Straw Dealer.

The names and descriptions of the Trustees or other parties to the Deed—The creditors.

A short statement of the nature of the Deed—Whereby debtor covenants to pay two shillings in the pound, on the 10th day of June next; and release to him.

When left for Registration—23rd November, 1869, at half-past two o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—40,155.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—12th November, 1869.

Date of execution by Debtor—23rd November, 1869.

Name and description of the Debtor, as in the Deed—Benjamin Barrett, of No. 184, Oxford-street, in the county of Middlesex, Manufacturer of Travelling Equipage.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—Whereby debtor covenants to pay his creditors four shillings in the pound, by instalments of two shillings, one shilling and one shilling on the 15th December next, April and August, 1870, respectively; with a release by creditors.

When left for Registration—23rd November, 1869, at half-past two o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,156.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—3rd November, 1869.

Date of execution by Debtor—3rd November, 1869.

Name and description of the Debtor, as in the Deed—George Long, of No. 60, Bishopsgate-street Without, in the city of London, Hosiery and Shirtmaker, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Jackson Heslop, of Wood street, in the city of London, Warehouseman (trustee), second part, and the creditors, third part.

A short statement of the nature of the Deed—Assurance by debtor of all his estate and effects in trust for the benefit of his creditors; and a release.

When left for Registration—23rd November, 1869, at three o'clock.

THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—40,157.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—8th November, 1869.

Date of execution by Debtors—8th November, 1869.

Names and descriptions of the Debtors, as in the Deed—Thomas Pakeman, of No. 4, Promenade, Clifton, near Bristol aforesaid, and of Swindon, in the county of Wilts, Draper; and James Pakeman, of Swindon aforesaid, Draper, the said Thomas Pakeman and James Pakeman theretofore trading at Swindon aforesaid, in copartnership together under the style of Pakeman Brothers, and at Clifton aforesaid, under the style of Thomas Pakeman and Company, third part.

The names and descriptions of the Trustees or other parties to the Deed not including the Creditors—John Linton, of the town and county of Bristol, Warehouseman, and James Irvine Hughes, of Bow churchyard, in the city of London, Warehouseman (first trustees), first part; Henry John Gardiner, of Aldermanbury, in the city of London, Warehouseman, and Joseph Barnicot, of Friday-street, in the said city, Warehouseman (second trustees), second part; William Woolford, of Walcott Farm, Swindon aforesaid, Farmer, fourth part; the assenting creditors, fifth part; and all other the creditors, sixth part.

A short statement of the nature of the Deed—Whereby debtors and said William Woolford covenant to pay the creditors 12s. in the pound on registration of deed, and whereby the parties of the first and second parts grant and assign to the said William Woolford all the estates of the debtors vested in them; and the parties of the third, fourth, and fifth parts release and indemnify the parties of the first and second parts as in the said deed appearing.

When left for Registration—23rd November, 1869, at three o'clock.

THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds, executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—40,158.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—26th October, 1869.

Date of execution by Debtors—26th October, 1869.

Names and descriptions of the Debtors, as in the Deed—John Edward Smith, and Ferdinand Blanchard Smith, carrying on the trade or business of Shirt and Collar Makers, in copartnership at No. 158, High-street, Borough, in the county of Surrey, under the style or firm of J. E. Smith and Co., first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Henry Farrand, of No. 115, Falmouth-road, New Kent-road, in the county of Surrey, Warehouseman, second part; the creditors, third part.

A short statement of the nature of the Deed—Whereby debtors covenant to pay all their creditors five shillings in the pound, within seven days after registration of deed; and release by creditors.

When left for Registration—23rd November, 1869, at four o'clock.

THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition, and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,159.

Title of Deed, whether Deed of Assignment, Composition or Inspectorship—Composition.

Date of Deed—11th November, 1869.

Date of execution by Debtor—11th November, 1869.

Name and description of the Debtor, as in the Deed—James Inram of Red Lion-street, in the city of Manchester, in the county of Lancashire, Ale and Porter Merchant.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—Whereby debtor covenants to pay two shillings and six pence in the pound, namely, by instalments of one shilling and sixpence and one shilling, within three and six calendar months from registration; and a release by creditors.

When left for Registration—24th November, 1869, at eleven o'clock.

THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,160.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—20th October, 1869.

Date of execution by Debtor—20th October, 1869.

Name and descriptions of the Debtor, as in the Deed—Robert Wilkinson, of Moreton Wood, in the parish of Prees, in the county of Salop, Farmer.

The names and description of the Trustees or other parties to the Deed, not including the Creditors—John Simon, of Willaston in the county of Salop, Farmer, and Thomas Salter, of the town of Shrewsbury, in the said county, Builder (trustees).

A short statement of the nature of the Deed—Assignment by debtor of his estate and effects for the benefit of his creditors, as in bankruptcy.

When left for Registration—24th November, 1869, at half-past eleven o'clock, under an Order of the Court dated the 23rd instant, enlarging the time for registration to the 26th instant.

THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,161.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—15th November, 1869.

Date of execution by Debtor—15th November, 1869.

Name and description of the Debtor, as in the Deed—Henry Flockton, of Millbridge, Livesedge, in the county of York, Cabinet Maker, first part.

The names and descriptions of the Trustees or other parties to the Deed—John Crossland, of Bedford-street, Halifax, in the said county, Wood Turner, and George Sampson, of Millbridge aforesaid, Carrier, second part; and the creditors, third part.

A short statement of the nature of the Deed—Whereby debtor covenants to pay his creditors five shillings in the pound by two equal instalments at three and six calendar months from date of deed; assignment of all debtor's estate and effects to secure payment, with a release to him.

When left for Registration—24th November, 1869, at half-past eleven o'clock.

THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition, and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Act, 1868:—

Number—40,162.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—29th October, 1869.

Date of execution by Debtor—29th October, 1869.

Name and description of the Debtor, as in the Deed—Frederick Mawle, of Hastings, in the county of Sussex, Latbender, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—George Sacre, of Hastings, in the county of Sussex, Builder, second part; and creditors, third part.

A short statement of the nature of the Deed—Assignment by debtor of his estate and effects, to be admi-

nistered for the benefit of his creditors, as in bankruptcy; and release to him.  
When left for Registration—24th November, 1869, at twelve o'clock.

## THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,163.

Title of Deed, whether Deed of Assignment, Composition or Inspectorship—Assignment.

Date of Deed—3rd November, 1869.

Date of execution by Debtor—3rd November, 1869.

Name and description of the Debtor, as in the Deed—Thomas Curtis, of Jambley, in the county of Nottingham, Farmer.

The names and description of the Trustees, or other parties to the Deed—Henry Skinner, of the town of Nottingham, Brewer.

A short statement of the nature of the Deed—Conveyance by debtor of all his estate and effects, to be administered for the benefit of his creditors as in bankruptcy.

When left for Registration—24th November, 1869, at twelve o'clock.

## THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—40,164.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—3rd November, 1869.

Date of execution by Debtor—3rd November, 1869.

Name and description of the Debtor, as in the Deed—John Pilling, of Princess-street, in the borough of Rochdale, in the county of Lancaster, Cotton Manufacturer, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Robert Leach, of Rochdale aforesaid, Yarn Agent, and Thomas Holt, of Rochdale aforesaid, Machine Maker (trustees), second part; and creditors third part.

A short statement of the nature of the Deed—Whereby debtor assigns all his estate and effects, to be administered for the benefit of his creditors, as in bankruptcy; and release to debtor.

When left for Registration—24th November, 1869, at one o'clock.

## THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,165.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—30th October, 1869.

Date of execution by Debtor—30th October, 1869.

Name and description of the Debtor, as in the Deed—John Rayson, of Union-terrace, in the city of York, Bricklayer.

The names and descriptions of the Trustees or other parties to the Deed—Charles Hornsey, of the city of York, Surveyor.

A short statement of the the nature of Deed—Assignment by debtor of all his estate and effects to be administered for the benefit of his creditors as in bankruptcy; and release to him.

When left for Registration—24th November, 1869, at one o'clock.

## THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,166.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—28th October, 1869.

No. 23559.

2 D

Date of execution by Debtor—28th October, 1869.

Name and description of the Debtors, as in the Deed—William Dickson, of No. 1, Great Winchester-street, Old Broad-street, in the city of London, Surveyor and Land Agent.

The names and description of the Trustees or other parties to the Deed, but not specifying the names of creditor:—The creditors.

A short statement of the nature of the Deed—Whereby debtor covenants to pay two shillings and sixpence in the pound by two equal instalments at six and twelve calendar months from date of deed, and release to him.

When left for Registration—24th November, 1869, at half-past one o'clock.

## THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—40,167.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—1st November, 1869.

Date of execution by Debtor—1st November, 1869.

Name and description of the Debtor, as in the Deed—William Tutton, of the Long Acre Tavern, No. 4, Long-acre, in the parish of Walcot, in the city of Bath, Licensed Victualler, and also of Sydney Wharf, in the same city, Coal Merchant, first part.

The names and description of the Trustees or other parties to the Deed, not including the Creditors—John Tutton, of the Bunch of Grapes Tavern, No. 23, Morfor-street, in the same city, Licensed Victualler, 2nd part; and the creditors, third part.

A short statement of the nature of the Deed—Whereby debtor and trustee jointly and severally covenant to pay to creditors 5s. in the pound, within two calendar months from date of Deed, with release to debtor.

When left for Registration—24th November, 1869, at two o'clock.

## THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1861:—

Number—40,168.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—27th October, 1869.

Date of execution by Debtor—27th October, 1869.

Name and description of the Debtor, as in the Deed—Margaret Hays, of Houghton-l-Spring, in the county of Durham, Grocer and Provision Dealer, first part.

The names and descriptions of the Trustees, or other parties to the Deed, but not specifying the names of the Creditors—Jonathan Modlin, of the borough and county of Newcastle-upon-Tyne, Provision Merchant, and Thomas Webster Hutton, of the same place, Provision Merchant (trustees), second part; and the creditors third part.

A short statement of the nature of the Deed—Whereby debtor assigned her estate and effects for the benefit of the creditors as in bankruptcy; and a release by them.

When left for Registration—24th November, 1869, at two o'clock.

## THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,169.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—19th November, 1869.

Date of execution by Debtor—19th November, 1869.

Name and description of the Debtor, as in the Deed—George Dumont Brooks, of the town of Nottingham, and also of New York, in the United States of America, Merchant, trading under the firm or style in England of G. D. Brooks and Co, first part.

The names and descriptions of the Trustees or other parties to the Deed, but not specifying the names of the Creditors—Henry Williams, of the said town of Nottingham, Merchant, second part; Frederick Nixon

Burrows, of the same town, Lace Manufacturer, third part; and the creditors, fourth part.

A short statement of the nature of the Deed—For payment of 7s. in the pound by instalments of 5s. and 2s. 6d. at the expiration of six and eight calendar months from 1st December, 1869, secured as to the first instalment by promissory notes of debtor, and the second by joint and several promissory notes of debtor and said Henry Williams, with a release by creditors. When left for Registration—24th November, 1869, at two o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, and 196, 198.

Number—40,170.

Title of Deed, whether Deed of Assignment, Composition or Inspectorship—Composition.

Date of Deed—19th November, 1869.

Date of execution by Debtor—19th November, 1869.

Name and description of the Debtor, as in the Deed—Charles James Inwood, of No. 76, London-road, Southwark, in the county of Surrey, Cheesemonger.

The names and descriptions of the Trustees or other parties to the Deed, but not specifying the names of the Creditors—The creditors.

A short statement of the nature of the Deed—Whereby debtor covenants to pay 2s. 6d. in the pound within ten days from registration of deed; and release to him.

When left for Registration—24th November, 1869, at two o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,171.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—19th November, 1869.

Date of execution by Debtor—19th November, 1869.

Name and description of the Debtor, as in the Deed—Thomas Llewellyn, of St. Leonard's-on-sea, Builder, first part.

The names and descriptions of the Trustees or other parties to the Deed, but not specifying the names of the Creditors—James Edward Liddiard, of Hastings, Ironmonger (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—Assignment of the estate and effects of the debtor, to be administered for the benefit of his creditors, as in bankruptcy; and release to him.

When left for Registration—24th November, 1869, at half-past three o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,172.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—6th November, 1869.

Date of execution by Debtor—6th November, 1869.

Name and description of the Debtor, as in the Deed—Joseph Berry, of Slaithwaite, near Huddersfield, and of Huddersfield, in the county of York, Woollen Manufacturer, first part.

The names and descriptions of the Trustees or other parties to the Deed—John Garside, of Linthwaite, near Huddersfield, Draper and Grocer, and Edwin Dawson, of Huddersfield aforesaid, Mungo Dealer (trustees), second part; and the creditors, third part.

A short statement of the nature of the Deed—Whereby debtor conveys all his estate and effects, to be administered as in bankruptcy; and a release by creditors.

When left for Registration—24th November, 1869, at half-past three o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition

and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,173.

Title of Deed, whether Deed of Assignment, Composition or Inspectorship—Composition.

Date of Deed—1st November, 1869.

Date of execution by Debtor—1st November, 1869.

Name and description of the Debtor, as in the Deed—Henry Deakes, of No. 150, High-street, Stroud, in the county of Kent, Boot and Shoe Maker.

The names and descriptions of the Trustees, or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—A composition of five shillings in the pound, payable by two instalments of two shillings and sixpence each at three and six calendar months from the registration of the deed.

When left for Registration—24th November, 1869, at three o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—40,174.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—26th October, 1869.

Date of execution by Debtor—26th October, 1869.

Name and description of the Debtor, as in the Deed—Patrick Norton, of No. 184, Buck-lane, Spitalfields, in the county of Middlesex, Oil and Colourman.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Cunningham, of Brentford, in the county of Middlesex, Soapmaker, and Richard Martin, of Lansdowne Works, London-fields, Hackney, in the said county, Candle and Soap Manufacturer.

A short statement of the nature of the Deed—Whereby debtor conveys all his estate and effects to trustees for the benefit of his creditors, and a release by them.

When left for Registration—24th November, 1869, at half-past three o'clock, under an order of the Court dated 23rd November, 1869, enlarging the time for registration to the 27th November, 1869.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,175.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—24th November, 1869.

Date of execution by Debtor—24th November, 1869.

Name and description of the Debtor, as in the Deed—John Dales, of New Inn, Strand, in the county of Middlesex, House Agent and Surveyor.

The names and description of the Trustees or other parties to the Deed—The creditors.

A short statement of the nature of the Deed—Whereby debtor covenants to pay two pence half-penny in the pound upon registration thereof, with a release by creditors.

When left for Registration—24th November, 1869, at half-past three o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,176.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—1st November, 1869.

Date of execution by Debtor—1st November, 1869.

Name and description of the Debtor, as in the Deed—Robert Thomas Hayllon, of No. 80, Southampton-row, Russell-square, in the county of Middlesex, Cheesemonger and Poulterer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—Whereby debtor covenants within twenty-eight days from registration of deed to pay five shillings in the pound; and release to him.

When left for Registration—24th November, 1869, at half-past three o'clock.

THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,177.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—27th October, 1869.

Date of execution by Debtor—27th October, 1869.

Name and description of the Debtor, as in the Deed—Charles Taylor, of East Retford, in the county of Nottingham, Saddler, first part.

The names and descriptions of the Trustees, or other parties to the Deed—James Travis Hampson, of Walsall, in the county of Stafford, Saddler, Ironmonger, and Manufacturer, second part; and the creditors third part.

A short statement of the nature of the Deed—Whereby debtor conveys his estate and effects to be administered for the benefit of his creditors as in bankruptcy; and release to him.

When left for Registration—24th November, 1869, at four o'clock.

THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,178.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—29th October, 1869.

Date of execution by Debtor—29th October, 1869.

Name and description of the Debtor, as in the Deed—Joseph Easton, of Station-road, Redhill, in the county of Surrey, Grocer, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the creditors—William Meades, of Station-street, Boston, in the county of Lincoln, Gentleman, second part; Henry Moore, of Lewes, in the county of Sussex, Grocer and Provision Merchant, third part; and the creditors, fourth part.

A short statement of the nature of the Deed—For payment of ten shillings in the pound, by instalments of 2s., 4s., and 4s., on the 30th October, 1869, 10th January, and 10th April next respectively (the last two instalments being guaranteed by the said William Meades), and a release by the creditors.

When left for Registration—25th November, 1869, at half-past eleven o'clock.

THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—40,179.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—30th October, 1869.

Date of execution by Debtor—30th October, 1869.

Name and description of the Debtor, as in the Deed—George Horn, of Leeds, in the county of York, Painter.

The names and descriptions of the Trustees or other parties to the Deed—Samuel Barstow, Merchant, and William Newsome, Brick Manufacturer, both of Leeds aforesaid.

A short statement of the nature of the Deed—Whereby debtor conveys all his estate and effects, except his household furniture and effects, for the benefit of his creditors, as in bankruptcy; and release to him.

When left for Registration—25th November, 1869, at half-past eleven o'clock.

THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration

of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—40,180.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—3rd November, 1869.

Date of execution by Debtor—3rd November, 1869.

Name and description of the Debtor, as in the Deed—Matthew Crawford, of No. 1, Nelson-street, Greenwich, in the county of Kent, Baker and Confectioner.

The names and descriptions of the Trustees, or other parties to the Deed—The creditors.

A short statement of the nature of the Deed—Whereby debtor covenants to pay five shillings in the pound in two equal instalments, within two weeks from registration of deed, on the 31st day of October respectively; and release to him.

When left for Registration—25th November, 1869, at half-past twelve o'clock.

THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198.

Number—40,182.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—29th October, 1869.

Date of execution by Debtor—29th October, 1869.

Name and description of the Debtor, as in the Deed—George Crawshaw, of Masbrough, in the county of York, Grocer.

The names and descriptions of the Trustees or other parties to the Deed, not including the creditors—Joseph Swindon Birks, of Shillield, in the said county, Grocer, and William Widdison, of Masbrough aforesaid, Miller (trustees).

A short statement of the nature of the Deed—Assignment by debtor of all his estate and effects to be administered for the benefit of his creditors, as in bankruptcy; and release to him.

When left for Registration—25th November, 1869, at half-past-twelve o'clock.

THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition, and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198.

Number—40,183.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—24th September, 1869.

Date of execution by Debtor—24th September, 1869.

Name and description of the Debtor, as in the Deed—William Spours, of Newbattle, in the county of Durham, Grocer and Draper.

The names and descriptions of the Trustees, or other parties to the Deed—The creditors.

A short statement of the nature of the Deed—Whereby debtor covenants to pay 8s. in the pound, by three equal instalments, on 5th October, 1869, and 5th April and October, 1870, respectively, secured by joint promissory notes of debtor and John Leonard Spours and Joseph Spours.

When left for Registration—25th November, 1869, at two o'clock, under an Order of the Court dated 23rd instant, enlarging the time for registration to the 27th instant.

THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198.

Number—40,184.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—29th October, 1869.

Date of execution by Debtors—29th October, 1869.

Names and descriptions of the Debtors, as in the Deed—William Bunce and Thomas Bunce, both of No. 38, Chalk-farm-road, in the county of Middlesex, and of No. 260, King-street, Hammersmith, in the same county, Drapers and Copartners, first part.

The names and description of the Trustees or other parties to the Deed, not including the Creditors—Henry John Gardiner, of No 6, Aldermanbury, in the city of London, Warehouseman, and John Thomas Stuttard, of No. 89, Wood-street, in the city of London, Warehouseman (trustees), second part; and the creditors, third part.

A short statement of the nature of the Deed—Assignment of all the estate and effects of the debtors, to be administered for the benefit of their creditors, as in bankruptcy; and release to them.

When left for Registration—25th November, 1869, at two o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition, and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,186.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—15th October, 1869.

Date of execution by Debtor—15th October, 1869.

Name and description of the Debtor, as in the Deed—Joseph Bird, of Swinton, in the parish of Wath-upon-Dearne, in the county of York, Grocer and Draper; first part.

The names and descriptions of the Trustees, or other parties to the Deed—The creditors, second part; and James White, of Adwick-upon-Dearne, in the said county of York, Farmer (trustee), third part.

A short statement of the nature of the Deed—Whereby debtor covenants to pay his creditors five shillings in the pound, by two equal instalments, on 1st December and February next respectively.

When left for Registration—25th November, 1869, at two o'clock, under an Order of the Court, dated 12th instant, enlarging the time for registration to the 26th instant.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, 1868:—

Number—40,187.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—22nd November, 1869.

Date of execution by Debtor—22nd November, 1869.

Name and description of the Debtor, as in the Deed—Alexander Farries, of No. 9, Homer-terrace, South Hackney, in the county of Middlesex, and also of No. 4, Coleman-street, in the city of London, Clerk.

The names and descriptions of the Trustees, or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—Whereby the debtor agrees to pay one shilling in the pound on the 22nd May, 1870; and release to him.

When left for Registration—25th November, 1869, at half-past one o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,188.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—22nd October, 1869.

Date of execution by Debtor—22nd October, 1869.

Name and description of the Debtor, as in the Deed—John Paterson Watson, of Forest-hill, in the county of Kent, and of No. 20, Wood-vale, Lordship-lane, Dulwich, in the county of Surrey, Builder, first part.

The names and descriptions of the Trustees or other parties to the Deed—The creditors, second and third parts.

A short statement of the nature of the Deed—Covenant by debtor to pay six shillings and sixpence in the pound by three equal instalments, at six, twelve, and eighteen calendar months from the date of deed, and release by creditors.

When left for Registration—25th November, 1869, at half-past two o'clock, under an Order of the Court,

dated the 18th November, 1869, enlarging the time for registration to the 25th November, 1869.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,190.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—4th November, 1869.

Date of execution by Debtor—4th November, 1869.

Name and description of the Debtor, as in the Deed—Robert Freeston, of No. 3, Denmark-terrace, Great Yarmouth, in the county of Norfolk, Corn and Flour Merchant, Wine and Spirit Merchant, and Lodging-house Keeper, first part.

The names and descriptions of the Trustees or other parties to the Deed—James Freeman Boswell, of the city of Norwich, Merchant (trustee), second part; and the creditors, third and fourth parts.

A short statement of the nature of the Deed—Payment of five shillings in the pound, on the expiration of seven days from registration of deed, secured by covenant of debtor; and a release to him.

When left for Registration—25th November, 1869, at three o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,191.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—5th November, 1869.

Date of execution by Debtor—24th November, 1869.

Name and description of the Debtor, as in the Deed—William Craushaw, of Preston, in the county of Lancaster, Oil Dealer.

The names and description of the Trustees or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—Whereby debtor covenants to pay six shillings and eightpence in the pound, on the 27th November next; and release to him.

When left for Registration—25th November, 1869, at three o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,192.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—24th November, 1869.

Date of execution by Debtor—24th November, 1869.

Name and description of the Debtor, as in the Deed—Joshua Wormald, of Glossop, in the county of Derby, Boot and Shoe Maker.

Names and descriptions of the Trustees or other parties to the Deed—The creditors.

A short statement of the nature of the Deed—Whereby debtor agrees to pay 7s. 6d. in the pound, by three equal instalments, at three, eight, and twelve calendar from the registration hereof, the last instalment being secured by the joint and several promissory notes of debtor and his nephew, Joshua Wormald, of Lees, near Oldham, in the county of Lancashire, Boot and Shoe Maker; and a release by creditors.

When left for Registration—25th November, 1869, at half-past three o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—40,193.

Title of Deed, whether Deed of Assignment, Composition or Inspectorship—Assignment.



Date of Deed—19th October, 1869.

Date of execution by Debtor—19th October, 1869.

Name and description of the Debtor, as in the Deed—Clarence Hackett, of No. 87, High-street, Chatham, in the county of Kent, Draper, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Orton Attree, of King-street, in the city of London, Gentleman (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—Assignment by debtor of all his estate and effects (except leasehold estates and wearing apparel of himself and family) for the benefit of his creditors; and a release to him.

When left for Registration—25th November, 1869, at half-past three o'clock, under an Order of the Court, dated 15th November, 1869, enlarging the time for registration on the 29th November, 1869.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—40,194.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—23rd October, 1869.

Date of execution by Debtor—23rd October, 1869.

Name and description of the Debtor, as in the Deed—Matthew Bailey, of Walter's-street, Salford, in the county of Lancaster, and of Nos. 1 and 2, Railway-arches, in Egerton-street, Chester-road, in the city of Manchester, in the said county, Smith and Screw Bolt Manufacturer, of the first part.

The names and descriptions of the Trustees or other parties to the Deed—William Hadfield, of No. 64, Port-street, in the city of Manchester, Cashier, and Isaac Bowes, of Pendleton, in the said county, Manager (trustees), second part; and creditors, third part.

A short statement of the nature of the Deed—Assignment by the debtor to trustees with power to them to carry on debtor's business in trust for the creditors; and a release by them to the debtor.

When left for Registration—25th November, 1869, at half-past three o'clock, under an Order of the Court, dated the 18th November instant, enlarging the time for registration to the 25th November, 1869.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—40,196.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—9th November, 1869.

Date of execution by Debtor—9th November, 1869.

Name and description of the Debtor, as in the Deed—Walter Plimsaul, of Docking, in the county of Norfolk, Chemist and Druggist.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Valentine Wright, of Southwark-street, Borough, in the county of Surrey, Wholesale Druggist.

A short statement of the nature of the Deed—Whereby the debtor conveys all his estate and effects to the trustees for the benefit of his creditors; and a release to debtor.

When left for Registration—25th November, 1869, at four o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,199.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—8th November, 1869.

Date of execution by Debtor—8th November, 1869.

Name and description of the Debtor, as in the Deed—Francis Carr Barton, of the city of Manchester, Gentleman, formerly of Stockport-road, Cheadle, in the county of Chester, in partnership there with John

Markillie Dolby, as Oil and Color Merchants, and afterwards of Longton, in the county of Stafford.

The names and description of the Trustees or other parties to the Deed—The creditors.

A short statement of the nature of the Deed—Whereby debtor covenants to pay his creditors one shilling in the pound within fourteen days from registration of deed; with a release.

When left for Registration—26th November, 1869, at eleven o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,200.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—14th October, 1869.

Date of execution by Debtor—26th October, 1869.

Name and description of the Debtor, as in the Deed—James Whiteside Ball, of Blackpool, in the county of Lancaster, Cabinet Maker, first part.

The names and descriptions of the Trustees or other parties to the Deed—John Wade, of Blackpool aforesaid, Gentleman (surety), second part; and the creditors, third part.

A short statement of the nature of the Deed—Whereby debtor and surety agree to give the creditors a promissory note for payment of 5s. in the pound, bearing even date with the deed, and which note was handed to the creditors immediately before execution of deed; with a release to debtor.

When left for Registration—26th November, 1869, at eleven o'clock, under an Order of the Court, dated 24th instant, enlarging the time for registration to the 8th December next.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,201.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—23rd November, 1869.

Date of execution by Debtor—23rd November, 1869.

Name and description of the Debtor, as in the Deed—Job Dolman, of Carr's-lane, Birmingham, in the county of Warwick, Provision Merchant and Commission Agent.

The names and descriptions of the Trustees or other parties to the Deed—The creditors.

