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[The following Notification is published in lieu of that which appeared in the Gazette of the 25th October, 1870.]

At the Court at *Balmoral*, the 24th day of October, 1870.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

HER Majesty in Council was this day pleased to declare Her consent to a Contract of Matrimony between Her Royal Highness The Princess Louise Caroline Alberta, and John Douglas Sutherland Campbell (commonly called the Marquess of Lorne), which consent Her Majesty has also caused to be signified under the Great Seal.

War Office, November 24, 1870.

The Queen has been graciously pleased to give orders for the appointment of Lieutenant-Colonel Charles Osborne Creagh-Osborne, of the 1st Battalion, 6th Regiment, to be an Ordinary Member of the Military Division of the Third Class, or Companions of the Most Honourable Order of the Bath.

Crown Office, November 24, 1870.

MEMBER returned to serve in the present PARLIAMENT.

*Borough of Newport.
Isle of Wight.*

Charles Cavendish Clifford, of Westfield, Ryde, Esq., in the room of Charles Wykeham Martin, Esq., deceased.

Whitehall, November 16, 1870.

The Queen has been pleased to grant unto Clementina Elizabeth Heathcote, Dowager Lady Aveland, widow and relict of Gilbert John Heathcote, Baron Aveland, of Aveland, in the county of Lincoln, eldest daughter of Peter Robert Drummond-Burrell, Baron Willoughby de Eresby, in the county of Lincoln, by Clementina Sarah his

wife, only child and heir of James Drummond, Lord Perth, Baron Drummond, of Stobb Hall, in the county of Perth, and sister and co-heir of Alberic Drummond-Willoughby, Baron Willoughby de Eresby, all deceased, her Royal licence and authority that she may, in compliance with a direction contained in a Deed of Entail executed by her mother, the said Clementina Sarah Baroness Willoughby de Eresby, bear and use the surname of Drummond in addition to and after that of Heathcote, and bear the arms of Drummond; such arms being first duly exemplified according to the laws of arms, and recorded in the College of Arms, otherwise the said Royal licence and permission to be void and of none effect:

And to command that the said Royal concession and declaration be registered in Her Majesty's College of Arms.

(C. 1319.)

*Board of Trade, Whitehall,
November 24, 1870.*

The Right Honourable the Lords of the Committee of Privy Council for Trade have received from the Secretary of State for Foreign Affairs, a translation of the Custom House Law for the ensuing year, which received the sanction of the Government of the Argentine Confederation, on the 21st September last:—

CHAP. I.

All merchandize from abroad will pay on entry for consumption a duty of 20 per cent. *ad valorem*, except the following articles that pay a duty of 25 per cent. *ad valorem*, viz:—

Art. 1. Aguardiente (spirits), sugar, coffee, beer, liqueurs, tobacco, tea, vinegar, wine, yerba.

The following pay a duty of 10 per cent.

Ploughs, coal, iron in plates, bar and wire, timber, gold and silver wrought, with or without precious stones, unset precious stones, common salt, silks, all articles mounted in gold or silver when such mounting increases their value by one-third.

Art. 2. The following are duty free:—

Fire engines, shooks.

Articles shipped direct from a foreign port for religious purposes to religious communities.

Fresh fruit, stock for feeding, ice, printing materials, firewood and charcoal, printed books, corn and cornflour imported by land, engines and machinery for steamers, and all machinery in the opinion of the Executive necessary for new industries and calculated to encourage agriculture, mining, and the arts and sciences.

Furniture and tools belonging to emigrants, or for the exclusive establishment of colonies.

Gold and silver in coin or bullion.

Plants of every species, printing-paper, paper for telegraphs, presses, lithography, seeds for agricultural purposes, printing ink and for lithographers.

CHAP. II.

Export Duties.

Art. 3.

1st. All produce or manufactured goods are free of export duties save the following, which shall pay six per cent. *ad valorem*—animal oil, horns and horn-tips, jerked and salt beef, horse-hair, cow and horse hides of every kind, hide-cuttings, bones and bone-ash, skins in general save sheepskins, ostrich feathers, tallow and grease raw or rendered.

2nd. The following shall pay two per cent. export duty *ad valorem*—sheepskins, dirty and washed wool.

CHAP. III.

Calculation of Duties.

Art. 4. The duties shall be arranged by a tariff of valuation, and calculated in imported goods on their value in deposit, and in exports on their market value at date of shipment. The tariff shall hold without alteration for one year.

Art. 5. The duties on imports not included in the tariff shall be calculated on the invoice price, which must be accompanied by an affidavit as to its correctness by the owners or consignees, increased 10 per cent. for silks and jewellery, and 20 per cent. for other articles. The Custom-house can retain for twenty-four hours for account of the Treasury, all goods the invoice of which appears incorrect, first paying to the consignees or owners bills of the Treasury for the amount of said goods, with 10 per cent. additional.

Art. 6. The executive shall classify and fix the values of merchandize and produce that are to be included in the tariff mentioned in Art. I. The valuation on washed wool shall be no greater than what the tariff stipulates for unwashed.

Art. 7. The leakage allowed on wines, aguardiente, liquors, expressed in sec. 1 of art. 1, shall be ten per cent. for vessels from beyond the line, six per cent. for vessels this side of the line, and 3 per cent. within the Capes. Five per cent. for breakage shall be allowed on oil, spirits, beer, liqueurs, vinegar, and wine in bottles. This leakage and breakage shall only be allowed in the first port where the goods are first imported.

8. Export duties shall be paid at the first port of shipment, being articles cleared direct for foreign parts, and cannot be transported by water from one point to another of the Republic without having first paid the duties or given the usual security. For such duties, as well as for import duty, approved bills, to the satisfaction of the Customs' authorities, shall be given on stamped paper, at four months.