A short statement of the nature of the Deed—Debtor covenants to pay 5s. in the pound, by two equal instalments, at two and six months respectively from registration of deed, secured by promissory note of debtor; and release to him.

When left for Registration—26th November, 1869, at half-past eleven o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—40,202.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—21st October, 1869.

Date of execution by Debtor—21st October, 1869.

Name and description of the Debtor, as in the Deed—Grant Sheppard, of No. 199, Mare-street, Hackney, in the county of Middlesex, Draper, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Orton Attree, of King-street, in the city of London, Gentleman (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—Assignment by debtor of all his estate and effects (except leasehold estates and wearing apparel of himself and family) for the benefit of his creditors, and a release to him.

When left for Registration—26th November, 1869, at half-past eleven o'clock, under an order of the Court

dated 15th instant, enlarging the time for registration to the 29th instant.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,203.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—24th November, 1869.

Date of execution by Debtors—24th November, 1869.

Names and descriptions of the Debtors, as in the Deed—John Raphael Isaac and Raffaele Colman Isaac, both of Liverpool, in the county of Lancaster, carrying on business at Liverpool afore-said, in copartner-ship together under the style or firm of J. R. Isaac and Son, as Dealers in Works of Art, being all the partners of the said firm, first part.

The names and descriptions of the Trustees, or other parties to the Deed—All the creditors, second, third and fourth parts.

A short statement of the nature of the Deed—Whereby the debtors agree to pay four shillings in the pound, by two equal instalments, at two and six months from date of deed, secured by the promissory notes of the debtors; with a release to them.

When left for Registration—26th November, 1869, at half-past eleven o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—40,204.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—19th November, 1869.

Date of execution by Debtor—19th November, 1869.

Name and description of the Debtor, as in the Deed—Joseph Woodward, of John-street, Wolverhampton, in the county of Stafford, Currier, first part.

The names and descriptions of the Trustees or other parties to the Deed—George Walker, of the Pump Tavern, Bull Ring, Birmingham, in the county of Warwick, Licensed Victualler (surety), second part; Benjamin Nicholson, of No. 7, Gresham-street, in the city of London, Accountant (trustee), third part; and the creditors, fourth part.

A short statement of the nature of the Deed—Whereby debtor agrees to pay seven shillings and sixpence in the pound, by three equal instalments, at two, four, and six months after registration of deed, the two last instalments being secured; and a release by creditors.

When left for Registration—26th November, 1869, at twelve o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198, and the Bankruptcy Amendment Act, 1868:—

Number—40,208.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—24th November, 1869.

Date of execution by Debtor—24th November, 1869.

Name and description of the Debtor, as in the Deed—Benjamin Benoit Carlens, of No. 28, Corporation-street, in the city of Manchester, in the county of Lancaster, Tailor and Draper.

The names and description of the Trustees or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—Whereby debtor covenants to pay 6s. 6d. in the pound, by three equal instalments, to be paid within two, five, and eight calendar months from date of registration of deed; and a release by the creditors.

When left for Registration—26th November, 1869, at half-past one o'clock.

#### THE SEAL OF THE COURT.

**ERRATUM.**—In the Advertisement of Trust Deed, No. 40,082, re Edward Clement Gallichan and Henry

Pearson Maples, inserted in London Gazette of 19th November, 1869, page 6252, the name of the second Trustee should be Joseph Alfred Noble, instead of Joseph Alfred Hoole.

**ERRATUM.**—In the Advertisement for Trust Deed re James Hererton, No. 40,122, inserted in London Gazette of November 23rd, 1869, page 6416, the surname of one of the Trustees was inadvertently spelt *Gateshurst*, whereas it should have been *Gatehouse*.

#### The Bankruptcy Act, 1861.

In the Court of Bankruptcy for the Bristol District.

**W**HEREAS a Petition for adjudication of Bankruptcy, was filed in Her Majesty's Court of Bankruptcy, for the Bristol District, at Bristol, on the 22nd day of December, 1868, against David John Browne Edwards, late of Johnstown, in the county of the borough of Carmarthen, but now of Pieton-place, in the said county of the borough, Esq.; notice is hereby given, that pursuant to an order of the said Court, dated the 22nd day of November, 1869, a meeting under the 110th section of the Bankruptcy Act, 1861, of the creditors of the said David John Browne Edwards, will be held on Tuesday, the 7th day of December, 1869, at eleven o'clock in the forenoon, at the Bankruptcy Court, holden at the Guildhall, in the city of Bristol, for the purpose of passing a resolution for staying the Bankruptcy, and winding up the estate out of Court.

**DAVID CATO MACRAE**, Esq., one of Majesty's Registrars, authorised to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 22nd day of February, 1869, against Abram Ecroyd, of No. 14, Victoria-street, Blackburn, in the county of Lancaster, Draper, will sit on the 9th day of December, 1869, at twelve o'clock at noon precisely, at the Court of Bankruptcy for the Manchester District at Manchester, for the purpose of holding a meeting pursuant to the 110th section of the Bankruptcy Act, 1861.

Declaration of Dividend under a Petition, dated 1st May, 1869, against Thomas Hind, of Sandy, in the county of Bedford, and late of the George Inn, Caxton, Cambridge, Farmer and Innkeeper.

**N**OTICE is hereby given, that the First Dividend, at the rate of 4s. 1 $\frac{1}{2}$ d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 36, Basinghall-street, City, on Wednesday, the 1st December next, or the following Wednesday, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special direction of the Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 25, 1869.

M. PARKYNS, Official Assignee.

Declaration of Dividend under a Petition, dated 23rd March, 1864, against John Leigh, of No. 146, Brompton-road, in the county of Middlesex, Barrister-at-Law.

**N**OTICE is hereby given, that the Second Dividend, at the rate of 1 $\frac{1}{2}$ d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 36, Basinghall-street, City, on Wednesday, the 1st December next, or the following Wednesday, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except by the special direction of the Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 25, 1869.

M. PARKYNS, Official Assignee.

Declaration of Dividend under a Petition, dated 12th October, 1867, against William Parker Hammond, of Great Tower-street, East India Merchant.

**N**OTICE is hereby given, that the First Dividend, at the rate of 9d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two of the clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of the Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration.—November 24, 1869.

PETER PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 22nd May, 1868, against William Johnson, of Crown-quay, Sittingbourne, Kent, Cement Maker.

NOTICE is hereby given, that the First Dividend at the rate of 7s. 10 $\frac{1}{2}$ d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except by the special directions of the Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration.—November 24, 1869.

PETER PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 16th November, 1868, against Richard Peirse and Herbert Edward Beer, of St. George's-street, Canterbury, Wine and Spirit Merchants, Tobacconists, &c.

NOTICE is hereby given, that the First Dividend, at the rate of 2s. 9 $\frac{1}{2}$ d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 22, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special direction of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 24, 1869.

PETER PAGET, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, dated the 15th day of August, 1868, against Alfred Edward Pountney, of Yeovil, in the county of Somerset, Auctioneer.

NOTICE is hereby given, that a First Dividend at the rate of 1s. in the pound, is now payable, and the warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two of the clock. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except by the special direction of the Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.

THEOPS. CARRICK, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, dated the 14th day of July, 1868, against John Richards, of Truro, in the county of Cornwall, Travelling Draper, Dealer and Chapman.

NOTICE is hereby given, that a First Dividend, at the rate of 6s. in the pound, is now payable, and the warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two of the clock. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special direction of the Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.

THEOPS. CARRICK, Official Assignee.

Declaration of Dividend under a Petition, for adjudication of Bankruptcy, dated the 11th day of April, 1868, by James Dunstan, of Alma-place, Stithians, in the county of Cornwall, Grocer, Dealer and Chapman.

NOTICE is hereby given, that a First Dividend, at the rate of 1s. 8 $\frac{1}{2}$ d. in the pound, is now payable and that warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special direction of the Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.

THEOPS. CARRICK, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, dated the 19th day of February, 1867, by John Darch, of Wiveliscombe, in the county of Somerset, Tailor, Draper, Grocer, and Dealer in Wines.

NOTICE is hereby given, that a Further Dividend, at the rate of 0 $\frac{1}{2}$ d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two. No

warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except by the special direction of the Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.

THEOPS. CARRICK, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, dated the 5th day of April, 1869, by George Lee, of West-street, in the city of Exeter. Licensed Victualler, Fish and Potato Dealer.

NOTICE is hereby given, that a First Dividend, at the rate of 2s. 3 $\frac{1}{2}$ d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two of the clock. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.

THEOPS. CARRICK, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, dated the 1st day of March, 1867, by Edwin Stafford, of the city of Exeter, Builder, formerly carrying on business as Builder, in copartnership with William Henry Stafford, in the city of Exeter aforesaid, under the style or firm of W. H. and E. Stafford.

NOTICE is hereby given, that a Further Dividend, at the rate of 2d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two of the clock. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except by the special direction of the Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.

THEOPS. CARRICK, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, dated the 27th day of April, 1869, against Eugene Delfraisse, of Chard, in the county of Somerset, Tutor and Schoolmaster.

NOTICE is hereby given, that a First Dividend, at the rate of 1s. 8d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two o'clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.

THEOPS. CARRICK, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, dated the 27th day of July, 1867, by Christopher Nickells, of Saint Mary Church, in the county of Devon, Butcher and Farmer.

NOTICE is hereby given, that a First Dividend, at the rate of 1s. 6 $\frac{1}{2}$ d. in the pound, is now payable, and the warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except the special directions of the Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they may claim.

THEOPS. CARRICK, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, dated the 19th day of June, 1868, by Thomas Elmes, of Bishop's Lydeard, in the county of Somerset, Doctor of Medicine and Surgeon.

NOTICE is hereby given, that a First Dividend, at the rate of 2s. 3 $\frac{1}{2}$ d. in the pound is now payable, and that warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two. No warrant can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.

THEOPS. CARRICK, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, dated the 8th day of April, 1869, against Henry Symons, of Buckfastleigh, in the county of Devon, Butcher and Farmer.

**N**OTICE is hereby given, that a First Dividend, at the rate of 4s. 9d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two o'clock. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except by the special direction of the Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.

**THEOPS. CARRICK, Official Assignee.**

In Re John Wrightson, of Cockerton, near Darlington, in the county of Durham, Bleacher and Farmer, &c., against whom a Petition for adjudication of Bankruptcy, bearing date the 22nd February, 1869, was duly filed.

**I** HEREBY give notice, that a First Dividend, at the rate of 3s. 7d. in the pound, may be received by all the creditors who have proved their debts under the above estate, at my office, Royal-arcade, Newcastle-upon-Tyne, on Saturday, the 27th November instant, or on any subsequent Saturday, between the hours of eleven and two. No Dividend will be paid without the production of every security exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

**CHARLES J. LAIDMAN, Official Assignee,  
Newcastle-upon-Tyne.**

In Re Niels Hartz Jensen, of 11 North Shields, Ship Chandler, against whom a Petition for adjudication of Bankruptcy, bearing date the 14th June, 1869, was duly filed.

**I** HEREBY give notice, that a First Dividend, at the rate of 5s. 8d. in the pound, may be received by all the creditors who have proved their debts under the above estate, at my office, Royal-arcade, Newcastle-upon-Tyne, on Saturday, the 27th November instant, or on any subsequent Saturday, between the hours of eleven and two of the clock. No Dividend will be paid without the production of every security exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

**CHARLES J. LAIDMAN, Official Assignee,  
Newcastle-upon-Tyne.**

In Re John Furness Tone, of Newcastle-upon-Tyne, Civil Engineer, against whom a Petition for adjudication of Bankruptcy, bearing date the 20th May, 1869, was duly filed.

**I** HEREBY give notice, that a First Dividend, at the rate of 2s. 3d. in the pound, may be received by all the creditors who have proved their debts under the above estate, at my office, Royal-arcade, Newcastle-upon-Tyne, on Saturday, the 27th November instant, or on any subsequent Saturday, between the hours of eleven and two of the clock. No Dividend will be paid without the production of every security exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

**CHARLES J. LAIDMAN, Official Assignee,  
Newcastle-upon-Tyne.**

**W**HEREAS a Petition for adjudication of Bankruptcy, was on the 3rd day of September last filed in Her Majesty's Court of Bankruptcy, in London, by James George Blanch, of No. 237, King's-road, Chelsea, in the county of Middlesex, Coach Builder, under which Petition the said James George Blanch was, on the said 3rd day of September last, adjudicated bankrupt; notice is hereby given, that by an order of the said Court, bearing date the 19th day of November, 1869, the said Petition is dismissed, and the adjudication of Bankruptcy thereon annulled.

**W**HEREAS a Petition for adjudication of Bankruptcy was, on the 6th day of September, 1869, filed in Her Majesty's Court of Bankruptcy, at Manchester, against John Hayward, of Cross-street, Gorton, near Manchester, in the county of Lancaster, Grocer. This is to give notice that by an order of William Thomas Jemmett, Esq., the Commissioner of the said Court bearing date the 24th day of November, 1869, the adjudication of Bankruptcy made against the said John Hayward has been annulled and the Petition thereunder dismissed.

## The Bankruptcy Act, 1861.

### Notice of Adjudications and First Meeting of Creditors.

William John McKeon and Henry Faith, of No. 7, Cambridge-road, Mile End, and No. 65, Cannon-street-road, St. George's-in-the-East, Middlesex, Cheesemongers and Partners in Trade, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy filed in Her Majesty's Court of Bankruptcy, in London, on the 24th of November, 1869, are hereby required to surrender themselves to William Powell Murray, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven of the clock in the forenoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. James Pearce, of No. 8, Giltspur-street, is the Solicitor acting in the bankruptcy.

George Blunden, late of High-street, Sydenham, in the county of Kent, and of Godstone-road, Caterham, in the county of Surrey, but now of Godstone-road, Caterham aforesaid only, Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1869, is hereby required to surrender himself to William Powell Murray, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Ingle, Cooper, and Holmes, of No. 20, Threadneedle-street, are the Solicitors acting in the bankruptcy.

Frank Pickford, of Freeland-grove, Bromley, in the county of Kent, late of Tunbridge, in the said county, formerly of Dover-street, Dover, in the said county, and previously of Frome, Somersetshire, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1869, is hereby required to surrender himself to William Powell Murray, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. E. Plunkett, of No. 17, King-street, Cheapside, is the Solicitor acting in the bankruptcy.

Joseph Slatter, of No. 414, Kennington-road, in the county of Surrey, Cheesemonger, Poulterer, and Butcher, and having stables in the rear of No. 382, Kennington-road aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th of November, 1869, is hereby required to surrender himself to William Powell Murray, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. T. Angell, of Guildhall-yard, is the Solicitor acting in the bankruptcy.

John Colbourn, of No. 12, Citizen-road, Hornsey-road, Holloway, in the county of Middlesex, formerly a Carcass Butcher, but now Foreman to a Carcass Butcher, previously of No. 69, Aldgate High-street, in the city of London, Carcass Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1869, is hereby required to surrender himself to William Powell Murray, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. J. Hobbes, of No. 9, North-buildings, Finsbury, is the Solicitor acting in the bankruptcy.

Samuel Benjamin Lenton, of No. 16, Banner-square, Saint Luke's, in the county of Middlesex, Marble Mason, and before then of No. 26, Paradise-street, Finsbury, in the county of Middlesex, General-shop Keeper, and Paul's-head-yard, Tabernacle-walk, Finsbury, in the county of Middlesex, Marble Mason, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1869, is hereby required to surrender himself to William Powell Murray, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven in the forenoon precisely, at the

said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. John Huson, of No. 20, Upper Clifton street, Finsbury, is the Solicitor acting in the bankruptcy.

James Summers, of Frindsbury, near Rochester, in the county of Kent, and of Covent Garden Market, in the county of Middlesex, Market Gardener and Potatoe Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1869, is hereby required to surrender himself to William Powell Murray, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Lewis, Munns, and Co., of No. 8, Old Jewry, Agents for Mr. Jas. Bassett, of Rochester, are the Solicitors acting in the bankruptcy.

John Gerlach Masch, formerly of West Cowes, Isle of Wight, then of No. 12, Thorne-street, Wandsworth-road, in the county of Surrey, afterwards of No. 20, Gladstone-terrace, Battersea Park, in the county of Surrey, now of No. 30, Moor Park-road, Fulham, in the county of Middlesex, late Clerk to a Shipping Agent, now out of employment, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1869, is hereby required to surrender himself to William Powell Murray, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. F. W. Denny, of No. 55, Coleman-street, is the Solicitor acting in the bankruptcy.

Thomas William Clay, of No. 40, Pool-road, Well-street, South Hackney, late of No. 375, Hackney-road, both in the county of Middlesex, Statuary Mason, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1869, is hereby required to surrender himself to William Powell Murray, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. Thos. Beard, of No. 10, Basinghall-street, is the Solicitor acting in the bankruptcy.

Samuel Squires, late of No. 159, Mile End-road, and No. 2, Waterloo-terrace, Commercial-road, both in the county of Middlesex, Cheesemonger, but now of No. 51, Saint Paul's-road, Bow Common, in the said county of Middlesex, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1869, is hereby required to surrender himself to William Powell Murray, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Carter and Bell, of No. 102, Leadenhall-street, are the Solicitors acting in the bankruptcy.

Charles Powell, of No. 44, Duke-street, Lincoln's-inn-fields, in the county of Middlesex, Cheesemonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1869, is hereby required to surrender himself to William Powell Murray, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. Josh. Perry, of No. 2, Guildhall-chambers, Basinghall-street, is the Solicitor acting in the bankruptcy.

John Hubbard, of No. 6, Wilton-road, Shepherd's Bush, in the county of Middlesex, formerly of Alton-road, Hammersmith, in the said county of Middlesex, Grocer and Cheesemonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1869, is hereby required to surrender himself to William Powell Murray, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. H. Webster, of

No. 10, Basinghall-street, is the Solicitor acting in the bankruptcy.

William Etheridge, of No. 28, Croft-street, Lower-road, Deptford, in the county of Kent, Carpenter and Builder, before then of No. 14, Bush-road, Deptford Old Lower-road, in the county of Surrey, Carpenter and Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1869, is hereby required to surrender himself to William Powell Murray, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Hicklip and Washington, of No. 1, Trinity-squares, Borough, is the Solicitor acting in the bankruptcy.

Joshua Arno, residing in apartments at No. 30, Morpeth-road, South Hackney, in the county of Middlesex, General Dealer, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of November, 1869, is hereby required to surrender himself to William Powell Murray, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. J. B. Fenton, of Paragon-road, Hackney, is the Solicitor acting in the bankruptcy.

William Patrick O'Connor, late of No. 6, Hackett-terrace, Park-road, Peckham, previous of No. 22, Parish-street, Horsleydown, and carrying on business firstly at Brunswick-court, and latterly at No. 15, Magdalen-street, Horsleydown aforesaid, all in the county of Surrey, Town Carman, a Prisoner for Debt in Horsemonger-lane Gaol, Surrey, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at the Prison aforesaid, on the 17th day of November, 1869, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, Basinghall-street, London, is hereby required to surrender himself to Philip Henry Pepsys, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee.

John Gale, late of No. 121, Copenhagen-street, Islington, in the county of Middlesex, Grocer and General Dealer, a Prisoner for Debt in the County Gaol at Northampton, in the county of Northampton, having been adjudged bankrupt by a Registrar of the County Court of Northamptonshire holden at Northampton, attending at the Prison aforesaid, on the 13th of November, 1869, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, Basinghall-street, London, is hereby required to surrender himself to Philip Henry Pepsys, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman street, London, is the Official Assignee.

Sarah Webster (Widow), of No. 118, Tachbrook-street, Finsbury, Middlesex, not of any business or occupation, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in forma pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1869, is hereby required to surrender herself to Philip Henry Pepsys, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman street, London, is the Official Assignee, and Mr. J. Lawrence, of No. 50, Lincoln's Inn-fields, London, is the Solicitor acting in the bankruptcy.

John Hatcher, late of the George Inn, Preston-street, Faversham, in the county of Kent, Licensed Victualler, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in forma pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1869, is hereby required to surrender himself to Philip Henry Pepsys, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at one in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. Hicks, of No. 6, Coleman-street, London, is the Solicitor acting in the bankruptcy.

John Grey, of No. 92, High-street, Poplar, in the county of Middlesex, Hatter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 18th day of November, 1869, is hereby required to surrender himself to Philip Henry Pepys, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. F. W. Hilleary, of No. 32, Crutched-friars, is the Solicitor acting in the bankruptcy.

Richard Gutteridge, of No. 38, Osnaburgh-street (lately called and described as No. 1, Osnaburgh-place), Mar, lebone-road, in the county of Middlesex, Surgeon, lately carrying on business there in copartnership with Isaac Baker Brown, and previously carrying on the said profession at No. 25, London-road, Leicester, in the county of Leicester, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 19th day of November, 1869, is hereby required to surrender himself to Philip Henry Pepys, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. C. M. Collett, of No. 5, Bloomsbury-square, is the Solicitor acting in the bankruptcy.

James Barney, of Chalvey, near Slough, in the county of Buckingham, Baker, Coal, and Corn Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 19th day of November, 1869, is hereby required to surrender himself to Philip Henry Pepys, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. H. W. Burt, of No. 5, Guildhall-chambers, E.C., is the Solicitor acting in the bankruptcy.

Alfred Langford Cooper, late of Frederick House, St. Martin's-road, Stockwell, in the county of Surrey, but now of No. 3, St. Lawrence-terrace, Dallywell-road, Stockwell aforesaid, Commercial Traveller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th of November, 1869, is hereby required to surrender himself to Philip Henry Pepys, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Keene and Co., 77, Lower Thames-street, London, are the Solicitors acting in the bankruptcy.

Thomas Blundell, of No. 2, Alpine-terrace, Forest-hill, in the county of Kent, Dairyman, Cheesemonger, Poulterer, and Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 19th day of November, 1869, is hereby required to surrender himself to Philip Henry Pepys, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. J. Cann, of No. 51, Lincoln's-Inn-Fields, is the Solicitor acting in the bankruptcy.

Zecharian Hammond, of No. 37, Old Saints-road, Notting-hill, in the county of Middlesex, House Decorator, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of November, 1869, is hereby required to surrender himself to Philip Henry Pepys, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. J. Berridge, of No. 34, High-street, Marylebone, is the Solicitor acting in the bankruptcy.

Samuel Prior Mount, of No. 30, Pulross-road, Stockwell, in the county of Surrey, Warehouseman's Assistant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of November, 1869, is hereby required to surrender himself to Philip Henry Pepys, Esq., a Registrar of the said Court, at the first meeting of cre-

ditors to be held before the said Registrar, on the 10th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. E. Plunkett, of No. 17, King-street, Cheapside, is the Solicitor acting in the bankruptcy.

Joseph Balls, late of No. 62, Prebend-street, Arlington-square, Islington, in the county of Middlesex, General-shop Keeper, and now of No. 4, Fivefoot-lane, Thames-street, in the city of London, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 22nd day of November, 1869, is hereby required to surrender himself to Philip Henry Pepys, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. J. Long, of No. 3, Queen-street, Charles-square, Hoxton, is the Solicitor acting in the bankruptcy.

Matthew Beattie Grandy, of The Ship Hotel, George-street, Woolwich, in the county of Kent, Assistant Paymaster in the Royal Navy, formerly of Her Majesty's Ship The Victory, then of Her Majesty's Ship The Torch, then of Her Majesty's Ship The Madissa, and now of Her Majesty's Ship The Salamanda, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1869, is hereby required to surrender himself to Philip Henry Pepys, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. S. Scott, of No. 28a, Basinghall-street, London, is the Solicitor acting in the bankruptcy.

Archibald Edward Barnes, of No. 5, Crowndale-road, Saint Pancras, in the county of Middlesex, Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 18th day of November, 1869, is hereby required to surrender himself to Philip Henry Pepys, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. G. Cordwell, of No. 22, College-hill, London, is the Solicitor acting in the bankruptcy.

William Woods, late of No. 430, Oxford-street, and now of No. 32, Poland-street, Oxford-street, in the county of Middlesex, Ham and Tongue Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd of November, 1869, is hereby required to surrender himself to Philip Henry Pepys, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. E. Hayward, of No. 7, Poultry, E.C., is the Solicitor acting in the bankruptcy.

Thomas Grimes, of No. 55, Artillery-place, Woolwich, Kent, Watchmaker and Jeweller, before then of Richmond-grove, Barnsbury, Middlesex, in no business of employ, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd of November, 1869, is hereby required to surrender himself to Philip Henry Pepys, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Lewis and Lewis, of Ely-place, Holborn, are the Solicitors acting in the bankruptcy.

Francis Northcote, of No. 2, Pentonville-road, in the county of Middlesex, Tobaccoist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1869, is hereby required to surrender himself to Philip Henry Pepys, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. T. Barker, of No. 15, Gray's-inn-square, London, is the Solicitor acting in the bankruptcy.



John Brookfield, late of No. 11, Brondesbury-terrace, Kilburn, in the county of Middlesex, Boot and Shoe Maker, but now of No. 187, Carlton-road, Kilburn aforesaid, out of occupation, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd of November, 1869, is hereby required to surrender himself to Philip Henry Pepps, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. H. B. Pain, of No. 163, Marylebone road, London, is the Solicitor acting in the bankruptcy.

Joseph Reeves, late of No. 630, Old Kent-road, and having stables at the back of the Prince of Wales Tavern, Old Kent-road aforesaid, in the county of Surrey, Bone and Fat Collector and Marine Store Dealer, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at Horsemonger-lane Prison, on the 17th day of November, 1869, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London aforesaid, is hereby required to surrender himself to the Registrar of the said Court, acting in the prosecution of the said Bankruptcy, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at one o'clock in the afternoon precisely at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee.

Roseanna Cracknell, late of No. 86, Queen's-crescent, Haverstock-hill, in the county of Middlesex, Butcher, a married woman, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at Whitecross-street Prison, on the 18th day of November, 1869, and the adjudication being directed to be prosecuted at the Court of Bankruptcy in London aforesaid, is hereby required to surrender herself to the Registrar of the said Court, acting in the prosecution of the said Bankruptcy, at the first meeting of creditors to be held before the said Registrar, on the 13th of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee.

Henry Cory, late of No. 1, Commerce-road, Tottenham, and carrying on business at No. 9, Dyer's-buildings, Holborn, both in the county of Middlesex, Commission Agent, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at Whitecross-street Prison, on the 18th day of November, 1869, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, London aforesaid, is hereby required to surrender himself to the Registrar of the said Court, acting in the prosecution of the said Bankruptcy, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at two in the afternoon precisely, at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee.

Jean New, late of the New York Hotel, Nos. 1 and 2, Leicester-street, Leicester square, in the county of Middlesex, Hotel Keeper, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at Whitecross-street Prison, on the 18th day of November, 1869, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, London aforesaid, is hereby required to surrender himself to the Registrar of the said Court, acting in the prosecution of the said Petition, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee.

Frederick James Walter, of No. 7, James-street, Marlboro-road, Chelsea, previously of No. 47, Fulham-road, Brompton, previously of No. 327, King's-road, Chelsea, all in the county of Middlesex, Boot Maker, now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, Whitecross-street, in the city of London, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in forma pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1869, is hereby required to surrender himself to James Bigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. J. Lawrence, of No. 50, Lincoln's-inn-fields, is the Solicitor acting in the bankruptcy.

Charles McLean, of No. 106, Bridge-road, West Battersea, in the county of Surrey, Carver and Gilder and Looking Glass Maker, having been adjudged bankrupt under a

Judgment Debtor Summons, sued out of Her Majesty's Court of Bankruptcy, in London, on the 27th day of October, 1869, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 15th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Green and Hall, of No. 20, Moorgate-street, are the Solicitors acting in the bankruptcy.

Elizabeth Tripp (known and trading as Emma Tripp), of No. 70, Bermondsey-street, Southwark, in the county of Surrey, Upholstress, a Widow, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 17th day of November, 1869, is hereby required to surrender himself to the Registrar of the said Court, acting in the prosecution of the said Petition, at the first meeting of creditors to be held before the said Registrar, on the 6th of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. Cooke, of No. 2, Gresham-buildings, Basinghall-street, is the Solicitor acting in the bankruptcy.

James Stapleton Adams, of No. 5, Elizabeth-terrace, Fort-road, St. James-road, Bermondsey, previously of Blue Anchor-lane, Bermondsey aforesaid, and previously of No. 2, Drummond's-road, Bermondsey aforesaid, all in Surrey, Wharfinger's Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 18th day of November, 1869, is hereby required to surrender himself to the Registrar of the said Court, acting in the prosecution of the said Petition, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. A. S. Godfrey, of No. 12, Hatton-garden, is the Solicitor acting in the bankruptcy.

James Roger Dart, of the Southampton Arms, Nine Elms-lane, Vauxhall, Surrey, carrying on business there in partnership with Francis James Hobbs, under the firm of Hobbs and Dart, as Licensed Victuallers, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 19th day of November, 1869, is hereby required to surrender himself to the Registrar of the said Court, acting in the prosecution of the said Petition, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. C. V. Lewis, of No. 61, Cheapside, is the Solicitor acting in the bankruptcy.

Thomas Richard Hallett, of the Roebuck Tavern, Leader-street, Chelsea, in the county of Middlesex, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 19th day of November, 1869, is hereby required to surrender himself to the Registrar of the said Court, acting in the prosecution of the said Petition, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Lawrance and Co., of No. 14, Old Jewry-chambers, are the Solicitors acting in the bankruptcy.

George Mibill Burton, of No. 7, Bridge-foot, Southtown, in the county of Suffolk, Cabinet Maker and Upholsterer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th of November, 1869, is hereby required to surrender himself to the Registrar of the said Court, acting in the prosecution of the said Petition, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven in the forenoon precisely, at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Cowdell and Grundy, of No. 26, Hudge-row, are the Solicitors acting in the bankruptcy.

James Kirkpatrick, of No. 3, Abbey-road West, St. John's-road West, St. John's Wood, General-shop Keeper, and late of No. 15, Grosvenor-road, St. John's Wood, both in the county of Middlesex, Cheesemonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd of November, 1869, is hereby required to surrender himself to the Registrar of the said Court, acting in the prosecution of the said Petition, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven

o'clock in the forenoon precisely, at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. F. D. Rigby, of No. 17, Great-hay-street, is the Solicitor acting in the bankruptcy.

Richard Harris Wilshire, late of Nos. 1 and 2, Market-place, Devons-road, Bromley, in the county of Middlesex, and of Beacon-tree-heath Mills, Dagenham, in the county of Essex, Miller, Baker, and Corn Chandler, now of No. 9, St. Ann's-road, Mile-end, in the said county of Middlesex, and lodging at Navestock, in the county of Essex, in the employ of a Miller there as a Journeyman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1869, is hereby required to surrender himself to the Registrar of the said Court acting in the prosecution of the said Petition, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. T. Angell, of Guildhall-yard, is the Solicitor acting in the bankruptcy.

Abraham Davies, of Wheely Down Farn, Warnford, near Bishops' Waltham, in the county of Southampton, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd of November, 1869, is hereby required to surrender himself to the Registrar of the said Court, acting in the prosecution of the said Petition, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. J. G. Watson, of No. 81, Basinghall-street, is the Solicitor acting in the bankruptcy.

Stephen Thomas, of Prospect-place, Uxbridge-road, Ealing, in the county of Middlesex, Carman and Contractor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1869, is hereby required to surrender himself to the Registrar of the said Court, acting in the prosecution of the said Petition, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. Philp, of No. 5, Pancras-lane, and Hayes, is the Solicitor acting in the bankruptcy.

Richard Holloway, formerly of No. 138, Minories, in the city of London, Naturalist and Furrier, and now of No. 71, Regent's-park-road, Crank Farm, in the county of Middlesex, Tobaccoist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1869, is hereby required to surrender himself to the Registrar of the said Court, acting in the prosecution of the said Petition, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. G. T. Steadman, of No. 98, London-wall, is the Solicitor acting in the bankruptcy.

Thomas Shutter Boys, of No. 15, King's College-road, Hampstead, in the county of Middlesex, Artist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1869, is hereby required to surrender himself to the Registrar of the said Court, acting in the prosecution of the said Petition, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. A. D. Smith, of No. 27, Great James-street, Bedford-row, is the Solicitor acting in the bankruptcy.

Jacob Schiller and Samuel Strouse, both of No. 305, Cambridge-road, Hackney-road, in the county of Middlesex, Copartners, out of business, late of Saint Paul-street, Montreal, Canada, trading in copartnership as Leather Dealers, the said Jacob Schiller previously carrying on business alone at Courland-street, New York, in the United States of America, before then of No. 10, Cambridge-road, Hackney, in the said county of Middlesex, as Boot and Shoe Manufacturers, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1869, are hereby required to surrender themselves to the Registrar of the said Court, acting in the prosecution of the said Petition, at the first meeting of creditors to be held before the said Registrar, on the

13th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Peter Paget, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. A. J. Murray, of No. 20, Great St. Helen's, is the Solicitor acting in the bankruptcy.

John Rowland Hill, of No. 224, Bristol-street, Birmingham, in the county of Warwick, late of No. 10, Bull Ring, Birmingham aforesaid, Baker and Confectioner, but now out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 24th day of November, 1869, is hereby required to surrender himself to Alfred Hill, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve of the clock at noon precisely, at the said Court, at Birmingham. Mr. George Kinnear, of Waterloo-street, Birmingham, is the Official Assignee, and Messrs. Hodgson and Son, of Birmingham, are the Solicitors acting in the bankruptcy.

John Goodall Warburton, of No. 73, Smallbrook-street, Birmingham, in the county of Warwick, Boot and Shoe Factor and Commission Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 22nd of November, 1869, is hereby required to surrender himself to Alfred Hill, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve at noon precisely, at the said Court, at Birmingham. Mr. George Kinnear, of Waterloo-rooms, Waterloo-street, Birmingham, is the Official Assignee, and Mr. Maher, of Birmingham, is the Solicitor acting in the bankruptcy.

Richard Carter, of the Queach, in the parish of Walford, in the county of Hereford, formerly residing in lodgings in the said parish, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 23rd day of November, 1869, is hereby required to surrender himself to Alfred Hill, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court, at Birmingham. Mr. George Kinnear, of Waterloo-rooms, Waterloo-street, Birmingham, is the Official Assignee, and Mr. S. Kyrme, of Ross, and Messrs. Reece and Harris, of Birmingham, are the Solicitors acting in the bankruptcy.

Christiana Chambers, of the Midland Hotel, Old-square, and of Licht-Id-street, Birmingham, in the county of Warwick, Hotel Keeper, Licensed Victualler, and Lamp and Chandelier Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 24th day of November, 1869, is hereby required to surrender himself to Owen Davies Tudor, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court, at Birmingham. Mr. George Kinnear, of Waterloo-rooms, Waterloo-street, Birmingham, is the Official Assignee, and Messrs. James and Griffin, of Birmingham, are the Solicitors acting in the bankruptcy.

Thomas Smith, of the parish of Welsh Newton, in the county of Hereford, Wood Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 25th day of November, 1869, is hereby required to surrender himself to Owen Davies Tudor, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court, at Birmingham. Mr. George Kinnear, of Waterloo-rooms, Waterloo-street, Birmingham, is the Official Assignee, and Mr. John Williams, of Monmouth, and Messrs. Hodgson and Son, of Birmingham, are the Solicitors acting in the bankruptcy.

John Somes, of Kirby Bellars, in the county of Leicester, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 22nd day of November, 1869, is hereby required to surrender himself to Owen Davies Tudor, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven of the clock in the forenoon precisely, at the said Court, at the Shirehall, Nottingham. Mr. John Harris, of Low-pavement, Nottingham, is the Official Assignee, and Mr. Frederic Lees, of Nottingham, is the Solicitor acting in the bankruptcy.

James Clark Keeton, formerly of Belper, in the county of Derby, Grocer, then of the same place, Sink-Maker, and now in lodgings at Mrs. Williamson's, Market-street-lane, in Belper aforesaid, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 23rd of November, 1869, is hereby required to surrender himself to Owen Davies Tudor, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Shirehall, Nottingham. Mr. John Harris, of Low-pavement, Nottingham, is the Official Assignee, and Mr. J. B. Smith, of Derby, is the Solicitor acting in the bankruptcy.

Henry Ormond, of Loughton, near Falkingham, in the county of Lincoln, Farmer and Valuer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 24th day of November, 1869, is hereby required to surrender himself to Owen Davies Tudor, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Shirehall, Nottingham. Mr. John Harris, of Low-pavement, Nottingham, is the Official Assignee, and Mr. W. F. Law, of Stamford, is the Solicitor acting in the bankruptcy.

Samuel Fewkes Langham, of Leicester, in the county of Leicester, Wholesale Boot and Shoe Manufacturer and Leather Merchant, and also lately carrying on business at No. 68, Gray's-inn-road, London, as a Boot and Shoe Dealer, under the name of Henry Jepson, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 24th day of November, 1869, is hereby required to surrender himself to Owen Davies Tudor, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Shirehall, Nottingham. Mr. John Harris, of Low-pavement, Nottingham, is the Official Assignee, and Messrs. James and Griffin, of Birmingham, are the Solicitors acting in the bankruptcy.

William Brent, of the Neptune Inn, Queen's-road Aberystwith, in the County of Cardigan, Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 24th day of November, 1869, is hereby required to surrender himself to the Honourable Montague Wilde, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar on the 8th day of December next, at eleven o'clock in the forenoon precisely, at the said Court at Bristol. Alfred John Acraman, Esq., of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. M. Brittan and Sons, of Bristol, are the Solicitors acting in the bankruptcy.

Jeremiah Forsdike, of the Northumberland Hotel, New Dock, Llanelli, in the county of Carmarthen, Licensed Victualler, Master Mariner, Ship Owner, and Potato Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 23rd day of November, 1869, is hereby required to surrender himself to the Honourable Montague Wilde, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Bristol. Alfred John Acraman, Esq., of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. H. H. Beekingham, of Bristol, is the Solicitors acting in the bankruptcy.

Lodwick Nichol Lodwick, of No. 45, Caroline-street, Cardiff, in the county of Glamorgan, Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 23rd day of November, 1869, is hereby required to surrender himself to the Honourable Montague Wilde, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Alfred John Acraman, Esq., of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. M. Morgan, of Cardiff, and Mr. H. H. Beekingham, of Bristol, are the Solicitors acting in the bankruptcy.

James Lewis Carey Ward, of No. 11, Bute-crescent, Cardiff, in the county of Glamorgan, Coal Merchant, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her

Majesty's Court of Bankruptcy for the Bristol District, on the 9th day of November, 1869, is hereby required to surrender himself to the Honourable Montague Wilde, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven of the clock in the forenoon precisely, at the said Court, at Bristol. Alfred John Acraman, Esq., of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. Press and Inskip, of Bristol, are the Solicitors acting in the bankruptcy.

Henry George Dale, of No. 3, Lisbon-terrace, Wells-road, and of No. 7, Green-street, in the city of Bath, in the county of Somerset, trading under the style of the Midland Tea and Provision Company, Tea Dealer and Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 22nd day of November, 1869, is hereby required to surrender himself to the Honourable Montague Wilde, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Alfred John Acraman, Esq., of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. Fussell and Prichard, of Bristol, are the Solicitors acting in the bankruptcy.

Joseph Tomlinson of Ossett, in the county of York, Cloth Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 22nd of November, 1869, is hereby required to surrender himself to a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven of the clock in the forenoon precisely, at the said Court, at Leeds. Mr. George Young, of Leeds, is the Official Assignee, and Mr. Joshua Stringer, of Ossett, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

Richard Amos, of Clifford-cum-Boston, in the county of York, Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 23rd of November, 1869, is hereby required to surrender himself to a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Leeds. Mr. George Young, of Leeds, is the Official Assignee, and Mr. John Richardson, of Harrogate, and Mr. William Clarke, of Leeds, are the Solicitors acting in the bankruptcy.

Josephus Pepper, of Bradford, in the county of York, late Clerk to John Pepper and Company, Carting Agents there, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 23rd day of November, 1869, is hereby required to surrender himself to a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Leeds. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. North and Sons, of Leeds, are the Solicitors acting in the bankruptcy.

Joseph Eilershaw Pepper, of Leeds, in the county of York, Carrier's Assistant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 23rd day of November, 1869, is hereby required to surrender himself to a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Leeds. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Richardson and Turner, of Leeds, are the Solicitors acting in the bankruptcy.

Henry Vipont Martiu, of Leeds, in the county of York, Cotton Spinner and Brick Maker, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 22nd of November, 1869, is hereby required to surrender himself to a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven in the forenoon precisely, at the said Court, at Leeds. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

Andrew Quash, of Grimsby, in the county of Lincoln, Smack Owner and Fish Dealer, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for

the Leeds District, attending at the Castle of York, on the 20th day of November, 1869, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Leeds District, is hereby required to surrender himself to a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court, at the Townhall, Kingston-upon-Hull. Mr. George Young, of Hull, is the Official Assignee.

James Freer Lundy, of Grimsby, in the county of Lincoln, Watchmaker, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Leeds District, attending at the Castle of York, on the 20th day of November, 1869, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Leeds District, is hereby required to surrender himself to a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the Townhall, Kingston-upon-Hull. Mr. George Young, of Hull, is the Official Assignee.

Edward Andreas George Peters, of Grimsby, in the county of Lincoln, Ale and Porter Merchant, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Leeds District, attending at the Castle of York, on the 20th of November, 1869, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Leeds District, is hereby required to surrender himself to a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court, at the Townhall, Kingston-upon-Hull. Mr. George Young, of Hull, is the Official Assignee.

Levi Heyhoe, of Great Grimsby, in the county of Lincoln, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 22nd day of November, 1869, is hereby required to surrender himself to a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court, at the Townhall, Kingston-upon-Hull. Mr. George Young, of Hull, is the Official Assignee, and Messrs. Stead and Sibree, of Hull, are the Solicitors acting in the bankruptcy.

Edward Graham Harris (sued as Edward George Harris), of No. 51, Mount Vernon-street, Liverpool, in the county of Lancaster, Grocer and Provision Dealer, and late a Prisoner for Debt in the Liverpool Borough Gaol, at Walton, in the county aforesaid, having been adjudged bankrupt by a Registrar of the Liverpool District Court of Bankruptcy, attending at the Gaol aforesaid, on the 18th day of November, 1867, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Liverpool District, at Liverpool, is hereby required to surrender himself to one of the Registrars of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee.

John Henry Tyrer, late of No. 11, Franklin-place, Whitefield-road, Everton, Liverpool, in the county of Lancaster, Wine Merchant and Publican, and late a Prisoner for Debt in the Liverpool Borough Gaol at Walton, having been adjudged bankrupt by a Registrar of the Liverpool District Court of Bankruptcy, attending at the Gaol aforesaid, on the 18th day of November, 1869, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Liverpool District, at Liverpool, is hereby required to surrender himself to one of the Registrars of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee.

Stephen Carr, late of No. 4, Roscommon street, Liverpool, in the county of Lancaster, Butcher, and late a Prisoner for Debt in the Liverpool Borough Gaol, at Walton, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Liverpool District, attending at the Gaol aforesaid, on the 18th day of November, 1869, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Liverpool District, at Liverpool, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven o'clock in the forenoon pre-

cisely, at the said Court, at Liverpool. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee.

Robert Williams, of Pant-y-llin-fach, in the parish of Llanwrst, in the county of Denbigh, Farmer and Cattle Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 24th day of November, 1869, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee, and Messrs. Evans and Lockett, of No. 15, Lomb-street, Liverpool, are the Solicitors acting in the bankruptcy.

Thomas Banks Swarbrick, of No. 10, Central Beach, Blackpool, in the county of Lancaster, Bookseller and Stationer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 22nd day of November, 1869, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at twelve o'clock at noon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee, and Mr. Martin Browne, of Cable-street, Liverpool, is the Solicitor acting in the bankruptcy.

John Thomas the younger, of Gwesfar, near Holywell, in the county of Flint, Provision Dealer and Shopkeeper, also at the same time carrying on business in the county of Chester, as a Builder and Contractor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 22nd of November, 1869, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at twelve o'clock at noon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee, and Mr. J. P. Cartwright, of Chester, is the Solicitor acting in the bankruptcy.

Thomas Ashurst, of Lock-street, Lammershead-green, Orrell, near Wigan, in the county of Lancaster, Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 22nd day of November 1869, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee, and Mr. Martin Browne, of Cable-street, Liverpool, is the Solicitor acting in the bankruptcy.

Henry Ellis Hughes, of the Queen's Hotel, Pensarn, Abergelle, in the county of Denbigh, Hotel Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 22nd day of November, 1869, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at twelve o'clock at noon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee, and Messrs. Brecherton and Son, of Oriel-chambers, Water-street, Liverpool, are the Solicitors acting in the bankruptcy.

Jonathan McIntyre, of No. 58, Blundell-street, Liverpool, in the county of Lancaster, Shipwright, and of the Royal Hotel, Childer Thornton, in the county of Chester, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 23rd day of November, 1869, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at twelve o'clock at noon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee, and Mr. C. C. Dean, of York-buildings, Dale-street, Liverpool, is the Solicitor acting in the bankruptcy.

Joshua Heap, late of Wool-road, Saddleworth, in lodgings, in the county of York, Tool Maker, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, having been ad-

Judged bankrupt by a Registrar of Her Majesty's Court of Bankruptcy for the Manchester District, attending at the Gaol at Lancaster, on the 18th of November, 1869, and the adjudication being directed to be prosecuted in the Court of Bankruptcy, at Manchester, is hereby required to surrender himself to David Cato Macrae, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Manchester. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-chambers, Manchester, is the Official Assignee.

Charles James Brown, now of Saint James'-chambers, South King-street, Manchester, in the county of Lancaster, Auctioneer, Mill Adviser, and Valuer, and formerly carrying on business, in partnership with David Alonzo Morris, at No. 13, South King-street, Manchester aforesaid, as Auctioneers, Mill Advisers, and Valuers, under the style or firm of D. Alonzo Morris and Brown, and during the whole time residing in lodgings at No. 52, Warwick-street, Hulme, within Manchester aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 22nd of November, 1869, is hereby required to surrender himself to Thomas George Fardell, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Manchester. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Messrs. Brett, Hankinson, and Co., of No. 62A, Lower King-street, Manchester, are the Solicitors acting in the bankruptcy.

Samuel Schofield, late of Oldham, in the county of Lancaster, Cotton Spinner, but now of Mold-green, Huddersfield, in the county of York, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 22nd day of November, 1869, is hereby required to surrender himself to Thomas George Fardell, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Manchester. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Messrs. Smith and Boyer, of Brazenose-street, Manchester, are the Solicitors acting in the bankruptcy.

William Wearden, late of Blackburn, in the county of Lancaster, but now of Chorley, in the said county, Omnibus, Hearse, and Mourning Coach Proprietor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 24th day of November, 1869, is hereby required to surrender himself to Thomas George Fardell, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Manchester. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Mr. Robert C. Radcliffe, of No. 25, Clayton-street, Blackburn, is the Solicitor acting in the bankruptcy.

William Benion, of Spring View, Lower Ince, near Wigan, in the county of Lancaster, Grocer and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 24th day of November, 1869, is hereby required to surrender himself to Thomas George Fardell, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Manchester. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Mr. James Gardner, of No. 45, Cross-street, Manchester, is the Solicitor acting in the bankruptcy.

John Edward Shaw, of No. 17, Albert-street, Lower Broughton, in the county of Lancaster, Commission Agent, previously of No. 27, Half-street, Manchester, in the said county, Beerseller, Furniture Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 22nd day of November, 1869, is hereby required to surrender himself to Thomas George Fardell, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at twelve of the clock at noon precisely, at the said Court, at Manchester. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Mr. James Gardner, of No. 45, Cross-street, Manchester, is the Solicitor acting in the bankruptcy.

cial Assignee, and Mr. James Gardner, of No. 45, Cross-street, Manchester, is the Solicitor acting in the bankruptcy.

Levi Louis and Gustavus Louis, both of Faulkner-street, in the city of Manchester, and of Bradford, in the county of York, Merchants and Copartners, trading under the firm of Louis and Son, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 22nd day of November, 1869, are hereby required to surrender themselves to Thomas George Fardell, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court, at Manchester. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Messrs. Sale, Shipman, Seddon, and Sale, of Manchester, are the Solicitors acting in the bankruptcy.

Samuel Cochran and James Parker, of Ormond-street, Chorlton-upon-Medlock, and late of Gloucester-street, both in the parish of Manchester, in the county of Lancaster, Joiners, Builders, Packing-case Makers, trading under the style or firm of Cochran, Parker, and Co., having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 19th day of November, 1869, are hereby required to surrender themselves to David Cato Macrae, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Manchester. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Messrs. Chapman and Roberts, of Manchester, are the Solicitors acting in the bankruptcy.

John Lee, of No. 24, Arlington-street, Salford, in the county of Lancaster, formerly of No. 4, Irwell-street, Salford aforesaid, Coal Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 13th day of November, 1869, is hereby required to surrender himself to David Cato Macrae, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Manchester. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Mr. Thomas Edward Jones, of No. 71, Princess-street, Manchester, is the Solicitor acting in the bankruptcy.

Ralph Garrett, formerly of Pelton, Innkeeper, afterwards of Birtley, both in the county of Durham, Butcher and Potato Dealer, having been adjudged bankrupt by the Registrar of the County Court of Durham, attending at Durham Gaol, on the 17th day of November, 1869, and the adjudication being directed to be prosecuted at the Newcastle-upon-Tyne District Court of Bankruptcy, is hereby required to surrender himself to William Sydney Gibson, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve of the clock at noon precisely, at the said Court, at Newcastle-upon-Tyne. Charles John Laidman, Esq., of Newcastle-upon-Tyne, is the Official Assignee, and Mr. J. T. Hoyle, of Newcastle-upon-Tyne, is the Solicitor acting in the bankruptcy.

Solomon Wilson, of Church-street, Blaydon-on-Tyne, in the county of Durham, and of No. 25, Marlborough-street, in the borough and county of Newcastle-upon-Tyne, Clothier, Draper, and Outfitter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Newcastle-upon-Tyne District, on the 22nd day of November, 1869, is hereby required to surrender himself to William Sydney Gibson, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Charles John Laidman, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. J. G. Joel, of Newcastle-upon-Tyne, is the Solicitor acting in the bankruptcy.

John Forster, of the Wellington Toll-bar, near Crook, in the county of Durham, residing at the Gate-house, Grindon, near Sunderland, in the said county, Toll Collector, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Newcastle-upon-Tyne District, on the 24th day of November, 1869, is hereby required to surrender himself to William Sydney Gibson, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve at noon precisely, at the said Court, at Newcastle-upon-Tyne.



upon-Tyne. Mr. Charles John Laidman, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. James Eglington, of Sunderland, is the Solicitor acting in the bankruptcy.

Thomas Lynch, of No. 84, Clive's-reet, North Shields, in the county of Northumberland, Tobaccoist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Newcastle-upon-Tyne District, on the 22nd of November, 1869, is hereby required to surrender himself to William Sydney Gibson, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court, at Newcastle-upon-Tyne. Mr. Charles John Laidman, of Newcastle-upon-Tyne, is the Official Assignee, and Messrs. W. L. Harle and Co., of Newcastle-upon-Tyne, are the Solicitors acting in the bankruptcy.

Joseph Henry Bridgewater, now and for two and a half years last past residing in lodgings at Mr. John Hands, No. 41, Price-street, Birmingham, in the county of Warwick, previously residing in No. 14 Court, Price-street, Birmingham aforesaid, Journeyman Brassfounder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 19th day of November, 1869, is hereby required to surrender himself to John Guest, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at ten of the clock in the forenoon precisely, at the said Court. John Guest, Esq., of Birmingham, is the Official Assignee, and Mr. Edwin Parry, of Bennett's-hill, Birmingham, is the Solicitor acting in the bankruptcy.

Henry Aston, of No. 6, Prospect-row, Birmingham, in the county of Warwick, Greengrocer and Fruiterer, and late Cab Proprietor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 10th day of November, 1869, is hereby required to surrender himself to John Guest, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at ten o'clock in the forenoon precisely, at the said Court. John Guest, Esq., of Birmingham, is the Official Assignee, and Mr. Charles H. Jagger, of Cannon-street, Birmingham, is the Solicitor acting in the bankruptcy.

William Malam the younger, of Marston, in the county of Chester, Salt Boiler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cheshire, holden at Northwich, on the 20th day of November, 1869, is hereby required to surrender himself to Mr. Christopher Cheshire, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at ten o'clock in the forenoon precisely, at the said Court Office, Northwich. The Registrar is the Official Assignee, and Mr. Algernon Fletcher, of Northwich, is the Solicitor acting in the bankruptcy.

Joseph Gough, at present in lodgings at Mrs. Meredith's, of Moxley, in the county of Stafford, out of employment, previously of High-street, Bilston, in the county aforesaid, Poulterer and Fish Dealer, and formerly of Darlaston, in the county aforesaid, trading as aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Walsall, on the 22nd day of November, 1869, is hereby required to surrender himself to the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 20th day of December next, at twelve of the clock at noon precisely, at the Court-house, Lichfield-street, Walsall. Mr. F. F. Clarke, of Walsall, is the Official Assignee, and Messrs. Thurstans and Cartwright, of Wolverhampton, are the Solicitors acting in the bankruptcy.

Thomas Halfhead, of North Bradley, near Trowbridge, in the county of Wiltshire, Schoolmaster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Wiltshire, holden at Trowbridge, on the 19th day of November, 1869, is hereby required to surrender himself to Frederick Webber, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Trowbridge. Frederick Webber, Esq., of Trowbridge, is the Official Assignee, and Walter Neave, Esq., of Luton, Bedfordshire, is the Solicitor acting in the bankruptcy.

John Patinson, of George-street, Wigton, in the county of Cumberland, Tailor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the

County Court of Cumberland, holden at Wigton, on the 20th day of November, 1869, is hereby required to surrender himself to Mr. John Norman Hodgson, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at ten o'clock in the forenoon precisely, at the said Court. The Registrar of the Court is the Official Assignee, and Mr. Robert Benson, of Wigton, is the Solicitor acting in the bankruptcy.

William Wingham, of Padibam, in the county of Lancaster, Boot and Shoe Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Burnley, on the 15th day of November, 1869, is hereby required to surrender himself to Henry Waddington Hartley, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at three o'clock in the afternoon precisely, at the County Court Office, Grimshawe-street, Burnley. The Registrar of the Court is the Official Assignee, and Messrs. Backhouse and Whittam, of Burnley, are the Solicitors acting in the bankruptcy.

James Riley, of Mill-lane, in the borough of Burnley, in the county of Lancaster, Cabinet Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Burnley, on the 22nd day of November, 1869, is hereby required to surrender himself to Henry Waddington Hartley, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 18th day of December next, at three o'clock in the afternoon precisely, at the County Court Office, Grimshawe-street, Burnley. The Registrar of the Court is the Official Assignee, and Messrs. Backhouse and Whittam, of Burnley, are the Solicitors acting in the bankruptcy.

George Randall, of Wallace Donnon, in the parish of Kinson, in the county of Dorset, Beerhouse Keeper and Labourer at Pottery Works, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Dorsetshire, holden at Poole, on the 20th day of November, 1869, is hereby required to surrender himself to Mr. Henry William Dickinson, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, at eleven o'clock in the forenoon precisely, at the Office of the Registrar, Fish-street, Poole. Mr. Henry William Dickinson, of Poole, is the Official Assignee, and Mr. Frank Herbert Tanner, of Wimborne, is the Solicitor acting in the bankruptcy.

Robert Wallace Farthing, formerly of Ferryhill Mill, in the township of Ferryhill, in the parish of Merrington, in the county of Durham, Farmer, Miller, and Flour Dealer, and now of Hallgarth Mill, in the parish of Pittington Hallgarth, in the said county of Durham, Farmer, Miller, and Flour Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Durham, holden at Durham, on the 18th day of November, 1869, is hereby required to surrender himself to Henry Greenwell, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Henry Greenwell is the Official Assignee, and Mr. William Marshall, of Durham, is the Solicitor acting in the bankruptcy.

Charles Edwin Richards, of No. 6, Cross-street, Portsea, Hunts, Plumber, Painter, and Glazier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Portsmouth, on the 23rd day of November, 1869, is hereby required to surrender himself to Mr. John Howard, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 16th day of December next, at twelve o'clock at noon precisely, at the said Court. The said Registrar is the Official Assignee, and Mr. James Stening, of Portsea, is the Solicitor acting in the bankruptcy.

William Grayson, of No. 42, Exchange-street West, Bolton, in the county of Lancaster, Saddler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Bolton, on the 24th day of November, 1869, is hereby required to surrender himself to Thomas Helton, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Mawdsley-street, Bolton. The said Registrar is the Official Assignee, and Messrs. Hall and Rutter, of Bolton, are the Solicitors acting in the bankruptcy.



Joseph Simpson, of New Red Lion-street, Colne, in the county of Lancaster, Grocer and Fruit Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Colne, on the 24th day of November, 1869, is hereby required to surrender himself to William James Carr, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at four o'clock in the afternoon precisely, at the said Court. The Registrar of the Court is the Official Assignee, and Mr. Francis Hartley, of Burnley, is the Solicitor acting in the bankruptcy.

John Hull, now and for one month last past residing at Huddlestone, near Over Darwen, Manager of Oil Baize Works, previously thereto and for seven months residing at No. 111, Clowes-street, West Gorton, out of business, and previously thereto and for four years residing at Hill Top, Little Hulton, near Bolton, all in the county of Lancaster, Manager of Oil Baize Works, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Manchester, on the 22nd day of November, 1869, is hereby required to surrender himself to Mr. Samuel Kay, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at half-past nine o'clock in the forenoon precisely, at the said Court, Nicholas-croft, Manchester. Mr. Samuel Kay, of Manchester, is the Official Assignee, and Mr. S. A. Orton, of Manchester, is the Solicitor acting in the bankruptcy.

Richard Millyard, of West Cowes, in the Isle of Wight, in the county of Hants, Shipwright, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Newport and Ryde, on the 22nd day of November, 1869, is hereby required to surrender himself to Mr. Frederick Blake, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Quay-street, Newport. Mr. Frederick Blake, of Newport, is the Official Assignee, and Mr. George Prince Joyce, of Newport, is the Solicitor acting in the bankruptcy.

Sarah Merwood, of High-street, Oakfield, in the Isle of Wight, in the county of Hants, Widow, Grocer and Baker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Newport and at Ryde, on the 4th day of November, 1869, is hereby required to surrender herself to Mr. Frederick Blake, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Quay-street, Newport. Mr. Frederick Blake, of Newport, is the Official Assignee, and Mr. William Jefferies Beckingsale, of Newport, is the Solicitor acting in the bankruptcy.

John King, of Longdown, Ventnor, in the Isle of Wight, Painter, Plumber, and Glazier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Newport and at Ryde, on the 23rd day of November, 1869, is hereby required to surrender himself to Mr. Frederick Blake, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at one o'clock in the afternoon precisely, at the County Court Office, Quay-street, Newport. Mr. Frederick Blake, of Newport, is the Official Assignee, and Mr. Thomas Hamilton Urry, of Ventnor, is the Solicitor acting in the bankruptcy.

Peter Whittle, of South Hylton, in the county of Durham, Tailor and Draper, having been adjudged bankrupt by the Registrar of the County Court of Durham, holden at Durham, attending at the Gaol at Durham, on the 17th day of November, 1869, and the adjudication being directed to be prosecuted in the County Court of Durham, holden at Sunderland, is hereby required to surrender himself to Robert Keate Alves Ellis, Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, foot of Union-street, Bishopwearmouth. The Registrar of the Court is the Official Assignee, and Mr. William Bell, of Sunderland, is the Solicitor acting in the bankruptcy.

William Parr, of Cosby, in the county of Leicester, Baker, heretofore residing at Cosby aforesaid, and carrying on business as a Farmer and Grazier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Leicestershire, holden at Leicester, on the 20th day of November, 1869, is hereby

required to surrender himself to Mr. Thomas Ingram, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at ten o'clock in the forenoon precisely, at the Registrar's Office, Friar-lane, Leicester. Mr. Thomas Ingram, of Leicester, is the Official Assignee, and Messrs. Miles, Gregory, and Houskell, of Canik-street, Leicester, are the Solicitors acting in the bankruptcy.

Joseph Conroy, now residing in lodgings at No. 15½, Vine-street, in the borough of Leicester, and carrying on business in Causeway-lane, in the said borough of Leicester, as a Boot and Shoe Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Leicestershire, holden at Leicester, on the 22nd day of November, 1869, is hereby required to surrender himself to Mr. Thomas Ingram, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at ten o'clock in the forenoon precisely, at the Registrar's Office, Friar-lane, Leicester. Mr. Thomas Ingram, of Leicester, is the Official Assignee, and Mr. Hiram Abiff Owston, of Friar-lane, Leicester, is the Solicitor acting in the bankruptcy.

Richard Maine, of No. 13, Dryden-street, Leicester, in the county of Leicester, Cab Proprietor and Furniture Remover, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Leicestershire, holden at Leicester, on the 20th day of November, 1869, is hereby required to surrender himself to Mr. Thomas Ingram, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at ten o'clock in the forenoon precisely, at the Registrar's Office, Friar-lane, Leicester. Mr. Thomas Ingram, of Leicester, is the Official Assignee, and Mr. Hiram Abiff Owston, of Friar-lane, Leicester, is the Solicitor acting in the bankruptcy.

Edwin Bunn, of Beaminster, in the county of Dorset, Gas Manager, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Dorsetshire, holden at Bridport, on the 11th day of November, 1869, is hereby required to surrender himself to Henry Augustus Templer, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at twelve o'clock at noon precisely, at the Registrar's Office, Rax-lane, Bridport. Henry Augustus Templer, Esq., of Bridport, is the Official Assignee, and William Hewett Manley, Esq., of Bridport, is the Solicitor acting in the bankruptcy.

Thomas Hebdon, of No. 36, Bridge-street, South Stockton, in the county of York, Greengrocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Durham, holden at Stockton-on-Tees and Middlesbrough, on the 23rd day of November, 1869, is hereby required to surrender himself to Timothy Crosby, Gentleman, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, Bridge-road, Stockton-on-Tees. The Registrar of the Court is the Official Assignee, and John Henry Draper, Esq., of Stockton, is the Solicitor acting in the bankruptcy.

Elisha Hill, of Stockton, in the county of Durham, Grocer's Assistant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Durham, holden at Stockton-on-Tees and Middlesbrough, on the 24th day of November, 1869, is hereby required to surrender himself to Timothy Crosby, Gentleman, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at half-past eleven in the forenoon precisely, at the said Court, Bridge-road, Stockton-on-Tees. The Registrar of the Court is the Official Assignee, and James Clemmet, Esq., junior, of Stockton, is the Solicitor acting in the bankruptcy.

Joel Thorpe, of High-green, Chapeltown, near Sheffield, in the county of York, Collier and Miner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Sheffield, on the 22nd day of November, 1869, is hereby required to surrender himself to William Wake and Thomas William Rodgers, the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrars, on the 9th day of December next, at one o'clock in the afternoon precisely, at the Office of the said Court, Bank-street, Sheffield. William Wake and Thomas William Rodgers are the Official Assignees, and Mr. W. J. Clegg, of Sheffield, is the Solicitor acting in the bankruptcy.

Thomas England Pettinger, of Brightside-lane, Sheffield, in the county of York, Joiner and Builder, lately trading in copartnership with Henry Hinchliffe, at Sheffield aforesaid, as Builders, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Sheffield, on the 24th day of November, 1869, is hereby required to surrender himself to William Wake and Thomas William Rodgers, the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at one o'clock in the afternoon precisely, at the Office of the said Court, Bank-street, Sheffield. William Wake and Thomas William Rodgers are the Official Assignees, and Messrs. Binney and Son, of Sheffield, are the Solicitors acting in the bankruptcy.

John William Benton Bailey, of Gedney, in the county of Lincoln, Coal Agent and Coal Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Holbeach, on the 12th day of August, 1869, is hereby required to surrender himself to Richard Caparn, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at ten o'clock in the forenoon precisely, at the said Court. Richard Caparn, Esq., of Holbeach, is the Official Assignee, and William Cammack, Esq., of Spalding, is the Solicitor acting in the bankruptcy.

Charles Edward Wilde, of No. 10, Priest-street, Higher Hillgate, in Stockport, in the county of Chester, Candle Wick Spinner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cheshire, holden at Stockport, on the 19th of November, 1869, is hereby required to surrender himself to Henry Coppock, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 17th day of December next, at twelve o'clock at noon precisely, at the said Court. Henry Coppock, Esq., of Stockport, is the Official Assignee, and Mr. James Marsh, of No. 5, Vernon-street, Stockport, is the Solicitor acting in the bankruptcy.

Thomas Joseph Walker, of No. 78, Soho-street, Liverpool, in the county of Lancaster, Assistant to a Pork Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Liverpool, on the 6th of November, 1869, is hereby required to surrender himself to Henry Hime, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at two o'clock in the afternoon precisely, at the said Court, No. 80, Lime-street, Liverpool. Mr. Henry Hime, of No. 80, Lime-street, Liverpool, is the Official Assignee, and Mr. Thomas Lupton, of No. 41, Lord-street, Liverpool, is the Solicitor acting in the bankruptcy.

Ralph Knight, late of No. 174, Brownlow-hill, Liverpool, in the county of Lancaster, Ironmonger, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, in the said county, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Manchester District, attending at the said Prison, on the 18th day of November, 1869, and the adjudication being directed to be prosecuted in the County Court of Lancashire, holden at Liverpool, is hereby required to surrender himself to Henry Hime, Esq., the Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at three o'clock in the afternoon precisely, at the said Court, at No. 80, Lime-street, Liverpool. Mr. Henry Hime, of No. 80, Lime-street, Liverpool, is the Official Assignee.

James Haythorn, late of Anson-street, Liverpool, in lodgings, in the county of Lancaster, Commission Agent, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, in the said county, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Manchester District, attending at the said Prison, on the 18th day of November, 1869, and the adjudication being directed to be prosecuted in the County Court of Lancashire, holden at Liverpool, is hereby required to surrender himself to Henry Hime, Esq., the Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at three o'clock in the afternoon precisely, at the said Court, No. 80, Lime-street, Liverpool. Mr. Henry Hime, of No. 80, Lime-street, Liverpool, is the Official Assignee.

George Stanton, late of Berwick-street, Liverpool, in the county of Lancaster, Builder, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, in the said county, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Manchester District, attending at the said prison on the 18th day of November, 1869, and the adjudication being directed to be prosecuted in the county Court of Lancashire, holden at Liverpool, is hereby re-

quired to surrender himself to Henry Hime, Esq., the Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at three o'clock in the afternoon precisely, at the said Court, No. 80, Lime-street, Liverpool. Mr. Henry Hime, of No. 80, Lime-street, Liverpool, is the Official Assignee.

Thomas Bullard, of Old Basford, in the county of Nottingham, Journeyman Bleacher, and formerly of Lincoln-street, in the same place, Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Nottinghamshire, holden at Nottingham, on the 20th day of November, 1869, is hereby required to surrender himself to Edwin Patchitt, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 22nd day of December next, at half-past ten o'clock in the forenoon precisely, at the Shirehall, Nottingham. Edwin Patchitt, Esq., of Nottingham, is the Official Assignee, and Mr. Frederick Lees, of Nottingham, is the Solicitor acting in the bankruptcy.

William Brookes, in lodgings at the Royal Hotel, Lister-gate, previously at the Clinton Arms, Shakespeare-street, both in the town of Nottingham, Commercial Traveller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Nottinghamshire, holden at Nottingham, on the 23rd day of November, 1869, is hereby required to surrender himself to Edwin Patchitt, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 22nd day of December next, at half-past ten o'clock in the forenoon precisely, at the Shirehall, Nottingham. Edwin Patchitt, Esq., of Nottingham, is the Official Assignee, and Mr. George Belk, of Nottingham, is the Solicitor acting in the bankruptcy.

Henry Robert Messor (trading as Henry Messor), of No. 53, Hanover-terrace, Brighton, Sussex, Greengrocer and Dairyman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Sussex, holden at Brighton, on the 22nd day of November, 1869, is hereby required to surrender himself to Ewen Evershed, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Ewen Evershed, Esq., of Church-street, Brighton, is the Official Assignee, and Anthony Runnacles, Esq., of No. 11, Union-street, Ship-street, Brighton, is the Solicitor acting in the bankruptcy.

George Hunter, of Mabgate-green, Leeds, in the county of York, Sawyer and Joiner and Wood Turner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 23rd day of November, 1869, is hereby required to surrender himself to Mr. Thomas Marshall, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Messrs. Granger and Son, of Leeds, are the Solicitors acting in the bankruptcy.

Thomas Walker, of Hunslet, in the parish of Leeds, in the county of York, Boot and Shoe Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 22nd day of November, 1869, is hereby required to surrender himself to Mr. Thomas Marshall, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Mr. A. M. Bateson, of Harrogate, is the Solicitor acting in the bankruptcy.

James Whitaker, of Armley, near Leeds, in the county of York, Shoemaker, late of the Nelson Hotel, Armley aforesaid, Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 18th day of November, 1869, is hereby required to surrender himself to Mr. Thomas Marshall, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Messrs. Granger and Son, of Leeds, are the Solicitors acting in the bankruptcy.

Edward Boocock, of Leeds, in the county of York, Baker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 23rd day of November, 1869,

is hereby required to surrender himself to Mr. Thomas Marshall, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor acting in the bankruptcy.

Henry Barkby, of No. 11, Christopher-street, in Leeds, in the county of York, carrying on business as a Boot-maker, at No. 60, England-street, in Leeds aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 22nd day of November, 1869, is hereby required to surrender himself to Mr. Thomas Marshall, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at twelve o'clock at noon precisely, at the Court. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Mr. William Ward, of Leeds, is the Solicitor acting in the bankruptcy.

John William Atkinson, of Wordsworth-street, Kirkstall-road, Leeds, in the county of York, Mason and Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 23rd day of November, 1869, is hereby required to surrender himself to Mr. Thomas Marshall, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Mr. Charles Whiteley, of Leeds, is the Solicitor acting in the bankruptcy.

Joseph Jefferies, of High-street, Tredworth, near the city, but in the county of Gloucester, Furniture Broker, Hay, Straw, and Coal Dealer, and Corn Porter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Gloucestershire, holden at Gloucester, on the 23rd day of November, 1869, is hereby required to surrender himself to Mr. Frederick Wilton, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at twelve at noon precisely, at the County Court Office, Gloucester. Mr. Frederick Wilton, of Gloucester, is the Official Assignee, and Mr. P. J. W. Cooke, of Gloucester, is the Solicitor acting in the bankruptcy.

James Dearing, of Brundish, in the county of Suffolk, Shoemaker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Suffolk, holden at Framlingham and Saxmundham, on the 23rd of November, 1869, is hereby required to surrender himself to Mr. Charles Clabbe, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Framlingham. The Registrar of the said Court is the Official Assignee, and Mr. John Cuthbert Shafto, of Framlingham, is the Solicitor acting in the bankruptcy.

John Wilson, late of the Angel Inn, Bitterne, in the county of Southampton, Inkeeper and Boiler Maker, and now of No. 98, Saint Andrew's-road, in the town and county of Southampton, Boiler Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Southampton, on the 24th day of November, 1869, is hereby required to surrender himself to Mr. A. S. Thorndike, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. A. S. Thorndike is the Official Assignee, and Mr. H. E. Guy, of Portland-street, Southampton, is the Solicitor acting in the bankruptcy.

Samuel Davenport, at present lodging at the Brown Jug Inn, Sandbeds, near Willenhall, in the county of Stafford, formerly Licensed Victualler at the Brown Jug aforesaid, and now Journeyman Key Filer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Wolverhampton, on the 22nd day of November, 1869, is hereby required to surrender himself to Charles Gallimore Brown, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at twelve o'clock at noon precisely, at the said Court. Charles Gallimore Brown, Esq., of Wolverhampton, is the Official Assignee, and B. T. Cartwright, Esq., of Wolverhampton, is the Solicitor acting in the bankruptcy.

Thomas Roberts, of Church-street, Llangollen, in the county of Denbigh, Painter and Glazier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Denbighshire, holden at Wrexham and Llangollen, on the 22nd day of November, 1869, is hereby required to surrender himself to Augustus Henry Reid, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at twelve of the clock at noon precisely, at the said Court. Augustus Henry Reid, Esq., is the Official Assignee, and William Sherratt, Esq., of Wrexham, is the Solicitor acting in the bankruptcy.

Llywelyn Parry, of Afonwen, in the parish of Ysceiog, in the county of Flint, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Flintshire, holden at Holywell, on the 23rd day of November, 1869, is hereby required to surrender himself to Samuel Williamson, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven of the clock in the forenoon precisely, at the said Court. Samuel Williamson, Esq., of Holywell, is the Official Assignee, and William Davies, Esq., of Holywell, is the Solicitor acting in the bankruptcy.

George Bedford Kitchin, of High-street, East Dereham, in the county of Norfolk, Cabinet Maker, Upholsterer, and Dealer in Furniture, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Norfolk, holden at East Dereham, on the 22nd day of November, 1869, is hereby required to surrender himself to Mr. George Halcott Cooper, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, East Dereham. Mr. George Halcott Cooper, of East Dereham, is the Official Assignee, and Mr. James Saunders, of East Dereham, is the Solicitor acting in the bankruptcy.

Thomas Watson, of Alwick, in the county of Northumberland, Cooper and Eating-house Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northumberland, holden at Alwick, on the 23rd day of November, 1869, is hereby required to surrender himself to John Atkinson Wilson, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at two o'clock in the afternoon precisely, at the County Court Office, Alwick. John Atkinson Wilson, of Alwick, is the Official Assignee, and George Wilson Busby, of Alwick, is the Solicitor acting in the bankruptcy.

Thomas Jones, of No. 71, Dudley-street, Walsall, in the county of Stafford, in lodgings, out of business, and late of Saint James's Concert-hall, Walsall aforesaid, Licensed Victualler and Concert-hall Proprietor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Walsall, on the 24th day of November, 1869, is hereby required to surrender himself to the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 20th day of December next, at twelve of the clock at noon precisely, at the Court-house, Lichfield-street, Walsall. Mr. F. F. Clarke, of Walsall, is the Official Assignee, and Messrs. Duignan, Lewis, and Lewis, of Walsall, are the Solicitors acting in the bankruptcy.

Joseph Hadley, of No. 61, James-street, Walsall, in the county of Stafford, Bridle Bit Maker, previously thereto of the Forresters' Arms, No. 4, Profit-street, Walsall, Retailer of Beer and Bridle Bit Maker, previously thereto of the Miners' Arms, Leamore-lane, Bloxwich, in the said county of Stafford, Retailer of Beer and Bridle Bit Maker, and previously thereto of the Union Inn, Bloxwich aforesaid, Retailer of Beer and Bridle Bit Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Walsall, on the 23rd day of November, 1869, is hereby required to surrender himself to Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 20th day of December next, at twelve o'clock at noon precisely, at the Court-house, Lichfield-street, Walsall. Mr. F. F. Clarke, of Walsall, is the Official Assignee, and Mr. John Glover, of Walsall, is the Solicitor acting in the bankruptcy.

John Masom, of Yardley Gobion, in the county of Northampton, formerly a Carrier and Dairyman, and now out of business, and in lodgings, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northamptonshire, holden at Towcester, on the 23rd of November, 1869, is hereby required to sur-

render himself to Mr. William Whitton, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at ten o'clock in the forenoon precisely, at the said Court. Mr. William Whitton, of Towcester, is the Official Assignee, and Mr. Robert White, of Northampton, is the Solicitor acting in the bankruptcy.

Henry Osborn, of the White Hart Inn, Rugby, in the county of Warwick, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Rugby, on the 23rd day of November, 1869, is hereby required to surrender himself to William Hubbard, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. William Hubbard, Esq., of Rugby, is the Official Assignee, and Mr. Robert White, of Northampton, is the Solicitor acting in the bankruptcy.

Mary Atkins, of Crick, in the county of Northampton, Widow, Licensed Victualler, Baker, and Retail Flour Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Rugby, on the 24th day of November, 1869, is hereby required to surrender herself to William Hubbard, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 14th day of December next, at eleven in the forenoon precisely, at the said Court. William Hubbard, Esq., of Rugby, is the Official Assignee, and Joseph Homer, Esq., of Coventry, is the Solicitor acting in the bankruptcy.

Thomas Holmes, of Saint Paul's-road, Tranmere, in the county of Chester, Architect, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cheshire, holden at Birkenhead, on the 22nd day of November, 1869, is hereby required to surrender himself to James Wason, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at ten o'clock in the forenoon precisely, at the said Court. James Wason, Esq., of Birkenhead, is the Official Assignee, and T. M. Downham, Esq., of Birkenhead, is the Solicitor acting in the bankruptcy.

Ellen Whitney, of No. 3, Lower Ivy-street, Birkenhead, in the county of Chester, Leather Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cheshire, holden at Birkenhead, on the 22nd day of November, 1869, is hereby required to surrender himself to James Wason, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at ten o'clock in the forenoon precisely, at the said Court. James Wason, Esq., of Birkenhead, is the Official Assignee, and R. Anderson, Esq., of Birkenhead, is the Solicitor acting in the bankruptcy.

Samuel Williams, of the borough of Bodmin, in the county of Cornwall, Builder and Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cornwall, holden at Bodmin, on the 24th day of November, 1869, is hereby required to surrender himself to John Bassett Collins, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 18th day of December next, at ten o'clock in the forenoon precisely, at the said Court. John Bassett Collins, of Bodmin, is the Official Assignee, and John Richard Collins, of Bodmin, is the Solicitor acting in the bankruptcy.

Daniel Davies, of Llwynfynwent, in the parish of Llan-gammarch, in the county of Brecon, Servant in Husbandry in the employ of John Jones, of Llwynfynwent aforesaid, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Brecknockshire, holden at Builth, on the 23rd day of November, 1869, is hereby required to surrender himself to John George Llewellyn, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at half-past twelve o'clock in the afternoon precisely, at the County Court Office, Builth. Mr. John George Llewellyn, of Builth, is the Official Assignee, and Mr. Bonnell Bishop, of the firm of Bishop and Son, of Brecon, are the Solicitors acting in the bankruptcy.

George Smart, late of Caroline-street, Cardiff, in the county of Glamorgan, Publican, having been adjudged bankrupt by the Registrar of the County Court of Glamorganshire, attending at the Cardiff Gaol, on the 14th day of August, 1863, is hereby required to surrender himself to Robert Francis Langley, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at

eleven o'clock in the forenoon precisely, at the County Court Office, Saint Mary-street, Cardiff. Mr. Robert Francis Langley, of Saint Mary-street, Cardiff, is the Official Assignee, and Mr. Morgan Morgan, of Saint Mary-street, Cardiff, is the Solicitor acting in the bankruptcy.

Richard Williamson, of No. 26, Woden-street, Ordsall-lane, Salford, previously thereto of City-road, Hulme, previously thereto of No. 32, Camden-street, Hulme, previously thereto of Silver-street, Hulme, previously thereto of Little Peter-street, previously thereto of Wilmot-street, Hulme, and previously thereto of Saint James-street, all in Manchester, in the county of Lancaster, Journeyman Painter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Salford, on the 23rd day of November, 1869, is hereby required to surrender himself to Mr. Frederick Copley Hulton, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next at half-past nine o'clock in the forenoon precisely, at the Court House, Encombe-place, Salford. Mr. F. C. Hulton, of Salford, is the Official Assignee, and Mr. E. Storer, of Manchester, is the Solicitor acting in the bankruptcy.

Isaac Flint, now of No. 26, Burton-street, Hulme, in the city of Manchester, in lodgings, and for two weeks last past of No. 52, Carlisle-street, Hulme aforesaid, and for three and a-half years previously thereto of No. 84, Upper Medlock-street, Hulme aforesaid, Beerhouse Keeper, previously thereto of No. 27, Embden-street Hulme aforesaid, and previously of Crich, in the county of Derby, Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Salford, on the 22nd day of November, 1869, is hereby required to surrender himself to Mr. Frederick Copley Hulton, the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at half-past nine o'clock in the forenoon precisely, at the Court-house, Encombe-place, Salford. Mr. F. C. Hulton of Salford is the Official Assignee, and Mr. G. W. Fox, of Manchester, is the Solicitor acting in the bankruptcy.

Barnett Freedman, formerly of No. 2, Adam-street, Newtown, Cardiff, in the county of Glamorgan, Clothier and Pawnbroker, then of No. 5, Whitmore-lane, Cardiff aforesaid, Clothier and Pawnbroker, and now of No. 75, Commercial-road, Newport, in the county of Monmouth, Pawnbroker's Assistant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Glamorganshire, holden at Cardiff, on the 23rd day of November, 1869, is hereby required to surrender himself to Robert Francis Langley, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Saint Mary-street, Cardiff. Mr. Robert Francis Langley, of Saint Mary-street, Cardiff, is the Official Assignee, and Mr. Thomas H. Ensor, of Saint Mary-street, Cardiff, is the Solicitor acting in the bankruptcy.

Frank Baker, of the Dock Chambers, in the town of Cardiff, in the county of Glamorgan, Commission Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Glamorganshire, holden at Cardiff, on the 23rd day of November, 1869, is hereby required to surrender himself to Robert Francis Langley, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, St. Mary-street, Cardiff. Mr. Robert Francis Langley, of St. Mary-street, Cardiff, is the Official Assignee, and Mr. Robert W. Griffith, of Quay-street, Cardiff, is the Solicitor acting in the bankruptcy.

John Williams, of Holton Farm, in the parish of Merthyr Dovan, in the county of Glamorgan, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Glamorgan, holden at Cardiff, on the 24th day of November, 1869, is hereby required to surrender himself to Robert Francis Langley, Esquire, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, St. Mary-street, Cardiff. Mr. Robert Francis Langley, of St. Mary-street, Cardiff, is the Official Assignee, and Mr. Morgan Morgan, of St. Mary-street, Cardiff, is the Solicitor acting in the bankruptcy.

George Nathaniel Hosking, of Cefn Cottage, Cefncoedycymmer, in the parish of Vaynor, in the county of Brecknock, late of Union-street, Merthyr Tydfil, in the county of Glamorgan, and formerly of Princes-terrace, Regent's-park, in the county of Middlesex, Medical Assistant, having been

adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Glamorganshire, holden at Merthyr Tydfil, on the 23rd day of November, 1869, is hereby required to surrender himself to James Ward Russell, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, No. 71, High-street, Merthyr Tydfil. Mr. James Ward Russell, of No. 71, High-street, Merthyr Tydfil, is the Official Assignee, and Mr. John J. Jones, of Merthyr Tydfil, is the Solicitor acting in the bankruptcy.

Walter Eastwood, late of No. 267, Stamford-street, within Ashton-under-Lyne, in the county of Lancaster, Chemist and Druggist, and now of No. 68, Burlington-street, within Ashton-under-Lyne aforesaid, Book-keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Ashton-under-Lyne on the 24th day of November, 1869, is hereby required to surrender himself to Henry Hall, Esq., a Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the County Court Office, England-street, Ashton-under-Lyne. Henry Hall, Esq., is the Official Assignee, and Mr. Roscoe Roscoe, of Ashton-under-Lyne, is the Solicitor acting in the Bankruptcy.

William Williams, of the Victoria Vaults, Penygroes, in the county of Carnarvon, Innkeeper, having been adjudged bankrupt by the Registrar of the County Court of Carnarvonshire, holden at Carnarvon, attending at the County Gaol of Carnarvonshire, on the 20th day of May, 1869, and the adjudication being directed to be prosecuted at the County Court of Carnarvonshire, is hereby required to surrender himself to Richard David Williams, Esq., a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 15th day of December next, at eleven o'clock in the forenoon precisely, at the office of the County Court, Porthraur, Carnarvon. Richard David Williams, Esq., is the Official Assignee, and Llewelyn Turner, Esq., of Carnarvon, is the Solicitor acting in the bankruptcy.

Public sittings will be appointed by the Court for the said bankrupts, respectively, to pass their Last Examinations, of which sittings due notice will be given in the London Gazette. At the said first meetings of Creditors the Registrar will receive the Proofs of the Debts of the Creditors, and the Creditors may choose an Assignee or Assignees of the bankrupt's estate and effects. At the public sittings proofs of debts of creditors will also be received, and the said bankrupts will be respectively required to submit themselves to be examined, and to make a full disclosure and discovery of all their estate and effects and to finish their examinations.

Notice is also hereby given to all persons indebted to any of the said bankrupts, or that have any of their effects, not to deliver the same but to the Official Assignee whom the Court has appointed in that behalf, and give notice to the Solicitor acting in the bankruptcy.

#### 'The Bankruptcy Act, 1861.

##### Notice of Sittings for Last Examination.

Christopher Henry Metcalfe, late of No. 23, Colvestone-crescent, Dalston, in the county of Middlesex, carrying on business at the same time at No. 75, Old Broad-street, in the city of London, as a Commission Agent, having been adjudged bankrupt under an adjudication of Bankruptcy (in formâ pauperis), and filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th day of February next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. G. Brighten, of No. 4, Bishopsgate-street, is the Solicitor acting in the bankruptcy.

Henry Richardson, of No. 66, Castle-street, Leicester-square, in the county of Middlesex, Oil and Colourman, having been adjudged bankrupt under an adjudication of Bankruptcy (in formâ pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 26th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th day of February next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

Cornelius Hendrik Kouwenhoven, of No. 50, Manor-place, Walworth road, Commercial Clerk, prior thereto of No. 14, West-square, St. George's-road, Southwark, prior thereto of No. 1, Oxford-terrace, Lyndhurst-road, Peckham, and No. 247, High-street, Southwark, prior thereto of No. 24, Elliot-row, Southwark, and No. 16, Thurlow-street, Old Kent-road, General Dealer, trading as Ward and Co., having been adjudged bankrupt, under an adjudication of Bankruptcy (in formâ pauperis), filed in Her Majesty's Court of Bankruptcy in London, on the 27th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th day of February next, at the said Court, at Basinghall-street, in the city of London, at eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. James Lay, of No. 44, Poultry, is the Solicitor acting in the bankruptcy.

George Hastings, of No. 13, Churton-street, Pimlico, in the county of Middlesex, Cheesemonger and Meat Salesman, having been adjudged bankrupt under an adjudication of Bankruptcy (in formâ pauperis), filed in Her Majesty's Court of Bankruptcy in London, on the 28th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th of February next, at the said Court, at Basinghall-street, the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

Alfred Andrews, of No. 147, Marlborough-road, Chelsea, previously of No. 24A, Sloane-terrace, Chelsea, both in the county of Middlesex, Carver and Gilder, having been adjudged bankrupt under an adjudication of Bankruptcy (in formâ pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 28th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Thomas Ewing Winslow, Esq., a Commissioner of the said Court, on the 11th day of February next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

John Chapman Pledger, of No. 2, Market-place, Lower Tottenham, Middlesex, Refreshment-house Keeper, having been adjudged bankrupt under an adjudication of Bankruptcy (in formâ pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 28th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th day of February next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

William Henry Walker, of the Batch, St. Philips, in the city and county of Bristol, Tobaccoist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 14th day of February, 1868, and which bankruptcy, with the proceedings taken thereunder, were, by an Order of Mr. Commissioner Goalburn, dated the 5th day of March, 1868, transferred to and filed in Her Majesty's Court of Bankruptcy in London, on the 11th of March, 1868, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Thomas Ewing Winslow,



Esq., a Commissioner of the said Court, on the 22nd day of December next, at the said Court, at Basinghall-street, in the city of London, at twelve of the o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Keene and Marsland, of No. 77, Lower Thames-street, are the Solicitors acting in the bankruptcy.

Francis Morris, of No. 9, Church-street, Camberwell, in the county of Surrey, Draper, and theretofore of Kennington-cross, in the said county of Surrey, Draper's Assistant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 1st day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th of February next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. Alfred Jones, of No. 7, Queen-street, Cheapside, is the Solicitor acting in the bankruptcy.

Mary Frances Anne Pettigrew, of No. 8, Castle-terrace, Hounslow, in the county of Middlesex, Widow, of no occupation, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of October, 1869, a public sitting, for the said bankrupt to pass her Last Examination, and make application for her Discharge, will be held before the said Court, on the 4th day of February next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. F. Stokes, of No. 40, Chancery-lane, is the Solicitor acting in the bankruptcy.

Arthur Morris Hewson, of No. 2, Percy-road, Shepherd's-bush, in the county of Middlesex, Laundryman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th day of February next, at the said Court, at Basinghall-street, in the city of London, at eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. G. Cordwell, of No. 22, College-hill, Cannon-street, is the Solicitor acting in the bankruptcy.

Thomas Bundy, of No. 74, Hackney-road, in the county of Middlesex, Ironmonger, formerly of Sutton, in the county of Surrey, Ironmonger, and then of Queen-street, Cheapside, in the city of London, trading under the style or firm of Bundy and Walker, Commission Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 18th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th day of February next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. G. M. Wetherfield, of No. 2, Gresham-buildings, Guildhall, is the Solicitor acting in the bankruptcy.

Mantius William Roffey, of No. 48, Portland-street, Watworth, in the county of Surrey, Baker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 27th of October, 1869, a public sitting, for the said bankrupt to pass his last Examination, and make application for his Discharge, will be held before the said Court, on the 4th day of February next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. Heathfield, of No. 44, Lincoln's-inn-fields, is the Solicitor acting in the bankruptcy.

Anthony Browning, of Shortlands, Bromley, in the county of Kent, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26th day of October, 1869, a public sitting for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before

the said Court, on the 4th day of February next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Nash, Field, and Layt n. of No. 2, Suffolk-lane, Cannon-street, are the Solicitors acting in the bankruptcy.

John Kinniment, late of No. 11, Finsbury-circus, in the city of London, and The Times Wharf, St. George's-bridge, Camberwell, in the county of Surrey, Corn and Coal Merchant, trading under the style or firm of Kinniment and Co., having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th day of February next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. Charles Smith, of No. 3, Winchester-buildings, Old Broad-street, is the Solicitor acting in the bankruptcy.

William Ryman, of Steeple Aston, in the county of Oxford, General Shopkeeper, also lately a Beershop Keeper, at the same place, and previously of Woodstock, in the said county, Glove Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 27th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th day of February next, at the said Court, at Basinghall-street, in the city of London, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Lawrence, Flews, Boyer, and Baker, of No. 14, Old Jewry-chambers, are the Solicitors acting in the bankruptcy.

James Henry Reeves, of No. 15, Hurstway-street, formerly of No. 1, Testerton-street, and previously of No. 14, Blechynoden-terrace, and of No. 7, Margaret's-terrace, Laitmer-road, all in Notting Hill, in the county of Middlesex, Carpenter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 27th of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th of February next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Viuing and Son, of No. 4, Moorgate-street, are the Solicitors acting in the bankruptcy.

John Scott, the younger, of Upper Holloway, in the county of Middlesex, Ironmonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th day of February next, at the said Court, at Basinghall-street, in the city of London, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. M. Taylor, of No. 9, Old Jewry-chambers, is the Solicitors acting in the bankruptcy.

William Smith Mitchell, of No. 47, Cornhill, in the city of London, and residing at No. 47, Cambridge-road, Kilburn, in the county of Middlesex, Jeweller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th day of February next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Harcourt and Macarthur, of No. 8, Moorgate-street, are the Solicitors acting in the bankruptcy.

Charles James Lacey, of No. 11, Blomfield-place, Westbourne-square, in the county of Middlesex, before that of No. 24, Harrow-road, Paddington, in the same county,



Bedding Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 27th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th day of February next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. L. Barnett, of No. 23, New Broad-street, is the Solicitor acting in the bankruptcy.

Frederick White, of Horse Shoe-wharf, Upper Thames-street, in the city of London, Bottle Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 29th of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th of February next, at the said Court, at Basinghall-street, in the city of London, at one in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Learoyd, and Co., of No. 5, Broad-street-buildings, are the Solicitors acting in the bankruptcy.

Charles Matthew Andrews, of No. 25, Museum-street, New Oxford-street, previously of No. 63, Noble-street, Goswell-street, both in the county of Middlesex, Assistant to an Egg Merchant, formerly of No. 41, Brunswick-place, Hoxton, in the said county, Dairyman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 27th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th day of February next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

Eugene Corri, of Rose Cottage, King's-road, Chelsea, in the county of Middlesex, previously of No. 52, Park-walk, Chelsea aforesaid, previously of No. 12, Waterloo-road, in the county of Surrey, previously of No. 41, Upper Stamford-street, Blackfriars-road, in the said county of Surrey, previously of Warrington, previously of Norwich, previously of Yarmouth, previously of Nottingham, previously of Gloucester, previously of Swansea, previously of Liverpool, previously of Sheffield, previously of Derby, previously of Bolton, and formerly of Portsmouth, Vocalist and Operatic Manager, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 27th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th day of February next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

William Sansby, of Twickenham, in the county of Middlesex, Carpenter and Joiner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 27th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th of February next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

William Westbrook, of No. 4, Haine-terrace, Kilburn, in the county of Middlesex, Grocer and Tea Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th day of February next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid

being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

William Gotobed, of Rainham Ferry, Rainham, in the county of Essex, Watchman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of October, 1869, a public sitting for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th day of February next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

John Callin Pemberton (known and sued as John Pemberton), formerly of No. 8, Beech-street, Fairfield, Liverpool, in the county of Lancaster, Attorney's Clerk, then of No. 22, Westmoreland-place, Bayswater, and then and now of No. 13, Great Western-terrace, Bayswater, in the county of Middlesex, Attorney's Clerk, out of employ, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 27th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th of February next, at the said Court, at Basinghall-street, in the city of London, at two in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

George Hall, of No. 111, Great Dover-street, Borough, Southwark, in the county of Surrey, Grocer and Cheesemonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 27th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 4th day of February next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

Frederick Saunders, of No. 10A, Gloucester-road, South Kensington, in the county of Middlesex, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th day of February next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Lawrence, Plews, Boyer, and Baker, of No. 14, Old Jewry-chambers, are the Solicitors acting in the bankruptcy.

George Reed, of No. 11, Counter-street, Borough-market, in the borough of Southwark, in the county of Surrey, having a stand in the Borough-market, Dealer in Fruit, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 28th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th day of February next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Barton and Drew, of No. 55, Fore-street, are the Solicitors acting in the bankruptcy.

Henry Weuden, of Braintree, in the county of Essex, Innkeeper and Licensed Victualer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th of February next, at the said Court, at

Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. E. Bromley, of No. 43, Bedford-row, is the Solicitor acting in the bankruptcy.

John Charles Richards, of No. 195, Cambridge-road, Mile-end, in the county of Middlesex, Cheesemonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 28th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th of February next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely; the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. H. Simpson, of No. 13, Wellington-street, London-bridge, is the Solicitor acting in the bankruptcy.

George Blackburn, of No. 52, Wood-street, Cheapside, in the city of London, Preparer of Whalebone, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 27th of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th of February next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Lowther and Muleus, of Nos. 26 and 27, Feuchurch-street, are the Solicitors acting in the bankruptcy.

Walter Brockwell, of No. 48, Maltby-street, Bermondsey, in the county of Surrey, Bricklayer and Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 28th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, on the 11th day of February next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, No. 36, Basinghall-street, London, is the Official Assignee, and Mr. R. Peckham, of No. 17, Great Knight Rider-street, Doctors' Commons, is the Solicitor acting in the bankruptcy.

John Thomas Robson, of No. 14, Sabbages-terrace, Wick-road, South Hackney, in the county of Middlesex, previously of Cookeridge-street, Leeds, in the county of York, Wholesale Clothier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 29th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th day of February next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. Cooke, of No. 2, Gresham-buildings, Guildhall, is the Solicitor acting in the bankruptcy.

Henry Miller, of No. 135, High-street, Newport, in the Isle of Wight, in the county of Hans, Fancy Warehouseman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 11th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, on the 11th of February next, at the said Court, at Basinghall-street, in the city of London, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. Thos. Angell, of Guildhall-yard, is the Solicitor acting in the bankruptcy.

John Seward, of No. 312, Bethnal-green-road, and No. 1, Old Ford-road, both in the county of Middlesex, Grocer and Tea Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 16th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th of February next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said

bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Carter and Bell, of No. 102, Leadenhall-street, London, are the Solicitors acting in the bankruptcy.

John Bennett, residing in furnished apartments at No. 42, Bedford-square, Bloomsbury, in the county of Middlesex, and carrying on business at No. 1, Gresham-buildings, Basinghall-street, in the city of London, Architect and Surveyor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 29th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th day of February next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Travers, Smith, and De Gex, of No. 27, Great Winchester-street, are the Solicitors acting in the bankruptcy.

George Diggins, of No. 26, City Arms-dwellings, Metropolitan Cattle Market, in the county of Middlesex, Butcher and Slaughterman, late of No. 5, Frederick-place, Caledonian-road, in the said county of Middlesex, Butcher and Slaughterman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 29th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th day of February next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. S. Webster, of No. 17, Ely-place, Holborn, is the Solicitor acting in the bankruptcy.

Joseph Baker, of No. 18, Gloucester-row, Walworth-road, in the county of Surrey, Pork Butcher, previously of No. 162, Lambeth-walk, in the same county, Pork Butcher, previously of No. 96, Aldersgate-street, in the city of London, Eating-house Keeper, previously of No. 47, Loudon-road, Southwark, in the county of Surrey, Pork Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 28th day of October, 1869, a public sitting for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th day of February next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

Charles Lucas, formerly of Mortimer-yard, Stanhope-street, Hampstead-road, Cab Proprietor, now of No. 7, Amberley-road, Paddington, Cab Driver, both in the county of Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 27th of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th day of February next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, London, is the Solicitor acting in the bankruptcy.

Thomas Edwards, of Woodstock, in the county of Oxford, Glover and Cricket Leg Guard Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 28th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th day of February next, at the said Court, at Basinghall-street, in the city of London, at one of the clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

Robert Stamp, of Winchester, in the county of Southampton, Builder and Innkeeper, having been adjudged

bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 29th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th day of February next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, London, is the Solicitor acting in the bankruptcy.

William Ubsdell, of No. 7, Prior-street, Camden-town, in the county of Middlesex, Cab Driver, late Cab Proprietor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 29th of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th day of February next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

Moss Myers, of No. 35, British-street, Bow-road, in the county of Middlesex, Traveller to Wholesale Importers, previously of No. 1, Tullit-street, Globe-road, Mile-end, in the county of Middlesex, Bead and General Merchant, carrying on business at No. 2, Hart-street, Wood-street, in the city of London, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 29th of October, 1869, a public sitting for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th day of February next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

Elias Sloman, of No. 3, Ebenezer-place, West India-road, Limehouse, in the county of Middlesex, Manager to a Clothier, formerly of No. 22, Upper East Smithfield, in the said county of Middlesex, Clothier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 29th of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th day of February next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

Robert Nichol, of No. 17, James-street, Weaver-street, Bethnal-green, in the county of Middlesex, Blacksmith, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 28th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 11th of February next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

Charles John Christie, of Melbourne House, Acton Green, in the county of Middlesex, and No. 61, Great Russell-street, Bloomsbury, in the same county, Gentleman, of no occupation, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 29th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 18th day of February next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49,

Coleman-street, London, is the Solicitor acting in the bankruptcy.

William Gardiner, now of No. 7, Queen's-terrace, Manchester-road, Cubitt Town, in the county of Middlesex, out of business, and formerly of the Grapes Tavern, No. 24, Primrose-hill, in the city of London, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 29th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the said Court, on the 18th day of February next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 49, Coleman-street, is the Solicitor acting in the bankruptcy.

James Grundy, of Loughborough, in the county of Leicestershire, Farmer, Greengrocer, and Potato Salesman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy at Birmingham, on the 2nd day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Williams Sanders, Esq., a Commissioner of the said Court, on the 28th day of December next, at the said Court, at the Shirehall, Nottingham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Harris, Low-pavement, Nottingham, is Official Assignee, and Mr. G. Belk, of Nottingham, is the Solicitor acting in the bankruptcy.

Farndon Groom, of Spalding, in the county of Lincoln, Carrier and Leather Seller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, at Birmingham, on the 2nd of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Williams Sanders, Esq., a Commissioner of the said Court, on the 28th day of December next, at the said Court, at the Shirehall, Nottingham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Harris, Low Pavement, Nottingham, is the Official Assignee, and Mr. S. Maples, of Nottingham, is the Solicitor acting in the bankruptcy.

John Widdowson, late of Desford, in the county of Leicestershire, Baker and Flourseller, and now residing in lodgings at No. 14, Welford-road, Leicester, in the said county of Leicester, Journeyman Baker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 2nd day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Williams Sanders, Esq., a Commissioner of the said Court, on the 28th day of December next, at the said Court, at the Shirehall, Nottingham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Harris, of Low-pavement, Nottingham, is the Official Assignee, and Mr. S. Maples, of Nottingham, is the Solicitor acting in the bankruptcy.

John Chadwick, of Ilkestone, in the county of Derby, Boot and Shoe Manufacturer, having been adjudged Bankrupt under a Petition for Adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham district, on the 2nd day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Williams Sanders, Esq., a Commissioner of the said Court, on the 28th of December, 1869, at the said Court, at the Shire Hall, in the county of Nottingham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Harris, Low Pavement, Nottingham, is the Official Assignee, and Messrs. Enfield and Dowson, of Nottingham, are the Solicitors acting in the bankruptcy.

George Edmund Clark, formerly of Houndsgate, in the town and county of the town of Nottingham, Sargical Hosier, at the same and now in lodgings at No. 28, Shakespeare-villas, Shakespeare-street, in the town and county of the town of Nottingham aforesaid, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 2nd day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before

George Williams Sanders, Esq., a Commissioner of the said Court, on the 28th day of December next, at the said Court, at the Shirehall, Nottingham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Harris, Low Pavement, Nottingham, is the Official Assignee, and Mr. G. Belk, of Nottingham, is the Solicitor acting in the bankruptcy.

Joseph Barlow, of Kirkby Laythorpe and Ewerby, both in the county of Lincoln, Blacksmith, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 2nd day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Williams Sanders, Esq., a Commissioner of the said Court, on the 28th day of December next, at the said Court, at the Shirehall, Nottingham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Harris, Low-pavement, Nottingham, is the Official Assignee, and Mr. S. Maples, of Nottingham, is the Solicitor acting in the bankruptcy.

Frederick Paling, of Ilkestone, in the county of Derby, Auctioneer and Valuer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 9th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Williams Sanders, Esq., a Commissioner of the said Court, on the 28th day of December next, at the said Court, at the Shirehall, Nottingham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Harris, Low Pavement, Nottingham, is the Official Assignee, and Mr. S. Maples, of Nottingham, is the Solicitor acting in the bankruptcy.

William Sharman Harrison, of the Lamb and Flag Inn, Whaplode, in the county of Lincoln, Licensed Victualler and Common Brewer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 10th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Williams Sanders, Esq., a Commissioner of the said Court, on the 28th day of December next, at the said Court, at the Shirehall, Nottingham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Harris, Low-pavement, Nottingham, is the Official Assignee, and Mr. S. Maples, of Nottingham, is the Solicitor acting in the bankruptcy.

William Salt, residing in lodgings at Doveridge, in the county of Derby, out of business, formerly of the same place, Brewer's Traveller and Commission Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 9th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George William Sanders, Esq., a Commissioner of the said Court, on the 28th day of December next, at the said Court, at the Shirehall, Nottingham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Harris, Low Pavement, Nottingham, is the Official Assignee, and Mr. S. Leech, of Derby, is the Solicitor acting in the bankruptcy.

Thomas Curtis, of Lambley, in the county of Nottingham, Farmer, formerly of Clumber-street, in the town of Nottingham, Eatinghouse Keeper and Beerseller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 9th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Williams Sanders, Esq., a Commissioner of the said Court, on the 28th day of December next, at the said Court, at the Shirehall, Nottingham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Harris, Low-pavement, Nottingham, is the Official Assignee, and Mr. S. Maples, of Nottingham, is the Solicitor acting in the bankruptcy.

John King, of No. 23, Stevens-crescent, Totterdown, in the parish of Bedminster, Bristol, lately carrying on business as a Builder in copartnership with Augustus Stevens, of the city of Bristol, Accountant, Prisoner for Debt in the Gaol at Bristol, having been adjudged bankrupt by

a Registrar of the Court of Bankruptcy for the Bristol district, holden at Bristol, attending at the Gaol at Bristol, on the 16th day of October, 1869, and the adjudication being directed to be prosecuted in the Court of Bankruptcy for the Bristol District, at Bristol, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 7th day of December next, at the said Court, at the Guildhall, Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. Charles Thick, of Bristol, is the Solicitor acting in the bankruptcy.

John Urch, of Cheltenham, in the county of Gloucester, Upholsterer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 25th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 7th day of December next, at the said Court, at the Guildhall, Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. F. Stroud, of Cheltenham, and Messrs. Abbot and Leonard, of Bristol, are the Solicitors acting in the bankruptcy.

James Williams, of Saint Mary-street, Swansea, late of No. 3, Russell-street, Swansea, in the county of Glamorgan, General Commission and Insurance Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 1st day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 7th day of December next, at the said Court, at the Guildhall, Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. Henry Brittan, of Bristol, is the Solicitor acting in the bankruptcy.

Richard Eyles, of the Huntsmans House Inn, Falfield, in the parish of Thornbury, in the county of Gloucester, Innkeeper, Farmer, Dealer, and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 1st day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 7th of December next, at the said Court, at the Guildhall, Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. Charles Thick, of Bristol, is the Solicitor acting in the bankruptcy.

The Reverend John Williams, formerly of Gellydanglawst and Gorse, in the parish of Ribb-dyn, in the county of Carmarthen, Farmer and a Dissenting Minister of the Gospel, since of Newcastle Emlyn, in the county of Carmarthen aforesaid, Proprietor, Printer, and Publisher of a Welsh Newspaper, called Y Byd Cymreig, but now of Pungellifawr, in the parish of Cenarth, in the county of Carmarthen aforesaid, Farmer and a Dissenting Minister of the Gospel, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 15th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 8th day of December next, at the said Court, at the Guildhall, Bristol, at eleven of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. B. Evans, of Newcastle Emlyn, and Messrs. Henderson and Salmon, of Bristol, are the Solicitors acting in the bankruptcy.

William Jones, of the Foresters' Arms Tavern, Marsh Bridge, in the city of Bristol, Brewer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 19th of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make

application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 8th day of December next, at the said Court, at the Guildhall, Bristol, at eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. Benson and Elleson, of Bristol, are the Solicitors acting in the bankruptcy.

James Hodge, of the Royal Peer Hotel, Burnham, in the county of Somerset, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, at Bristol, on the 15th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 8th of December next, at the said Court, at the Guildhall, Bristol, at eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. R. Brice, of Burnham, and Mr. H. H. Beckingham, of Bristol, are the Solicitors acting in the bankruptcy.

Nicholas George Crews, of No. 2, Parade, Plymouth, in the county of Devon, Carrier and Leather Seller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, for the Exeter District, on the 5th of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Biggs Andrews, Esq., the Commissioner of the said Court, on the 27th day of December next, at the said Court, at the Athenæum, Plymouth, at half-past twelve o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Theophilus Carrick, of Queen-street, Exeter, is the Official Assignee, and Messrs. Francis and Baker, of Newton Abbot, Devon, are the Solicitors acting in the bankruptcy.

Charles Lock, of Swanage, in the county of Dorset Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Exeter District, on the 8th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Biggs Andrew, Esq., the Commissioner of the said Court, on the 30th of December next, at the said Court, Queen-street, Exeter, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Theophilus Carrick, of Queen-street, Exeter, is the Official Assignee, and Mr. R. D. Marshfield, of Wareham, and Mr. W. G. Rogers, of Exeter, are the Solicitors acting in the bankruptcy.

John Sampson, of Totnes, in the county of Devon, Tea Dealer and Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Exeter District, on the 10th of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Biggs Andrews, Esq., the Commissioner of the said Court, on the 30th day of December next, at the said Court, at Queen-street, Exeter, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Theophilus Carrick, of Queen-street, Exeter, is the Official Assignee, and Messrs. T. C. and F. Kellock, of Totnes aforesaid, and Mr. W. G. Rogers, of Exeter, are the Solicitors acting in the bankruptcy.

James Donnelly, of Batley Carr, near Dewsbury, in the county of York, Grocer and Dealer in Ale, Porter, and Provisions, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 2nd day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Scrope Ayrton, Esq., a Commissioner of the said Court, on the 17th day of December next, at the said Court, at Leeds, at half-past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Scholes and Bearey, of Dewsbury, and Mr. Thomas Simpson, of Leeds, are the Solicitors acting in the bankruptcy.

John Crabtree and Edwin Marshall, both of Bradford, in the county of York, Machine Makers and Copartners, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 4th

day of November, 1869, a public sitting, for the said bankrupts to pass their Last Examination, and make application for their Discharge, will be held before William Scrope Ayrton, Esq., a Commissioner of the said Court, on the 17th day of December next, at the said Court, at Leeds, at half-past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupts to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Lees and Senior, and Mr. James Hargreaves, of Bradford, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

Richard Horner, of Wakefield, in the county of York, Corn Factor, late General Manager of the Phoenix Corn Mills, in Wakefield aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 4th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Scrope Ayrton, Esq., a Commissioner of the said Court, on the 17th day of December next, at the said Court, at Leeds, at half-past eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Scholley, Wilson, and North, of Wakefield, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

George Wilson Fox, of Dewsbury, in the county of York, Contractor, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 29th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before William Scrope Ayrton, Esq., a Commissioner of the said Court, on the 17th day of December next, at the said Court, at Leeds, at half-past eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Norris and Foster, of Halifax, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

Alfred Crosland, of Marsh and Lindley, near Huddersfield, in the county of York, Shoddy and Mungo Dealer, and Glass and China Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 8th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Scrope Ayrton, Esq., a Commissioner of the said Court, on the 17th day of December next, at the said Court, at Leeds, at half-past eleven of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Learoyd and Learoyd, of Huddersfield, and Mr. Thomas Simpson, of Leeds, are the Solicitors acting in the bankruptcy.

Henry Lee, formerly of No. 33, Shaw-street, Liverpool, in the county of Lancaster, Ship Owner, and carrying on business with Creasy Whellams, at No. 27, King-street, Liverpool aforesaid, as Wine and Spirit Merchants and Commission Agents, but now of No. 147, Crown-street, Liverpool aforesaid, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 6th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Theodore Thring, Esq., the Commissioner of the said Court, on the 10th day of December next, at the said Court, at Liverpool, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee, and Mr. William Dixon, of No. 8A, Lord-street, Liverpool, is the Solicitor acting in the bankruptcy.

Aaron Stock Peck, of No. 26, Market-street, Blackpool, in the county of Lancaster, Bread Baker, and Dealer in Tea, Butter, Eggs, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 5th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held on the 13th day of December, 1869, before Theodore Thring, Esq., the Commissioner of the said Court, at Liverpool, in the county of Lancaster, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of Central-chambers, South Castle-street,



Liverpool, is the Official Assignee, and Mr. Charles Pemberton, of Cable-street, Liverpool, are the Solicitor acting in the bankruptcy.

Owen Roberts, of Scotland-street, Llanwrst, in the county of Denbigh, Coal Merchant, Grocer and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 10th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Theodore Thring, Esq., the Commissioner of the said Court, on the 13th of December next, at the said Court, at Liverpool, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee, and Messrs. Evans and Lockett, of No. 15, Lord-street, Liverpool, are the Solicitors acting in the bankruptcy.

James Ray Frater, of Wrexham, in the county of Denbigh, Clerk to an Insurance Office, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 10th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Theodore Thring, Esq., the Commissioner of the said Court, on the 13th day of December next, at the said Court, at Liverpool, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee, and Mr. John Jones, of Wrexham, is the Solicitor acting in the bankruptcy.

Nancy Redfearn, of No. 15, Williamson-square, in the county of Lancaster, Refreshment House Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 8th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Theodore Thring, Esq., the Commissioner of the said Court, on the 13th day of December next, at the said Court, at Liverpool, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee, and Messrs. Snowball and Copeman, of Cumberland-street, Liverpool, are the Solicitors acting in the bankruptcy.

James Cotsworth, of Manchester, in the county of Lancaster, Coffeehouse Keeper, late Collector and Traveller, and formerly a Builder, at Levenshulme, near Manchester aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 2nd day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 15th day of December next, at the said Court, at Manchester, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Messrs. Marsland and Adleshaw, of Manchester, are the Solicitors acting in the bankruptcy.

Sarah Buckley, of the Wood Mills, Oldham, in the county of Lancaster, Cotton Spinner, having been adjudged bankrupt under a Petition for adjudication of bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 5th day of November, 1869, a public sitting, for the said bankrupt to pass her Last Examination, and make application for her Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 7th of December next, at the said Court, at Manchester, at eleven o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Mr. Charles E. Blackburne, of Oldham, and Messrs. Smith and Boyer, of Brazenose-street, Manchester, are the Solicitors acting in the bankruptcy.

John Collins, of Byron-terrace, Bury, in the county of Lancaster, Commission Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 2nd day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the

said Court, on the 8th day of December next, at the said Court, at Manchester, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Mr. John Leigh, 30, Brown-street, Manchester, is the Solicitor acting in the bankruptcy.

William Walker, of Mill-street, Bradford, near Manchester in the county of Lancaster, Beerseller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 6th of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 9th day of December next, at the said Court, at Manchester, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Messrs. Heath and Sons, of Swan-street, Manchester, are the Solicitors acting in the bankruptcy.

George Ashburner, of No. 100, Union-road, in Oswald-twistle, in the county of Lancaster, Ironmonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 5th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 14th of December next, at the said Court, at Manchester, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Mr. Henry Bannister Acrington, and Mr. Edwin Storer, of No. 89, Fountain-street, Manchester, are the Solicitors acting in the bankruptcy.

William Parkinson, of No. 21, Dover-street, Manchester, in the county of Lancaster, Commission Agent, and carrying on business at No. 9, Minhill-street, Manchester, aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, for the Manchester District, on the 8th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 14th day of December next, at the said Court, at Manchester, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Mr. John Leigh, of No. 30, Brown-street, Manchester, is the Solicitor acting in the bankruptcy.

Martha Chandley, of No. 21, Dover-street, Manchester, in the county of Lancaster, Spinster, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 8th day of September, 1869, a public sitting, for the said bankrupt to pass her Last Examination, and make application for her Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 14th day of December next, at the said Court, at Manchester, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Mr. John Leigh, of No. 30, Brown-street, Manchester, is the Solicitor acting in the bankruptcy.

Alexander Byers, of No. 15, Gore-street, Greenheys, Manchester, and carrying on business at Stansfield, near Littleborough, and formerly of Albert-park, Withington, and carrying on business at Port-street, Manchester, and previously of Herbert-terrace, Fallowfield, all in the county of Lancaster, Warp Sizer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 9th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 16th day of December next, at the said Court, at Manchester, at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Messrs. Sutton and Elliott, of Brown-street, Manchester, are the Solicitors acting in the bankruptcy.



William Lucas, of Rochdale, in the county of Lancaster, Saddler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 16th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 16th day of December next, at the said Court, at Manchester, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Daniel Alexander McNeill, Esq., of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Messrs. Grundy and Coulson, of St. James-square, Manchester, are the Solicitors acting in the bankruptcy.

Mark Markland, of Horwich, near Bolton, in the county of Lancaster, Farmer and Cowkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 1st day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 22nd day of December next, at the said Court, at Manchester, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Daniel Alexander McNeill, of Oxford-chambers, Oxford-street, Manchester, is the Official Assignee, and Messrs. Marsland and Addleshaw, King-street, Manchester, are the Solicitors acting in the bankruptcy.

William Robson, of the borough of Sunderland, in the county of Durham, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Newcastle-upon-Tyne District, on the 5th day of November, 1869, a public sitting for the said bankrupt to pass his Last Examination, and make application for his Discharge will be held before Theophilus Bennet Hoskyns Abraham, Esq., the Commissioner of the said Court, on the 15th day of December next, at the said District Court, in the Royal Arcade, Newcastle-upon-Tyne, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Charles John Laidman, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. Thomas Steel, of Sunderland, is the Solicitor acting in the bankruptcy.

Frederick Roberts, of St. Martin-street, in the city of Hereford, Saddler, having been adjudged bankrupt by a Registrar of the County Court of Herefordshire, holden at Hereford, attending the Hereford County Gaol, on the 19th day of October, 1869, and the adjudication being directed to be prosecuted in the County Court of Herefordshire, holden at Hereford, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Shire-hall, Hereford, on the 21st day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. John James Reynolds, Esq., of Hereford, is the Official Assignee.

Edward Lewis, of Trallwn, Pontypridd, in the parish of Eglwysilan, in the county of Glamorgan, Butcher, Greengrocer, and Dealer in Earthenware, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Glamorganshire, holden at Pontypridd, on the 5th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the County Court House, Pontypridd, on the 10th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Colnett Spickett, of Pontypridd, is the Official Assignee, and Mr. Robert Thomas, of Pontypridd, is the Solicitor acting in the bankruptcy.

James Pinchin, of Market Lavington, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Wiltshire, holden at Devizes, on the 15th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Devizes, on the 13th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Henry Kent Norris, Esq., of Devizes, is the Official Assignee, and James Rawlings, Esq., of Melksham, is the Solicitor acting in the bankruptcy.

Henry Hind, formerly of the Turf Tavern, in Burnley, in the county of Lancaster, Innkeeper, afterwards of Philadelphia, in Pennsylvania, in the United States of America,

Blacksmith, afterwards of the city of Glasgow, in Scotland, Blacksmith, but now in lodgings at the Old Sparrow Hawk, in Church-street, in Burnley aforesaid. Blacksmith, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Burnley, on the 1st day of November, 1869, a public sitting for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Keighly Green, in Burnley, on the 16th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Henry Waddington Hartley, Esq., of Burnley, is the Official Assignee, and Mr. Francis Hartley, of Burnley, is the Solicitor acting in the bankruptcy.

John Lord, of No. 20, Lord-street, in Rochdale, in the county of Lancaster, Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Rochdale, on the 1st day of November, 1869, a public sitting for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Christopher Temple, Esq., Q.C., the Judge of the said Court, at the Public Hall, Baillie-street, in Rochdale, on the 16th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Robert Jackson is the Official Assignee, and Mr. John Holland, of Rochdale, is the Solicitor acting in the bankruptcy.

Nathan Matthews, of No. 36, Albion-street Butts, in the city of Coventry, out of business and employment, previously of the Horse and Jockey, Hawkesbury-lane, Sowe, near Coventry, in the county of Warwick, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Coventry, on the 27th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the County-hall, Coventry, on the 21st day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. T. H. Kirby, Esq., of Coventry, is the Official Assignee, and Mr. Parry, of Birmingham, is the Solicitor acting in the bankruptcy.

Thomas Matthews, of No. 7, Bowling Green-street, Leicester, in the county of Leicester, House Sign and Decorative Painter and Paper Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Leicestershire, holden at Leicester, on the 2nd day of November, 1869, a public sitting, for the said bankrupt to pass her Last Examination, and make application for his Discharge, will be held at the said Court, at the Castle at Leicester, on the 15th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Ingram, of Leicester, is the Official Assignee, and Mr. Charles James Hunter, of Halford-street, Leicester, is the Solicitor acting in the bankruptcy.

David Meade, of Weymouth, in the county of Dorset, Merchant's Foreman, formerly an Innkeeper and Merchant's Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Dorsetshire, holden at Weymouth, on the 10th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Guildhall, Weymouth, on the 11th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court is the Official Assignee, and Mr. R. N. Howard, of Weymouth, is the Solicitor acting in the bankruptcy.

Thomas Withers, of Harby, in the county of Nottingham, Miller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Nottinghamshire, holden at Newark, on the 25th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Newark-upon-Trent, on the 11th day of December, next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court is the Official Assignee, and Mr. W. A. Smith, of Newark, is the Solicitor acting in the bankruptcy.

Edwin Wood, of Abersychan, in the county of Monmouth, Chymist and Druggist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Monmouthshire, holden at Pontypool, on the 9th of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and

make application for his Discharge, will be held at the said Court, at the Townhall, Pontypool, on the 14th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alexander Edwards, of Pontypool, is the Official Assignee, and Mr. Edmund Butler Edwards, of Pontypool, is the Solicitor acting in the bankruptcy.

William Adkin, of Mountsorrel, in the county of Leicester, Licensed Victualler and Labourer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Leicestershire, holden at Loughborough, on the 5th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Loughborough, on the 13th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Beauvoir Brock, Esq., of Loughborough, is the Official Assignee, and William White Goode, of Loughborough, is the Solicitor acting in the bankruptcy.

Frederick Henry Bollen, of the Navy House, in the village of Fortuneswell, in the Island of Portland, in the county of Dorset, Grocer and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Dorsetshire, holden at Weymouth, on the 10th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge will be held at the said Court, at the Guildhall, Weymouth, on the 11th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Andrews, the Registrar of the Court, is the Official Assignee, and Messrs. Tizard and George, of Weymouth, are the Solicitors acting in the bankruptcy.

George Smith, of Lenham Heath, in the parish of Lenham, in the county of Kent, Tea Dealer, late Shopkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Kent, holden at Maidstone, on the 4th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Sessions House, Maidstone, on the 14th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Frederick Scudamore, of Maidstone, is the Official Assignee, and Mr. Thomas Goodwin, of Maidstone, is the Solicitor acting in the bankruptcy.

James Tolhurst, of Eyehorne-street, Hollingbourne, in the county of Kent, Boot and Shoemaker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Kent, holden at Maidstone, on the 6th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Session-house, Maidstone, on the 14th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Frederick Scudamore, of Maidstone, is the Official Assignee, and Mr. Thomas Goodwin, of Maidstone, is the Solicitor acting in the bankruptcy.

Edward Fobester Dawson, late of the Who'd have Thought it Beerhouse, Fairmeadow, Maidstone, in the county of Kent, Beerhouse Keeper, but now in lodgings at No. 3, Pump-lane, in the city of Rochester, in the said county, of no occupation, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Kent, holden at Maidstone, on the 30th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Sessions House, Maidstone, on the 14th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Frederick Scudamore, of Maidstone, is the Official Assignee, and Mr. Thomas Goodwin, of Maidstone, is the Solicitor acting in the bankruptcy.

John Furness, of Bily-row, in the county of Durham, Grocer and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Durham, holden at Bishop Auckland, on the 8th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Bishop Auckland, on the 8th of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court is the Official Assignee, and Mr. William Hutchinson, of Bishop Auckland, is the Solicitor acting in the bankruptcy.

Thomas Farrow, of Whaplode Drove, in the parish of Whaplode, in the county of Lincoln, Farmer, Shopkeeper, and Beer Retailer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Holbeach, on the 27th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Public Rooms, in Holbeach, on the 16th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Richard Caporn, Esq., of Holbeach, is the Official Assignee, and John Phipps Sturton, Esq., of Holbeach, is the Solicitor acting in the bankruptcy.

Alexander Murtoch, of Whitley, in the county of Northumberland, Agent, before then of No. 41, Gloucester-road, Newcastle-upon-Tyne, Traveller, and previously of Newmarket, Darlington, in the county of Durham, Hatter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northumberland, holden at Newcastle, on the 2nd of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Court-house, Westgate-street, Newcastle-upon-Tyne, on the 21st day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Clayton, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. William C. Bousfield, of Newcastle-upon-Tyne, is the Solicitor acting in the bankruptcy.

Richard Hedley, of No. 107, Hinde-street, Scotswood-road, in the borough and county of Newcastle-upon-Tyne, Joiner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northumberland, holden at Newcastle, on the 8th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Court-house, Westgate-street, Newcastle-upon-Tyne, on the 21st of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Clayton, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. Joseph George Joel, of Newcastle-upon-Tyne, is the Solicitor acting in the bankruptcy.

James Lord, for three years now last past residing and carrying on business at Castle Snaw, Saddleworth, in the county of York, Cotton Waste Dealer and Farmer, and previously thereto residing at Little Moor, Oldham, in the county of Lancaster, and carrying on business at Garden-street, Oldham aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Saddleworth, on the 23rd day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Uppermill, Saddleworth, on the 18th of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court is the Official Assignee, and Mr. Walter Meadowcroft, of Victoria-street, Oldham, Waste Dealer, is the Creditors' Assignee, and Mr. E. Stanley Bent, of No. 21, Bridge-street, Manchester, is the Solicitor acting in the bankruptcy.

John Edens, of Sutton Saint Nicholas, otherwise Lutton, in the county of Lincoln, Wheelwright and Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Holbeach, on the 15th day of October, 1869, a public sitting for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Public Rooms, in Holbeach, on the 16th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Joseph Wickham Taylor, of Long Sutton, is the Assignee appointed by the creditors, and Richard Peele Mossop, of Long Sutton, is the Solicitor acting in the bankruptcy.

Charles Clark, of the Vauxhall Saw Mills, Lower Barton-street, near the city but in the county of Gloucester, Builder and Contractor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Gloucestershire, holden at Gloucester, on the 31st day of August, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Shirehall, Gloucester, on the 13th day of January next, at half-past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Frederick Wilton, of Gloucester, is the Official Assignee, and Mr. P. J. W. Cooke, of Gloucester, is the Solicitor acting in the bankruptcy.

William Wardle, late of Birchfield-road, Walton, and formerly of Jasmine-street, Everton, both in Liverpool, in the county of Lancaster, Stonemason and Biscuit Dealer, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, in the said county, having been adjudged bankrupt (in forma pauperis) by a Registrar of the Court of Bankruptcy for the Manchester District, attending at the said Prison, on the 14th day of October, 1869, and the adjudication being directed to be prosecuted at the County Court of Lancashire, holden at Liverpool, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said last-mentioned Court, at No. 80, Lime-street, Liverpool, on the 17th day of December next, at a quarter-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Henry Hime, the Registrar of the Court, is the Official Assignee.

John Longley, of London-road, Bognor, Sussex, Draper and Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Sussex, holden at Chichester, on the 6th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Chichester, on the 10th day of December next, at eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Matthias James Sowton, of Chichester, is the Official Assignee, and Alfred Thorncroft Mills, of Brighton, is the Solicitor acting in the bankruptcy.

Noah Morris, of Leeswood, in the parish of Mold, in the county of Flint, Labourer and Shopkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Flintshire, holden at Mold and Flint, on the 25th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held at the said Court, at the Townhall, at Flint, on the 18th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the said Court is the Official Assignee, and William Davies, of Holywell, Esq., is the Solicitor acting in the bankruptcy.

Thomas Danby Belt, Farrier and Innkeeper, of Humby, in the county of York, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Bridlington, on the 8th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Bridlington, on the 20th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Harland, of Bridlington, is the Official Assignee, and Mr. James Frederick Spurr, of Scarbro', is the Solicitor acting in the bankruptcy.

William Crampin, of No. 2, Clifton-terrace, St. John's-common, in the county of Sussex, Carpenter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Sussex, holden at Cuckfield, on the 26th of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Cuckfield, on the 15th of January next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Edward Waugh, Esq., of Cuckfield, is the Official Assignee, and Charles Lamb, Esq., of No. 13, Ship-street, Brighton, is the Solicitor acting in the bankruptcy.

Herbert Simmonds, of the Raven and Bell Inn, Queen's-road, Aberystwith, Beerhouse Keeper and Omnibus Driver, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cardiganshire, holden at Aberystwith, on the 1st day of September, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Townhall, Aberystwith, on the 15th of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Jenkins, the Registrar, is the Official Assignee, and Mr. John Jones Atwood is the Solicitor acting in the bankruptcy.

John Johnson, of No. 5, Grenville place, Brighton, Sussex, Surveyor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Sussex, holden at Brighton, on the 3rd day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Court-house, Church-street, Brighton, on the 30th day of

December next, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Ewen Evershed, Esq., of Church-street, Brighton, is the Official Assignee, and Richard Henry George Webb, Esq., of No. 63, Middle-street, Brighton, is the Solicitor acting in the bankruptcy.

John Sackett, of No. 22, Mount-street, Brighton, Sussex, Greengrocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Sussex, holden at Brighton, on the 1st day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Court-house, Church-street, Brighton, on the 16th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Ewen Evershed, Esq., of Church-street, Brighton, is the Official Assignee, and Alfred Thorncroft Mills, Esq., of No. 42, Bond-street, Brighton, is the Solicitor acting in the bankruptcy.

Robert Pettifer, of Stoke Bruern, in the county of Northampton, Blacksmith, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northamptonshire, holden at Towcester, on the 2nd day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Towcester, on the 10th day of January next, at one of the clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. William Whitton, of Towcester, Northampton, is the Official Assignee, and Mr. Robert White, of Northampton, is the Solicitor acting in the bankruptcy.

Charles Sparrow, of Bishop Norton, in the county of Lincoln, Butcher, Draper, and Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Market Rasen, on the 28th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Godfrey Teed, Esq., Q.C., Judge of the said Court, at the said Court, on the 10th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Louis Rhodes, Esq., Registrar of the Court, is the Official Assignee, and Messrs. Saffery and Chambers, of Market Rasen, are the Solicitors acting in the bankruptcy.

John Selby, of Gainsborough, in the county of Lincoln, Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Gainsborough, on the 28th day of October, 1869, a public sitting for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Godfrey Teed, Esq., Q.C., Judge of the said Court, at the said Court, on the 20th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. F. M. Barton, Esq., Registrar of the Court, is the Official Assignee, and Thomas Bescoby, of East Retford, is the Solicitor acting in the bankruptcy.

William Schofield, of Gainsborough, in the county of Lincoln, Licensed Victualer and Cowkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Gainsborough, on the 22nd day of September, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Godfrey Teed, Esq., Q.C., Judge of the said Court, at the said Court, on the 20th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. F. M. Burton, Esq., Registrar of the Court, is the Official Assignee, and William Rex, of Lincoln, is the Solicitor acting in the bankruptcy.

James Watson, of Minskip, in the county of York, Pig Jobber, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Knaresborough, on the 6th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Knaresborough, on the 9th day of December next, at half-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court is the Official Assignee, and Mr. Richard Dewes, of Knaresborough, is the Solicitor acting in the bankruptcy.

John Allen, of Ferrensby, in the county of York, late Innkeeper, but now Horsebreaker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy,

filed in the County Court of Yorkshire, holden at Knaresbrough, on the 10th of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Knaresbrough, on the 9th day of December next, at half-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court is the Official Assignee, and Mr. Richard Dewes, of Knaresbrough, is the Solicitor acting in the bankruptcy.

William Gilbert, of Lawshall, in the county of Suffolk, Farmer and Retail Dealer in Coal, having been adjudged bankrupt by the Registrar of the County Court of Suffolk, holden at Bury St. Edmunds, on the 13th day of July, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Bury St. Edmunds, on the 10th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Thomas Collins, of Bury St. Edmunds, is the Official Assignee.

Thomas Jeans, of Stalbridge, in the county of Dorset, Shoemaker and Shopkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Dorset, holden at Shaftesbury, on the 30th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Townhall, Shaftesbury, on the 15th day of December next, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. William Edward Burridge, of Shaftesbury, is the Official Assignee, and Mr. Robert Swyer, of Shaftesbury, is the Solicitor acting in the bankruptcy.

John Wade, late of the Waggon and Horses Inn, Leeds-road, Bradford-moor, in the parish of Bradford, in the county of York, Beerhouse Keeper and Joiner and Builder, but now in lodgings in Prospect-place, Tyersale, in the township of Pudsey, in the said county, Journeyman Joiner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Bradford, on the 25th day of June, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Bradford, on the 7th day of December next, at half-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Robinson, the Registrar of the said Court, is the Official Assignee, and Mr. Henry Boulton Harle, of Bradford, is the Solicitor acting in the bankruptcy.

Elias Jones, of Gerddi, near Vale-road, Rhyl, in the county of Flint, Gardener and Labourer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Flintshire, holden at St Asaph and Rhyl, on the 6th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Townhall, Rhyl, on the 7th day of January next, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court is the Official Assignee, and William Robert Williams, Esq., of No. 1b, Market-street, Rhyl, is the Solicitor acting in the bankruptcy.

Samuel Sanders, of Belper, in the county of Derby, Beerhouse Keeper and Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Belper, on the 4th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Russell, Esq., the Judge of the said Court, at the Court Room, Belper, on the 9th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court is the Official Assignee, and Messrs. Jessop and Harris, of Alfreton, are the Solicitors acting in the bankruptcy.

Cornelius Croshaw, of No. 15, Humber-street, in the borough of Kingston-upon-Hull, Auctioneer, formerly a licensed Hawker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Kingston-upon-Hull, on the 5th day of November, 1869, a public sitting for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held at the said Court at the Townhall, in Kingston-upon-Hull, on the 17th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the

said bankrupt to surrender. Mr. Charles Henry Phillips of No. 77, Lowgate, Hull, is the Official Assignee, and Mr. Francis Summers, of No. 1, Manor-street, Hull, is the Solicitor acting in the bankruptcy.

John Brown, of Leeds, in the county of York, Carrier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 26th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, will be held at the said Court, at Leeds, on the 10th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Messrs. Granger and Son, of Leeds, are the Solicitors acting in the bankruptcy.

William Demaine, of Potter-street, Jack-lane, Hunslet, in the parish of Leeds, in the county of York, Cowkeeper, Milk-seller, and Cartman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 29th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination will be held at the said Court, on the 10th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor acting in the bankruptcy.

Henry Gladwin, late of No. 148, Woodhouse-lane, Leeds, Confectioner, but now of Freehold-street, York-road, Leeds, in the county of York, Mechanic, in lodgings, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 26th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, will be held on the 10th of December next, at the said Court, at twelve o'clock at noon precisely, this day being the day limited for the said bankrupt to surrender. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Messrs. G. A. and W. Emsley, of Leeds, are the Solicitors acting in the bankruptcy.

Henry Thompson, of North-street, in Leeds, in the county of York, Fishmonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 28th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, will be held on the 10th day of December next, at the said Court, at twelve of the clock at noon precisely, this day being the day limited for the said bankrupt to surrender. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Messrs. Butler and Smith, of Leeds, are the Solicitors acting in the bankruptcy.

Ann Coates, of Hunslet, near Leeds, in the county of York, Widow and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 20th day of October, 1869, a public sitting, for the said bankrupt to pass her Last Examination, will be held at the said Court, on the 10th day of December next, at twelve of the o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Mr. R. L. Rooke, of Leeds, is the Solicitor acting in the bankruptcy.

Richard Chadwick, of Leeds, in the county of York, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 20th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, will be held at the said Court, on the 10th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Messrs. Markland and Davy, of Leeds, are the Solicitors acting in the bankruptcy.

Thomas Gregory, of Alfreton, in the county of Derby, Joiner and Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the District Bankruptcy Court of Yorkshire, holden at Sheffield, on the 31st day of July, 1868, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the County Court of Derbyshire, holden at Alfreton, on the 14th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. A. C. Hubbersty, Esq., of Alfreton, is the Official Assignee, and Messrs. Wilson and Burkinshaw, of Alfreton, are the Solicitors acting in the bankruptcy.

Henry Flear, of Somerston, in the county of Derby, Joiner and Wheelwright, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Alfreton, on the 8th day of November, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Alfreton, on the 14th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. A. C. Hubbert, Esq., of Alfreton, is the Official Assignee, and J. B. Smith, of Derby, is the Solicitor acting in the bankruptcy.

Henry Marles, of Burley, near Leeds, in the county of York, Schoolmaster and Author, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 25th day of October, 1869, a public sitting, for the said bankrupt to pass his Last Examination, will be held at the said Court, on the 10th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor acting in the bankruptcy.

John Waterman, of Send, near Ripley, in the county of Surrey, Beerhouse Keeper, and late a Prisoner for Debt in Her Majesty's Prison at Horsemonger-lane, in the county of Surrey, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, London, attending at the said Prison on the 20th day of August, 1869, and the adjudication being directed to be prosecuted in the County Court of Surrey, holden at Guildford, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said last-mentioned Court, at Guildford, on the 9th day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George White, the Registrar of the Court, is the Official Assignee.

Mark Dowlen, of Guildford, in the county of Surrey, Saddler and Harness Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the Bankruptcy Court, Basinghall-street, in the city of London, on the 10th day of August, 1869, and the proceedings under the said Petition having been transferred from the last-mentioned Court to the County Court of Surrey, holden at Guildford, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said County Court, at Guildford, on the 9th day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George White, of Guildford, is the Official Assignee, and Mr. Philip William Lovett, of No. 8, New-inn, Strand, London, and Guntord, is the Solicitor acting in the bankruptcy.

Richard Hall, of Southwell, in the county of Nottingham, Boot and Shoemaker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Nottinghamshire, holden at Newark, on the 1st day of November, 1869, a public sitting for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Newark-upon-Trent, on the 11th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court is the Official Assignee, and Mr. William Edward Ashley, of Newark, is the Solicitor acting in the bankruptcy.

The first meeting of creditors has been duly held in each of the said bankruptcies, and at the several public sittings above-mentioned Proofs of Debts of creditors who have not proved will be received, and the said several bankrupts will be respectively required to surrender themselves to the said Court, and to submit themselves to be examined, and to make a full disclosure and discovery of all their estate and effects, and to finish their examinations.

Richard Ash, the younger, of Stafford, in the county of Stafford, Grocer, Tea Dealer, and Confectioner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, at Birmingham, on the 8th day of March, 1866, a public sitting for the said bankrupt to make application for his

Discharge, will be held before George William Sanders, Esq., a Commissioner of the said Court, on the 20th day of December, 1869, at the said Court, at Birmingham, at eleven o'clock in the forenoon precisely, the last day aforesaid being the day limited for the said bankrupt to surrender. Mr. George Kinneer, No. 17, Waterloo-street, Birmingham, is the Official Assignee, and Messrs. Hodgson and Son, of Birmingham, the Solicitors in the bankruptcy.

Notice is hereby given, that William Firth of Dickinson's-court, Cannon-street, in the city of Manchester, in the county of Lancaster, Manufacturer, Agent, Dealer in Packing Materials, Dealer and Chapman, adjudged bankrupt by Her Majesty's Court of Bankruptcy for the Manchester district, on the 9th day of October, 1869, having passed his Last Examination on the 22nd day of November, 1869. The Court has appointed a public sitting, to be held at the said Court of Bankruptcy, at Manchester, before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 15th day of December, 1869, at twelve o'clock at noon precisely, for considering the question of granting to the bankrupt an Order of Discharge, when the assignee or any creditor who has proved may be heard against such discharge.

Ann Coates, of Hunslet, near Leeds, in the county of York, widow, and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 20th day of October, 1869, a public sitting of the said Court for the said bankrupt to make application for her Discharge, will be held on the 18th day of December, 1869, at the said Court, at one o'clock in the afternoon precisely, this day being the day limited for the said bankrupt to surrender. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Mr. E. L. Rooke, of Leeds, is the Solicitor in the bankruptcy.

Richard Chadwick, of Leeds, in the county of York, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 20th day of October, 1869, a public sitting of the said Court for the said bankrupt to make application for his Discharge, will be held on the 13th day of December, 1869, at the said Court, at one o'clock in the afternoon precisely, this day being the day limited for the said bankrupt to surrender. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Messrs. Markland and Davy, of Leeds, is the Solicitor in the bankruptcy.

John Brown, of Leeds, in the county of York, Carrier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 26th day of October, 1869, a public sitting of the said Court for the said bankrupt to make application for his discharge, will be held on the 13th day of December, 1869, at the said Court, at one o'clock in the afternoon precisely, this day being the day limited for the said bankrupt to surrender. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Messrs. Granger and Son, of Leeds, are the Solicitors in the bankruptcy.

Henry Gladwin, late of No. 148, Woodhouse-lane, Leeds, Confectioner, but now of Freehold-street, York-road, Leeds, in the county of York, Mechanic, in lodgings, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 26th day of October, 1869, a public sitting of the said Court for the said bankrupt to make application for his Discharge, will be held on the 13th day of December, 1869, at the said Court, at one o'clock in the afternoon precisely, this day being the day limited for the said bankrupt to surrender. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Messrs. G. A. and W. Emsley, of Leeds, are the Solicitors in the bankruptcy.

Henry Thompson, of North-street, in Leeds, in the county of York, Fishmonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 28th day of October, 1869, a public sitting of the said Court for the said bankrupt to make application for his Discharge, will be held on the 13th day of December, 1869, at the said Court, at one o'clock in the afternoon precisely, this day being the day limited for the said bankrupt to surrender. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Messrs. Butler and Smith, of Leeds, are the Solicitors in the bankruptcy.

William Demaine, of Potter-street, Jack-lane, Hunslet, in the parish of Leeds, in the county of York, Cowkeeper, Milk-seller, and Cartman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the



County Court of Yorkshire, holden at Leeds, on the 29th day of October, 1869, a public sitting of the said Court for the said bankrupt to make application for his Discharge will be held on the 13th day of December, 1869, at the said Court, at one o'clock in the afternoon precisely, this day being the day limited for the said bankrupt to surrender. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor in the bankruptcy.

Henry Marles, of Burley, near Leeds, in the county of York, Schoolmaster and Author, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 29th day of October, 1869, a public sitting of the said Court for the said bankrupt to make application for his discharge, will be held on the 13th day of December, 1869, at the said Court, at one o'clock in the afternoon precisely, this day being the day limited for the said bankrupt to surrender. Mr. Thomas Marshall, of Albion-place, Leeds, is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor in the bankruptcy.

In the Court of Bankruptcy for the Birmingham District.

In the Matter of James Girellim, of Knightwick Mill, in the parish of Knightwick, in the county of Worcester, Miller, and of Alfrick, in the parish of Suckley, in the county of Worcester, Farmer and Draper, adjudicated bankrupt on the 21st day of June, 1869.

NOTICE is hereby given, that the Court has appointed a Meeting of the Creditors of the above-named bankrupt, to be held before a Registrar of the said Court, on the 3rd day of December, 1869, at eleven o'clock in the forenoon, for the purpose of proof of debts and choosing a new assignee or assignees of the estate and effects of the said bankrupt.

#### The Bankruptcy Act, 1861.

In the Matter of Edward Dickinson, of Moss-street, Liverpool, in the county of Lancashire, and Samuel Horsley, of Melville-place, in Liverpool aforesaid, formerly having a place of business in Leeco-street, Liverpool aforesaid, and now at St. Ann-street, Liverpool aforesaid, Shell and Horn Comb Manufacturers, Copartners, trading under the style or firm of Dickinson and Horsley, who was adjudicated bankrupt on the 17th day of March, 1868,

NOTICE is hereby given, that a meeting of the creditors of the above-named bankrupt will be held before one of the Registrars of the Court of Bankruptcy for the Liverpool District, at the District Court, South John-street, Liverpool aforesaid, on the 7th day of December, 1869, at eleven o'clock in the forenoon, for the purpose of electing one or more assignees or assignees of the estate and effects of the said bankrupts, in the room and stead of Thomas Fergie, of No. 37, Islington, Liverpool, deceased; when and where the creditors of the said bankrupts who have already proved their debts under the said Petition are to attend for the purpose of voting in the said choice. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee, and Mr. James Blackhurst, of Church-alley, Liverpool, is the Solicitor acting in the bankruptcy.

#### The Bankruptcy Act, 1861.

##### Notice of Dividend Meetings.

Meetings of the Creditors of the Bankrupts hereinafter named will be held, pursuant to the 174th section of the said Act, at the times and places hereinafter mentioned; that is to say:—

at the Court of Bankruptcy, Basinghall-street, in the city of London, before Henry Philip Roche, Esq., a Registrar:

John Herman Henry Holm, of No. 30, Great Saint Helen's, in the city of London, Merchant, also trading at Pernambuco, in the Empire of Brazil, in partnership with Carl Louis Philippe Röck, as Merchants, under the firm of N. O. Bieber and Company's successors, adjudicated bankrupt on the 18th day of October, 1867. A Dividend Meeting will be held on the 18th day of December next, at eleven o'clock in the forenoon precisely.

John Richard Sams, of No. 173, Piccadilly, in the county of Middlesex, and of Elcombe Villa, Croydon-grove, Croydon, in the county of Surrey, Oil and Italian Warehouseman, adjudicated bankrupt on the 13th day of November, 1868. A Dividend Meeting will be held on the

18th day of December next, at eleven o'clock in the forenoon precisely.

Richard Harwin, of Lower-hill-street, Wisbech, in the county of Cambridge, Brewer and Publican, adjudicated bankrupt on the 22nd day of July, 1868. A Dividend Meeting will be held on the 13th day of December next at eleven o'clock in the forenoon precisely.

At the Court of Bankruptcy for the Bristol District, at the Guildhall, Bristol, before the Honorable Montague Wilde, Registrar:

John Jones, of the Cambrian Iron Foundry, Swansea, in the county of Glamorgan, Iron Founder, Dealer and Chapman, adjudicated bankrupt on the 24th day of February, 1868. A Dividend Meeting will be held on the 6th day of December, 1869, at eleven o'clock in the forenoon precisely.

Richmond Davis Collins, of Sherston, in the county of Wilts, Grocer, Draper, and General Shopkeeper, adjudicated bankrupt on the 17th day of March, 1869. A Dividend Meeting will be held on the 6th day of December, 1869, at eleven o'clock in the forenoon precisely.

James Thomas Wilson, of Redcliffe-street, in the city and county of Bristol, Wine and Spirit Merchant, Dealer and Chapman, adjudicated bankrupt on the 12th day of October, 1864. A Dividend Meeting will be held on the 6th day of December, 1869, at eleven o'clock in the forenoon precisely.

James Cowell and Victor Fichaux, both of Cardiff, in the county of Glamorgan, Ship Brokers, Merchants, Dealers and Chapmen, adjudicated bankrupts on the 15th day of February, 1864. A Dividend Meeting will be held on the 6th day of December, 1869, at eleven o'clock in the forenoon precisely.

Arthur Charles Steele, of the city of Bath, in the county of Somerset, Lieutenant in the Royal Marine Artillery, adjudicated bankrupt on the 10th day of March, 1868. A Dividend Meeting will be held on the 6th day of December, 1869, at eleven o'clock in the forenoon precisely.

John Fullaway, of Stroud, in the county of Gloucester, Linendraper, Milliner, and Photographer, adjudicated bankrupt on the 8th day of December, 1866. A Dividend Meeting will be held on the 9th day of December, 1869, at eleven o'clock in the forenoon precisely.

David Longdon, of Ystalyfera, in the county of Glamorgan, Draper, Grocer, and General Shopkeeper, adjudicated bankrupt on the 18th day of December, 1868. A Dividend Meeting will be held on the 9th day of December, 1869, at eleven o'clock in the forenoon precisely.

Robert Fisher, of No. 10, Northgate-street, in the city of Bath, in the county of Somerset, Cook and Confectioner, and Wine and Spirit Merchant, adjudicated bankrupt on the 13th day of April, 1866. A Dividend Meeting will be held on the 9th day of December, 1869, at eleven o'clock in the forenoon precisely.

Robert Derrett and George Tutton, both of Newport, in the county of Monmouth, Brewers, lately carrying on business in copartnership at the Commercial Brewery, Newport aforesaid, under the style of Derrett and Tutton, adjudicated bankrupts, Robert Derrett on the 2nd day of March, 1867, and George Tutton on the 13th day of March, 1867. A Dividend Meeting will be held on the 9th day of December, 1869, at eleven o'clock in the forenoon precisely.

John Matthews and Thomas Payne, of the city of Gloucester, Brush Manufacturers, Copartners in trade, trading under the style or firm of Matthews and Payne, adjudicated bankrupts on the 18th day June, 1869. A Dividend Meeting will be held on the 9th day of December, 1869, at eleven o'clock in the forenoon precisely.

Henry Royall Minns, late of Cheltenham-buildings, Stokes-croft, but now of Counterslip, both in the city of Bristol, Gas Fitter, Locksmith, Iron Safe Manufacturer, and General Ironmonger, trading under the style of H. R. Minns and Co., adjudicated bankrupt on the 20th day of February, 1869. A Dividend Meeting will be held on the 9th day of December, 1869, at eleven o'clock in the forenoon precisely.

John Morgan the younger, of Dyffnant Abercarne, in the parish of Ystradgunlais, in the county of Brecon, Draper, Grocer, Dealer in Flour, and Provision Dealer, adjudicated bankrupt on the 6th day of November, 1867. A Dividend Meeting will be held on the 9th day of December, 1869, at eleven o'clock in the forenoon precisely.

Tom Oliver Hunt, late in lodgings at No. 16, Icknield-street East, Birmingham, in the county of Warwick, out of business, and previously of Presteign, in the county of Radnor, Surgeon and Apothecary, and formerly of Pem-



bridge, in the county of Hereford, Surgeon and Apothecary, and now a Prisoner for Debt in the Gaol at Warwick, adjudicated bankrupt on the 18th day of July, 1868. A Dividend Meeting will be held on the 9th day of December, 1869, at eleven o'clock in the forenoon precisely.

William Henry Green, of the city of Gloucester, Stock and Share Broker, adjudicated bankrupt on the 23rd day of July, 1866. A Dividend Meeting will be held on the 9th day of December, 1869, at eleven o'clock in the forenoon precisely.

Thomas Lawrence Perrett, of No. 33, Broad-quay, in the city of Bristol, and of No. 8, Regent-street, New Town, in the same city, Dealer in Teas and Coffees, Dealer and Chapman, adjudicated bankrupt on the 1st day of March, 1866. A Dividend Meeting will be held on the 9th day of December, 1869, at eleven o'clock in the forenoon precisely.

At the Court of Bankruptcy for the Exeter District, in Queen-street, Exeter, before John Daniel King, Esq., a Registrar:

Thomas Mills, of Redruth, in the county of Cornwall, Auctioneer, and High Bailiff of the County Court, at Redruth aforesaid, adjudicated bankrupt on the 4th day of April, 1868. A Dividend Meeting will be held on the 8th day of December next, at eleven o'clock in the forenoon precisely.

Charles Richard Jones, of Great Torrington, in the county of Devon, Physician, General Practitioner, Surgeon, and Apothecary, adjudicated bankrupt on the 16th day of June, 1865. A Dividend Meeting will be held on the 16th day of December next, at eleven o'clock in the forenoon precisely.

At the Court of Bankruptcy for the Leeds District, at Leeds, before a Registrar:

James Bryce, of Leeds, in the county of York, Wine and Spirit Merchant, adjudicated bankrupt on the 31st day of October, 1867. A Dividend Meeting will be held on the 13th day of December next, at eleven o'clock in the forenoon precisely.

Thomas Marr Harrison, of Thirsk, in the county of York, Veterinary Surgeon and Horse Dealer, adjudicated bankrupt on the 12th day of June, 1869. A Dividend Meeting will be held on the 13th day of December next, at eleven o'clock in the forenoon precisely.

John Pepper, of Leeds, in the county of York, Carrier and Carting Agent, adjudicated bankrupt on the 23rd day of August, 1869. A Dividend Meeting will be held on the 13th day of December next, at eleven o'clock in the forenoon precisely.

At the Court of Bankruptcy for the Liverpool District, at Liverpool, before a Registrar:

Holland Thomas Birkett, of Liverpool, in the county of Lancaster, Merchant, adjudicated bankrupt on the 7th day of April, 1869. A Final Dividend Meeting will be held on the 10th day of December next, at eleven o'clock in the forenoon precisely.

William Martin Pendlebury and Timothy Gittins, of Cowlane-bridge, Chester, in the county of Chester, Iron Merchants, trading there under the firm of Pendlebury and Gittins, as Iron Merchants, adjudicated bankrupts on the 10th day of July, 1869. A Dividend Meeting will be held on the 13th day of December next, at twelve o'clock at noon precisely.

Angelo Pagano, of Etna-bank, Green-lane, West Derby, near Liverpool, in the county of Lancaster, lately carrying on business in copartnership with Lingi Corica, at the Albany, Liverpool, aforesaid, as Commission Merchants, under the style of Corica and Pagano, and Lingi Corica, of the Albany, No. 6, Oldhall-street, Liverpool, in the county of Lancaster, Merchant, lately carrying on business in copartnership with Angelo Pagano, at Liverpool aforesaid, under the firm of Corica and Pagano, who were adjudicated bankrupts under Petitions for adjudication, filed by them respectively in the said Court, on the 20th and 30th days of June, 1869 (and which Petitions have since been consolidated by an Order of the London Court of Bankruptcy, bearing date 20th July, 1869). A Separate Dividend Meeting upon the separate estates and effects of each of the said bankrupts, will be held on the 14th day of December next, at eleven o'clock in the forenoon precisely.

James Carroll the younger, and William Henry Carroll, both of No. 9, Tooke-street, West Derby-road, Liverpool, in the county of Lancaster, Bookbinders and Copartners, trading at No. 26, Lord-street, Liverpool aforesaid, under the firm of J. and W. Carroll, adjudicated bankrupts on the 14th day of May, 1869. A Dividend Meeting upon the separate estate and effects of James Carroll the younger, one of the said bankrupts, will be held on the 14th day

of December next, at eleven o'clock in the forenoon precisely.

John Ledward, of the city of Chester, Accountant's Managing Clerk, adjudicated bankrupt on the 15th day of May, 1866. A Final Dividend Meeting will be held on the 9th day of December next, at half-past twelve o'clock in the afternoon precisely.

At the Court of Bankruptcy for the Manchester District, at No. 37A, Oxford-street, Manchester, before David Cato Macrae, Esq., a Registrar:

Thomas Crux, of No. 63, Temple-street, Chorlton-on-Medlock, and No. 2, Model-cottages, Didsbury, both in the county of Lancaster, Trimming Manufacturer, adjudicated bankrupt on the 15th day of June, 1869. A Dividend Meeting will be held on the 17th day of December next, at eleven o'clock in the forenoon precisely.

At the Court of Bankruptcy for the Manchester District, at No. 37A, Oxford-street, Manchester, before Thomas George Fardell, Esq., a Registrar:

Charles Henry Dixon, of Cheetham-hill, Manchester, in the county of Lancaster, Plumber and Glazier, Dealer, and Chapman, adjudicated bankrupt on the 16th day of February, 1869. A Dividend Meeting will be held on the 15th day of December next, at twelve o'clock at noon precisely.

At the Court of Bankruptcy for the Newcastle-upon-Tyne District, in the Royal-arcade, Newcastle-upon-Tyne, before William Sidney Gibson, Esq., Registrar:

Michael Jordan, of Sans-street, Bishopwearmouth, in the county of Durham, Feather Merchant and Mattress Maker, adjudicated bankrupt on the 2nd day of April, 1867. A Dividend Meeting will be held on the 14th day of December next, at twelve o'clock at noon precisely.

At the County Court of Lancashire, holden at Bolton, before Thomas Holden, Esq., the Registrar:

John Ward, of No. 16, Nile-street, Bolton, in the county of Lancaster, Contractor, having been adjudged bankrupt under a Petition against him for adjudication of Bankruptcy, filed in the Court of Bankruptcy for the District of Manchester, at Manchester, on the 20th day of May, 1869, and the proceedings in the said bankruptcy having been transferred to and prosecuted in the County Court of Lancashire, holden at Bolton. A Dividend Meeting will be held on the 8th day of December next, at ten o'clock in the forenoon precisely.

At the County Court of Somersetshire, holden at Taunton, before Thomas Meyler, Esq., Registrar:

Sidney Poole, of the parish of Corfe, near Taunton, in the county of Somerset, lately a Tailor and Shopkeeper, but now out of business, adjudicated bankrupt on the 23rd day of July, 1869. A Dividend Meeting will be held on the 8th day of December next, at half-past eleven o'clock in the forenoon precisely.

Charles Edmund Howard, of Bathpool, in the parish of West Monkton, in the county of Somerset, out of business, adjudicated bankrupt on the 8th day of November, 1864. A Dividend Meeting will be held on the 8th day of December next, at twelve o'clock at noon precisely.

Jane Jones Howard, of Bathpool, in the parish of West Monkton, in the county of Somerset, Spinster, out of business, adjudicated bankrupt on the 8th day of December, 1864. A Dividend Meeting will be held on the 8th day of December next, at twelve o'clock at noon precisely.

At the County Court of Sussex, holden at Arundel, before the Registrar:

Walter Warner, late of the Marine Hotel, Littlehampton, in the county of Sussex, Hotelkeeper, and then and now of No. 22, Beach-terrace, Littlehampton aforesaid, out of business, adjudicated bankrupt on the 10th day of May, 1869. A Dividend Meeting will be held on the 11th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Sussex, holden at Brighton, before the Registrar:

James Anthony Smith, late of No. 21, Claremont-street, and then and now of No. 24, Nelson-place, occupying stores Nos. 13 and 14, Nelson-place, all in Brighton, Sussex, Fish Salesman and Curer, adjudicated bankrupt on the 18th day of February, 1869. A Dividend Meeting will be held on the 20th day of December next, at eleven o'clock in the forenoon precisely.

William Leonard Golden, of No. 61, Lavender-street, and occupying apartments at No. 174, Eastern road, Brighton, Sussex, Bellhanger and Gasfitter, adjudicated

bankrupt on the 5th day of March, 1869. A Dividend Meeting will be held on the 20th day of December next, at eleven o'clock in the forenoon precisely.

Matthew Henry, of No. 3, Lansdowne-terrace, East Hove, Sussex Private Tutor, adjudicated bankrupt on the 9th day of July, 1869. A Dividend Meeting will be held on the 20th day of December next, at eleven o'clock in the forenoon precisely.

William Salvidge, No. 57, Gloucester-road, Brighton, Sussex, Grocer, Tea Dealer, and Tobacconist, adjudicated bankrupt on the 28th day of July, 1869. A Dividend Meeting will be held on the 20th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Denbigshire, holden at Wrexham, and Llangollen, before the Registrar :

Samuel Morris, of Chapel-street, Llangollen, in the county of Denbigh, Grocer and Weaver, adjudicated bankrupt on the 9th day of May, 1865. A Dividend Meeting will be held on the 14th day of December, 1869, at ten o'clock in the forenoon precisely.

Edward Turner, of Plasynclawdd, in the parish of Ruabon, in the county of Denbigh, Colliery Watcher, adjudicated bankrupt on the 15th day of September, 1868. A Dividend Meeting will be held on the 10th day of December, 1869, at ten o'clock in the forenoon precisely.

Thomas William Edwards, of Caergwrle, in the parish of Hope, in the county of Flint, Farmer, Baker, and Provision Dealer, adjudicated bankrupt on the 3rd day of December, 1862. A Dividend Meeting will be held on the 10th day of December, 1869, at ten o'clock in the forenoon precisely.

John Williams, of Rhoslerchrugog, in the parish of Ruabon, in the county of Denbigh, Tailor and Draper, adjudicated bankrupt on the 25th day of July, 1863. A Dividend Meeting will be held on the 10th day of December, 1869, at ten o'clock in the forenoon precisely.

John Jones, of Hall-street, Llangollen, in the county of Denbigh, Currier, Leather Dealer, Boot and Shoemaker, Grocer, Provision Dealer, and Carrier, adjudicated bankrupt on the 14th day of June, 1869. A Dividend Meeting will be held on the 10th day of December, 1869, at eleven o'clock in the forenoon precisely.

William Ashton, of Holt-street-terrace, Wrexham, in the county of Denbigh, Provision Dealer's Assistant, adjudicated bankrupt on the 10th day of June, 1869. A Dividend Meeting will be held on the 10th day of December, 1869, at eleven o'clock in the forenoon precisely.

Thomas Townsend, Alyn View, the Rossetts, in the parish of Gresford, in the county of Denbigh, Builder and Contractor and Shopkeeper, adjudicated bankrupt on the 28th day of June, 1869. A Dividend Meeting will be held on the 10th day of December, 1869, at half-past eleven o'clock in the forenoon precisely.

Edward Norris, of Pentrefelin, in the town of Wrexham, in the county of Denbigh, Moulder and Shopkeeper, adjudicated bankrupt on the 2nd day of July, 1869. A Dividend Meeting will be held on the 10th day of December, 1869, at twelve o'clock at noon precisely.

At the County Court of Derbyshire, holden at Belper, before William Machin Ingle, Esq., Registrar.

Samuel Osbiston, of Blackbrook, near Belper, in the county of Derby, Blacksmith and Whitesmith, adjudicated bankrupt on the 10th day of March, 1868. A Dividend Meeting will be held on the 16th day of December, 1869, at ten o'clock in the forenoon precisely.

William Oldershaw, late of Heanor, in the county of Derby, Beerhouse Keeper and Builder, but now of the same place (in lodgings) Builder, adjudicated bankrupt on the 10th day of July, 1869. A Dividend Meeting will be held on the 16th day of December, 1869, at ten o'clock in the forenoon precisely.

Frederick Draper, of Heanor, in the county of Derby, Journeyman Painter, Glazier, and Plumber, and up to about two years before the filing of his petition also carrying on business as a Lacemaker, adjudicated bankrupt on the 15th day of August, 1868. A Dividend Meeting will be held on the 16th day of December, 1869, at ten o'clock in the forenoon precisely.

Herbert Flinders, of Slade-street, Ilkeston, in the county of Derby, Miner, adjudicated bankrupt on the 10th day of August, 1868. A Dividend Meeting will be held on the 16th day of December, 1869, at ten o'clock in the forenoon precisely.

Richard Wheatley, of Bridge-street, in Belper, in the county of Derby, Joiner, Wood Turner and Beerhouse

Keeper, adjudicated bankrupt on the 5th day of September 1868. A Dividend Meeting will be held on the 16th day of December, 1869, at ten o'clock in the forenoon precisely.

William Sturgess, of Nottingham-road, Belper, in the county of Derby, Beerhouse Keeper and Labourer, adjudicated bankrupt on the 20th day of October, 1868. A Dividend Meeting will be held on the 16th day of December, 1869, at ten o'clock in the forenoon precisely.

At the said Meetings the Assignees will, in pursuance of the 174th section of the said Act, submit statements of the Bankrupt's estate recovered and outstanding, and of all receipts and of all payments made or to be made thereout; and the creditors at the said respective meetings will, in pursuance of the said section, declare whether any and what Dividend shall be made, and whether any and what allowance shall be paid to the said bankrupts respectively. Proofs of Debts will be received, and creditors who have not proved, or do not then prove, will be excluded the benefit of the Dividend. And all claims not proved will be disallowed.

### The Bankruptcy Act, 1861.

#### Notice of the Granting of Orders of Discharge.

The Bankrupts hereinafter named have had Orders of Discharge granted or suspended as hereinafter mentioned by the several Courts acting in prosecution of their respective Bankruptcies, and such Orders will be delivered to the Bankrupts unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court:—

William Shipman, of No. 12, Clements-lane, Lombard-street, in the city of London, Bill Broker, trading under the name, style, or firm of William Shipman and Co., and formerly of No. 35, Nicholas-lane, in the city of London, Manager of The Agra and Masterman's Bank Limited, and formerly residing at No. 171, Camberwell-grove, Camberwell, in the county of Surrey, but now residing at No. 166, Camberwell-grove, Camberwell, aforesaid, adjudicated bankrupt on the 1st day of January, 1869. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 20th day of April, 1869, and the Court ordered that the said bankrupt be imprisoned for twelve months, such imprisonment to commence from such date, the reason for such sentence of imprisonment being that the insolvency of the said bankrupt was attributable to rash and hazardous speculations.

William Patmore, of No. 10, Gun-lane, Limehouse, in the county of Middlesex, Beershop Keeper, adjudicated bankrupt the 21st day of April, 1869. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 23rd day of October, 1869.

Peter Macnair, of No. 56, Connaught-terrace, Edgware-road, Middlesex, and William Townsend, of No. 2, Blomfield-villas, Cowper-road, Hornsey New Town, Middlesex, trading in co-partnership at No. 2, Old Fish-street, in the city of London, having a workshop also at Bread-street-hill, in the said city, Manufacturers of Fancy Goods, adjudicated bankrupt on the 20th day of June, 1864. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 11th day of August, 1864.

William Pomphrett, late of No. 29, Park-place, Mile End-road, in the county of Middlesex, Grocer and Cheesemonger, but now of No. 68, Broad-street, Racliffe, in the said county, Traveller to a Cigar and Tobacco Manufacturer, adjudicated bankrupt on the 1st day of June, 1865. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 12th day of October, 1865.

John Eyre Tanner, of Cowley-road, in the parish of Cowley, in the city of Oxford, in the county of Oxford, Builder, adjudicated bankrupt on the 9th day of March, 1869. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 25th day of July, 1869.

Charles Köhler, of No. 39 Coleshill-street, Eaton-square, Pimlico, in the county of Middlesex, formerly of Charles Langreen, Middlesex aforesaid, Gentleman, adjudicated bankrupt on the 20th day of April, 1868. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 22nd day of April, 1869.

Charles Abbott Booty, trading as Abbott Booty, of No. 57, Saint Giles-street, in the city of Oxford, in the county of Oxford, Photographer and Chemist, adjudicated bankrupt on the 1st day of January, 1869. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 11th day of March, 1869.

Francis White, of the Edinburgh Castle, Nunhead-lane Peckham Rye, in the county of Surrey, Licensed Victualler, adjudicated bankrupt on the 30th day of March, 1868. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 22nd day of May, 1868.

Cedric Nurse, of No. 118, New Bond-street, and No. 43, Crawford-street, Bryanstone-square, late of No. 200, Regent-street, and lately residing at No. 7, Park-place-villas, Maidenhill, all in the county of Middlesex, Coach Builder, adjudicated bankrupt on the 26th day of February, 1867. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 25th day of April, 1867.

Maria Bevan, late of Bridge-street, Crickhowell, in the county of Brecon, Grocer and Provision Dealer, a Prisoner for Debt in the Gaol at Taunton, in the county of Somerset, adjudged bankrupt on the 16th day of August, 1869. An Order of Discharge was granted by the Court of Bankruptcy for the Bristol District, at Bristol, on the 9th day of November, 1869.

Richard Michell, of Little Beside, Scorrier, in the parish of Gwennap, in the county of Cornwall, late Merchant, but now out of business, adjudicated bankrupt on the 10th day of August, 1869. An Order of Discharge was granted by the Court of Bankruptcy for the Exeter District, at Exeter, on the 18th day of November, 1869.

Thomas Joseph Donnelly, of East Lulworth, in the county of Dorset, Grocer and Schoolmaster, adjudicated bankrupt on the 24th day of August, 1869. An Order of Discharge was granted by the Court of Bankruptcy for the Exeter District, at Exeter, on the 19th day of November, 1869.

Matthew James Bird, of Northmolton, in the county of Devon, Manure Merchant, Wool and Seed Dealer, and Farmer, adjudicated bankrupt on the 27th day of August, 1869. An Order of Discharge was granted by the Court of Bankruptcy for the Exeter District, at Exeter, on the 11th day of November, 1869.

Josiah Lowndes, of Congleton, in the county of Chester, Machinist and Ironfounder, adjudicated bankrupt the 1st day of April, 1869. An Order of Discharge was granted by the Court of Bankruptcy, Manchester, on the 12th day of May, 1869.

Charles Wheeler Mullins, late of No. 6, Gladstone-terrace, Bishop-street, Whalley-range, but now in lodgings at No. 18, Walmer-street, Rusholme, both in the county of Lancaster, and lately carrying on business as an Insurance and Financial Agent, at No. 59, Piccadilly, in the city of Manchester, adjudicated bankrupt the 10th day of March, 1869. An Order of Discharge was granted by the Court of Bankruptcy, Manchester, on the 16th day of June, 1869.

Thomas Ellison and Joseph Southern, both of Brunswick Mill, New Mills, in the county of Chester, Candlewick Manufacturers and Copartners, the said Thomas Ellison also carrying on business at New Mills aforesaid as a Grocer and Provision Dealer on his separate account, adjudicated bankrupt the 23rd day of February, 1869. An Order of Discharge was granted by the Court of Bankruptcy, Manchester, on the 7th day of May, 1869.

Frederick Charles Hilton, of Eccles, in the county of Lancaster, and formerly of Yew Bank, Lower Broughton, in the said county, Yarn and Cloth Agent, adjudicated bankrupt the 21st day of June, 1869. An Order of Discharge was granted by the Court of Bankruptcy, Manchester, on the 26th day of August, 1869.

Thomas Frederick Parry, a Prisoner for Debt in the Gaol of the city of Manchester, in the county of Lancaster, Manager of a Beerhouse called the Crown Inn, No. 74, Queen-street, Lower Moss-lane, Hulme, in the said city, formerly residing there, previously thereto in lodgings at No. 50, Hodson-street, King-street, in Salford, in the said county, previously thereto in lodgings at No. 22, Carter-street, Strangeways, in the said city, and previously thereto at No. 4, Crompton-terrace, in Harpurhey, in the said county, and formerly carrying on business as a Rope and Twine Manufacturer, at No. 9A, Shudehill, in the said city, and at Hendham Vale Works, in Harpurhey aforesaid, and at Middleton, in the said county, adjudicated bankrupt on the 1st day of June, 1869. An Order of Discharge was granted by the Court of Bankruptcy, Manchester, on the 7th day of August, 1869.

Edward Co-nell, of Willow Grove, in Beverley, in the county of York, Shoeing Smith, adjudicated bankrupt on the 11th day of October, 1869. An Order of Discharge was granted by the County Court of Yorkshire, holden at Beverley, on the 16th day of November, 1869.

Robert Markham, late of Wisbech, in the county of Cambridge, but now of Leverington, in the said county, Auctioneer, Valuer, and Estate Agent, adjudicated bankrupt on the 15th day of September, 1869. An Order of Discharge was granted by the County Court of Cambridgeshire, holden at Wisbech, on the 24th day of November, 1869.

Henry Rawson, of Winkburn, in the county of Nottingham, Labourer, adjudicated bankrupt on the 21st day of September, 1869. An Order of Discharge was granted by the County Court of Nottinghamshire, holden at Newark, on the 12th day of November, 1869.

John Albert Miles, of Banbury, in the county of Oxford, Coach Builder, adjudicated bankrupt on the 9th day of October, 1869. An Order of Discharge was granted by the County Court of Oxfordshire, holden at Banbury, on the 16th day of November, 1869.

William Brereton the elder, late of the Phoenix Inn, in Audlem, in the county of Chester, Innkeeper, but now in lodgings at Kinsey Heath, in the parish of Audlem aforesaid, of no occupation, adjudicated bankrupt on the 8th day of October, 1869. An Order of Discharge was granted by the County Court of Shropshire, holden at Whitcurch, on the 24th day of November, 1869.

Thomas Desborough, of Kimbolton, in the county of Huntingdon, Auctioneer, Valuer, and Surveyor, Wife Dress-maker, previously of Tourleigh, in the county of Bedford, out of business, adjudicated bankrupt on the 6th day of October, 1869. An Order of Discharge was granted by the County Court of Huntingdonshire, holden at Saint Neots, on the 10th day of November, 1869.

Peter Rafter, of the Foresters Arms, No. 54, Gibson-street, Newcastle-upon-Tyne, Beerhouse Keeper and Dealer in Fish, adjudicated bankrupt on the 5th day of October, 1869. An Order of Discharge was granted by the County Court of Northumberland, holden at Newcastle, on the 23rd day of November, 1869.

George Darling, of East Denton, in the parish of Newburn, in the county of Northumberland, Boot and Shoemaker, Grocer and Provision Dealer, adjudicated bankrupt on the 24th day of August, 1869. An Order of Discharge was granted by the County Court of Northumberland, holden at Newcastle, on the 23rd day of November, 1869.

Robert Brown, formerly of No. 2, Ball-street, Rochdale, in the county of Lancaster, but now of Joy-street, Croukeshaw, Rochdale aforesaid, Agent, Debt Collector, and Journeyman Brushmaker, adjudicated bankrupt on the 6th day of August, 1869. An Order of Discharge was granted by the County Court of Lancashire, holden at Rochdale, on the 18th day of November, 1869.

Abram Sutcliffe, of No. 24, Allotment-street, in Rochdale, in the county Palatine of Lancaster, out of business, formerly of Upper Brunswick-street, in Halifax, in the county of York, Clerk, adjudicated bankrupt on the 3rd day of July, 1869. An Order of Discharge was granted by the County Court of Lancashire, holden at Rochdale, on the 18th day of November, 1869.

William Glover, of No. 126, Prescott-road, Fairfield, Liverpool, in the county of Lancaster, Provision Dealer, adjudicated bankrupt on the 12th day of August, 1869. An Order of Discharge was granted by the County Court of Lancashire, holden at Liverpool, on the 23rd day of October, 1869.

Stephen Emery, of No. 15, Peel-street, Pendleton, in the county of Lancaster, Beerhouse Keeper, and late a Prisoner for Debt in the Manchester City Gaol, adjudicated bankrupt by a Registrar of the Court of Bankruptcy attending at the said gaol on the 9th day of July, 1869. An Order of Discharge was granted by the County Court of Lancashire, holden at Salford, on the 23rd day of November, 1869.

James Lee, now and for two years last past residing at No. 86, Embden-street, Hulme, in the city of Manchester, in the county of Lancaster, and carrying on business during part of that time as a Beer Retailer, and also in co-partnership with William Gibbon, at No. 1, South King-street, and No. 1, St. James's-square, in the city of Manchester aforesaid, as Accountants, Agents, and Wine and Beer Retailers, as "Gibbon, Lee, and Company," and for three years previous thereto residing at No. 47, Boundary-street, Chorlton-upon-Medlock, in the city of Manchester, aforesaid, Bookkeeper, adjudicated bankrupt on the 19th day of October, 1869. An Order of Discharge was granted by the County Court of Lancashire, holden at Salford, on the 23rd day of November, 1869.

Henry Miles, of No. 2, Gladstone-terrace, Tatton-street, Salford, in the county of Lancaster, French Polisher, adjudicated bankrupt on the 18th day of October, 1869. An Order of Discharge was granted by the County Court of Lancashire, holden at Salford, on the 23rd day of November, 1869.

William Gibbon, now and for two months last past residing at No. 30, Inkerman-grove, Chorlton-upon-Medlock, in the city of Manchester, in the county of Lancaster, for three years previously thereto residing at No. 33, Upper Jackson-street, Hulme, in the city of Manchester, aforesaid, carrying on business during part of that time as a Waste Dealer, at Walker's-croft, in the said city of Manchester, and afterwards as a Commissioned Agent, Accountant, and Wine and Beer Retailer, at No. 1, South King-street, and No. 1, in St. James's-square, in Manchester aforesaid, as "Gibbon, Lee, and Company," in partnership with James Lee, adjudicated bankrupt on the 14th day of October, 1869. An Order of Discharge was granted by the County Court of Lancashire, holden at Salford, on the 23rd day of November, 1869.

James Hannibal, of 4, Bank-parade, Salford, in the county of Lancaster, Cabinet-maker and Upholsterer, adjudicated bankrupt on the 18th day of October, 1869. An Order of Discharge was granted by the County Court of Lancashire, holden at Salford, on the 23rd day of November, 1869.

Taylor Keal, now and for one month last past of No. 8, Renshaw-street, Hulme, in the city of Manchester, in the county of Lancaster, and for two years previous thereto of No. 13, Moulton-street, Hulme, aforesaid, and occupying a yard in Embden-street, Hulme aforesaid, Brick-layer and Contractor, adjudicated bankrupt on the 18th day of October, 1869. An Order of Discharge was granted by the County Court of Lancashire, holden at Salford, on the 23rd day of November, 1869.

John Murphy, for upwards of six months residing at No. 15, Tamworth-street, Hulme, within the city of Manchester, in the county of Lancaster, and carrying on business for the same period at Commercial Chambers, No. 4, Hanging-ditch, within the said city of Manchester, aforesaid, as an Accountant, Contractor, Property Broker, Estate and General Mercantile Agent, under the style or firm of "John Murphy and Company," adjudicated bankrupt on the 30th day of September, 1869. An Order of Discharge was granted by the County Court of Lancashire, holden at Salford, on the 23rd day of November, 1869.

Sidney Dendy, of No. 60, Edward-street, Brighton, Upholsterer, residing at No. 14, Grosvenor-street, Brighton aforesaid, adjudicated bankrupt on the 30th day of September, 1869. An Order of Discharge was granted by the County Court of Sussex, holden at Brighton, on the 18th day of November, 1869.

William Sackett, late of No. 22, Mount-street, and then and now of No. 6, Montague-place, both in Brighton, Sussex, Licensed Haulier and Fruiterer, adjudicated bankrupt on the 21st day of September, 1869. An Order of Discharge was granted by the County Court of Sussex, holden at Brighton, on the 18th day of November, 1869.

George Milliner, of Malmesbury, in the county of Wilts, Carpenter and Joiner, adjudicated bankrupt on the 24th day of August, 1869. An Order of Discharge was granted by the County Court of Wiltshire, holden at Malmesbury on the 15th day of November, 1869.

George Umpleby, of Aldborough, in the county of York, Sheep Waterer and Labourer, adjudicated bankrupt on the 7th day of October, 1869. An Order of Discharge was granted by the County Court of Yorkshire holden at Knaresborough, on the 11th day of November, 1869.

Joseph Roberts, of Two Dales, in the county of Derby, Blacksmith, adjudicated bankrupt on the 28th day of September, 1869. An Order of Discharge was granted by the County Court of Derbyshire, holden at Wirksworth, on the 12th day of November, 1869.

George Marks, of Bascombe, in the parish of Christchurch, in the county of Southampton, Carpenter and Builder, adjudicated bankrupt on the 16th day of July, 1869. An Order of Discharge was granted by the County Court of Hampshire, holden at Christchurch, on the 10th day of November, 1869.

George Pointer, of the parish of Honing, in the county of Norfolk, Publican and Licensed Victualler, and Licensed to sell Tobacco and Cigars, and residing at and keeping the public house there called "The Swan," adjudicated bankrupt on the 6th day of October, 1869. An Order of Discharge was granted by the County Court of Norfolk,

holden at North Walsham, on the 23rd day of November, 1869.

William Smith, late of Lane Ends, near Keighley, in the county of York, Cabinet Maker, but now of Cross-roads, in lodgings, adjudicated bankrupt on the 13th day of October, 1869. An Order of Discharge was granted by the County Court of Yorkshire, holden at Keighley, on the 17th day of November, 1869.

Cornelius Haskins, of Bell Hill, in the parish of St. George, in the county of Gloucester, Baker, adjudicated bankrupt (in formâ pauperis) on the 26th day of August, 1869. An Order of Discharge was granted by the County Court of Gloucestershire, holden at Gloucester, on the 18th day of November, 1869, after suspension thereof for the period of three calendar months.

Charles Evans, of the Crown Inn, Llanvrechva, in the parish of Llanvrechva Lower, in the county of Monmouth, Innkeeper, Coal Merchant, Dealer and Chapman, adjudicated bankrupt on the 23rd day of September, 1869. An Order of Discharge was granted by the County Court of Monmouthshire, holden at Pontypool, on the 16th day of November, 1869.

George Walton, of Alton, in the county of Hampshire, Licensed Victualler, adjudicated bankrupt on the 5th day of October, 1869. An Order of Discharge was granted by the County Court of Hampshire, holden at Alton, on the 18th day of November, 1869.

James Martin, of Tavistock, in the county of Devon, Shoemaker, adjudicated bankrupt on the 11th day of October, 1869. An Order of Discharge was granted by the County Court of Devonshire, holden at Tavistock, on the 20th day of November, 1869.

Benjamin Thewliss, now and for fourteen days last past living in lodgings at No. 306, Huddersfield-road, within Oldham, in the county of Lancaster, out of business, and for nine calendar months previous thereto residing at No. 268, Rippoden-road, within Oldham aforesaid, and there carrying on business as a Beerseller and Greengrocer, adjudicated bankrupt on the 23rd day of October, 1869. An Order of Discharge was granted by the County Court of Lancashire, holden at Oldham, on the 19th day of November, 1869.

**T**HIS is to give notice, that the Court acting in the prosecution of an adjudication of Bankruptcy made by a Registrar attending at the Castle of York, and filed on the 18th day of September, 1869, in Her Majesty's Court of Bankruptcy for the Leeds District, against Robert Tiplady, late of Skelton, in Cleveland, in the county of York, Brewer, did on the 9th day of November, 1869, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

**T**HIS is to give notice, that the Court acting in the prosecution of an adjudication of Bankruptcy, made by a Registrar attending the Castle of York, and filed on the 18th day of September, 1869, in Her Majesty's Court of Bankruptcy for the Leeds District, against George Reynolds, of Middlesbrough, in the county of York, Joiner, did, on the 19th day of November, 1869, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

**T**HIS is to give notice, that the Court acting in the prosecution of an adjudication of Bankruptcy, made by a Registrar attending the Castle of York, and filed on the 18th day of September, 1869, in Her Majesty's Court of Bankruptcy for the Leeds District, against Samuel Merritt, of Leeds, in the county of York, Cloth Merchant, did, on the 19th day of November, 1869, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

**T**HIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 23rd day of September, 1869, in Her Majesty's Court of Bankruptcy for the Leeds District, against Eli Tomlinson, of Ossett, in the county of York, Cloth-Manufacturer, did, on the 19th day of November, 1869, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

**T**HIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 28th day of September, 1869, in Her Majesty's Court of Bankruptcy for the Leeds District, against Louis Whitaker and Saville Iredale, of Elland, in the parish of Halifax, in the county of York, Ironfounders

and Copartners, trading in partnership with William Hudson, did, on the 19th day of November, 1869, on the application of the said bankrupts for an Order of Discharge, adjudge the said bankrupts entitled to such Order of Discharge, and the same was allowed and granted accordingly.

**T**HIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 22nd day of September, 1869, in Her Majesty's Court of Bankruptcy for the Leeds District, against William Thomas Mainwaring Sylvester, of Castleford, in the county of York, Clerk in Holy Orders, did, on the 19th day of November, 1869, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

**T**HIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 12th day of July, 1869, in Her Majesty's Court of Bankruptcy for the Leeds District, against Charles James Diloo, now or late of Leeds, in the county of York, and lately of Huddersfield, Halifax, Middlesborough, and Scarborough, all in the said county, and also of the city of York Comedian, did, on the 19th day of November, 1869, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

**N**OTICE is hereby given, that Theodore Thring, Esq., the Commissioner of Her Majesty's Court of Bankruptcy for the Liverpool District, did on the 23rd day of November, 1869, grant an Order of Discharge to John William Withecomb, of Tarvin, in the county of Chester, Publican and Farmer, who was adjudged bankrupt under a Petition for adjudication, filed by him in the said Court, on the 9th day of October, 1869, and that such Order of Discharge will be drawn up and delivered to the said John William Withecomb, unless an appeal be duly entered within thirty days from the said 23rd day of November, 1869.

**N**OTICE is hereby given, that Theodore Thring, Esq., the Commissioner of Her Majesty's Court of Bankruptcy for the Liverpool District, did, on the 23rd day of November, 1869, grant an Order of Discharge to George Evans, of the Abbotsford Hotel, Victoria-road, Seacombe, in the county of Chester, Hotel-keeper, who was adjudged bankrupt under a Petition for adjudication, filed by him in the said Court on the 22nd day of September, 1869, and that such Order of Discharge will be drawn up and delivered to the said George Evans, unless an appeal be duly entered within thirty days from the said 23rd day of November, 1869.

**N**OTICE is hereby given, that Theodore Thring, Esq., the Commissioner of Her Majesty's Court of Bankruptcy for the Liverpool District, did, on the 22nd day of November, 1869, grant an Order of Discharge to John Rosser Rogers, of No. 262, Great Homer-street, Liverpool, in the county of Lancaster, Ladies' Outfitter and Milliner, previously of Calvin-terrace, West Derby-road, Liverpool aforesaid, Draper's Assistant, who was adjudged bankrupt under a Petition for adjudication, filed by him in the said Court, on the 12th day of October, 1869, and that such Order of Discharge will be drawn up and delivered to the said John Rosser Rogers, unless an appeal be duly entered within thirty days from the said 22nd day of November, 1869.

**T**HOMAS EWING WINSLOW, Esq., one of Her Majesty's Commissioners, authorized to act under a Petition for adjudication of Bankruptcy, filed on the 21st day of October, 1859, against William Dray, of Farmingham, in the county of Kent, Farmer, Agricultural Implement Maker and Seller, Dealer and Chapman, and formerly carrying on business at Adelaide-place, London-bridge, in the city of London, under the style or firm of William Dray and Company, will sit on the 17th day of December, 1869, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the purpose of Auditing the Accounts of the assignees of the estate and effects of the said bankrupt under the said Petition, pursuant to the Acts of Parliament made and now in force concerning bankrupts.

**T**HOMAS EWING WINSLOW, Esq., one of Her Majesty's Commissioners, authorized to act under a Petition for adjudication of Bankruptcy, filed the 21st day of October, 1859, against William Dray, of Farmingham, in the county of Kent, Farmer, Agricultural Implement Maker, and Seller, Dealer and Chapman, and formerly carrying on business at Adelaide-place, London Bridge, in the city of London, under the style or firm of William Dray and

Company, will sit on the 18th day of December, 1869, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, London, in order to make a Final Dividend of the estate and effects of the said bankrupt; when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**E**DWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 4th day of April, 1851, against William Cox, lately of No. 16, Throgmorton-street, in the city of London, but now of No. 4, Blanford-terrace, Harrow-road, in the county of Middlesex, Stock and Share Broker, will sit on the 18th day of December, 1869, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**T**HE estates of William Robertson, residing at Mosefield, near Glasgow, were sequestrated on the 20th day of November, 1869, by the Sheriff of Lanarkshire.

The first deliverance is dated the 20th November, 1869.

The meeting to elect the Trustee and Commissioners is to be held on the 30th day of November current, at twelve o'clock, noon, within the Faculty-hall, Saint George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 20th day of March, 1870.

A Warrant of Protection has been granted to the bankrupt till the meeting for the election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JAMES INGLIS, Agent,  
68, Bath-street, Glasgow.

**T**HE estates of Allan Gardner, Warehouseman, Tron-gate, Glasgow, were sequestrated on the 20th day of November, 1869, by the Sheriff of Lanarkshire, and a Warrant of Protection against Arrest or Imprisonment for Civil Debt granted to the said Allan Gardner until the meeting of creditors for the election of Trustee.

The first deliverance is dated 20th November, 1869.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Tuesday, the 30th day of November, 1869, within the Faculty-hall, Saint George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 19th day of March, 1870.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

W. A. GALBRAITH, Writer,  
169, West George-street, Glasgow, Agent.

**T**HE estates of Richard McLay, sometime Grocer and Spirit Dealer, Coatbridge, in the county of Lanark, and now Funeral Undertaker and Horse and Carriage Hired there, were sequestrated on the 22nd day of November, 1869, by the Sheriff of the county of Lanark.

The first deliverance is dated 22nd November, 1869.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Thursday, the 2nd day of December next, within the Coatbridge Inn, in Coatbridge.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 23rd day of March, 1870.

A Warrant of Protection against Arrest or Imprisonment for Civil Debt has been granted to the Bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WILLIAM J. ANDREW, Solicitor, Coatbridge,  
Agent.

**T**HE estates of Donald Meldrum, Merchant, in Tomintoul, in the parish of Kirkmichael, and county of Banff, were sequestrated on the 23rd day of November, 1869, by the Sheriff of Banff, Elgin, and Nairn, acting in Banff-hire.

The first deliverance is dated the 23rd November, 1869.

The meeting to elect the Trustee and Commissioners is to be held at eleven o'clock, forenoon, on Saturday, the 4th

day of December, 1869, within the Gordon Arms Hotel, in Keith.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 23rd day of March, 1870.

A Warrant of Protection has been granted to the Bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

A. and F. GEORGE,  
Solicitors in Banff, Agents.

**T**HE estates of Duncan Campbell, Draper, in Dingwall, as a Partner of the Firm of Messieurs Campbell and Mackenzie, Drapers there, and as an Individual, were sequestered on the 24th day of November, 1869, by the Sheriff of the county of Ross.

The first deliverance is dated the 30th October, 1869.

The meeting to elect the Trustee and Commissioners is to be held at noon, on Friday, the 3rd December next, within the National Hotel, Dingwall.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 24th day of March next.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

ANDW. SMITH, Solicitor, Dingwall,  
Agent.

Pursuant to the Bankruptcy Act, 1861, and the several Act for the relief of Insolvent Debtors in England.

In Bankruptcy.

In the Matter of William Bryant, an Insolvent Debtor,  
No. 49,710, T.

ALL persons having claims against the estate of the said William Bryant, formerly of No. 12, Lambeth-road, Surrey, Gentleman, in the matter of whose estate the usual Vesting Order was made by the late Court for relief of Insolvent Debtors, on the 13th day of March, 1839, are required to prove their debts at a meeting to be held for this purpose, at the office of the said late Court, No. 5, Portugal-street, Lincoln's-inn-fields, Middlesex, on Wednesday, the 15th day of December, 1869, at two o'clock, P.M. Proof must be made by specific debtor and creditor account, with dates verified by affidavits, and securities must be produced. Such affidavits, &c., may be forwarded, post-paid, to the Examiner of the said late Court, at the above-named address.

*All Letters must be Post-paid, and all communications on the business of the London Gazette to be addressed to the Office, No. 45, St. Martin's Lane.*

Published by THOMAS WALKER, Editor, Manager, and Publisher, of and at No. 45, St. Martin's Lane, in the Parish of St. Martin-in-the-Fields, in the County of Middlesex.

Printed by THOMAS HARRISON and JAMES WILLIAM HARRISON, Printers, at their Office, No. 45, St. Martin's Lane, in the Parish and County aforesaid.

Friday, November 26, 1869.

Price One Shilling