9. Duties may be paid, at any of the Custom-houses of the Republic, in any of the moneys declared legal tender by law of October 26th, 1863, or in the paper-money of Buenos Ayres,

or in Bolivian silver at its current value, or in Provincial Bank certificates for specie deposits. The copper currency shall only be received in the proportion of 2 per cent. on the amount payable, and no vouchers or documents shall be received in payment of duties.

10. Goods that have paid import duties in any Custom-house of the Republic may pass free throughout its territory; but the land-transit is forbidden to those that have not paid duties, except in the case of goods passing from Concordia, through Federacion and Restauracion, to the Brazilian ports on the Uruguay, or *vice versa*; also excepting goods in transit from Paraguay, passing through Federacion or Restauracion, for Brazil or the Republic of Paraguay.

Also goods sent to the Custom-house of Cordova from Rosario by the Central Argentine Railway, and goods coming from Chile by the province of Salta to the Custom-house of Jujuy.

Admiralty, 22nd November, 1870.

In accordance with the provisions of Her Majesty's Order in Council of the 22nd February, 1870, the undermentioned Officer has been placed on the Retired List of his rank from the 17th instant:—

Chief Engineer Charles J. Serjeant.

The undermentioned Officer has been this day promoted to the rank of Chief Engineer in Her Majesty's Service:—

Mr. George Hunt (a).

Admiralty, 23rd November, 1870.

In accordance with the provisions of Her Majesty's Order in Council of the 22nd February, 1870—

Captain Peter Frederick Shortland has been placed on the Retired List from the 21st instant.

The undermentioned Officer has been this day promoted to the rank of Inspector of Machinery Afloat:—

Frederick Henry Hodd, Esq.

Admiralty, 24th November, 1870.

In accordance with the provisions of Her Majesty's Order in Council of the 22nd February, 1870, the undermentioned Officer has been placed on the Retired List of his rank from this date:—

Assistant Paymaster Nicholas J. Aaron.

MEMORANDUM.

Her Majesty has been pleased to approve of the Right Honourable Edward Berkeley, Lord Portman, being Vice Lieutenant of the County of Dorset during the absence of the Lord Lieutenant from this country. Dated 17th November, 1870.

Commission signed by the Lord Lieutenant of the County of Ross.

William Arthur David Inglis, Esq., to be Deputy Lieutenant. Dated 19th November, 1870.

Commissions signed by the Lord Lieutenant of the County of Cambridge.

3rd Cambridgeshire Rifle Volunteer Corps.

Lieutenant Earl Waldegrave to be Captain, vice St. John, resigned. Dated 17th November, 1870.

Ensign Francis John Royds Bentley to be Lieutenant, vice Waldegrave, promoted. Dated 17th November, 1870.

Ensign George Alfred Greenhill to be Lieutenant, vice Roberts, resigned. Dated 21st November, 1870.

Walter Long Boreham to be Lieutenant, vice Berkeley, resigned. Dated 18th November, 1870.

James Bucknell Broadmead to be Ensign, vice Bentley, promoted. Dated 16th November, 1870.

Charles Latham to be Ensign, vice Bouverie, resigned. Dated 17th November, 1870.

Thomas Hart to be Ensign, vice Pullen, resigned. Dated 22nd November, 1870.

Henry Martyn Andrew to be Ensign, vice Greenhill, promoted. Dated 23rd November, 1870.

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

3rd Derbyshire Rifle Volunteer Corps.

Charles George Busby to be Ensign, vice Booth, resigned. Dated 22nd November, 1870.

9th Derbyshire Rifle Volunteer Corps.

Thomas William Bateman to be Ensign, vice Sorby, promoted. Dated 22nd November, 1870.

Commission signed by the Lord Lieutenant of the County of Southampton.

2nd Administrative Battalion of Hampshire Rifle Volunteers.

The Reverend Edward Pierce Grant to be Honorary Chaplain. Dated 22nd November, 1870.

Commissions signed by the Lord Lieutenant of the County of Middlesex.

2nd Middlesex Rifle Volunteer Corps.

Horace William Gray to be Ensign. Dated 17th November, 1870.

Horsley Palmer to be Ensign. Dated 17th November, 1870.

16th Middlesex Rifle Volunteer Corps.

Lieutenant Robert William Peake to be Captain, vice Bashford, resigned. Dated 17th November, 1870.

40th Middlesex Rifle Volunteer Corps.

Francis Booker Fitzroy Cowper to be Ensign. Dated 17th November, 1870.

Commission signed by the Lord Lieutenant of the County of Northumberland.

Northumberland and Newcastle Regiment of Yeomanry Cavalry.

Lieutenant Matthew W. Ridley to be Captain, vice Anderson, resigned. Dated 17th November, 1870.

Commission signed by the Lord Lieutenant of the County of Lincoln.

6th Lincolnshire Rifle Volunteer Corps.

Henry Rawdon Alington to be Ensign, vice Coates, promoted. Dated 15th November, 1870.

MEMORANDUM.

Her Majesty has been pleased to approve of Captain Charles Deacon, of the Glamorgan Light Infantry Militia, being granted the honorary rank of Major. Dated 18th November, 1870.

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 Collierley, in the county of Durham, and in the diocese of Durham, 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 first day of May, in the year one thousand eight hundred and seventy, 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 Collierley, 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 Durham, that an Assistant Curate, duly licensed by such Bishop, has been employed within the parish of Collierley 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 Collierley.

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

(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 Saint Thomas, Lambeth, in the county of Surrey, and in the diocese of Winchester, 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 first day of November, in the year one thousand eight hundred and seventy, 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, 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 Winchester, that an Assistant Curate, duly licensed by such Bishop, has been employed within the parish of Saint Thomas, Lambeth 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.

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

(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 Norwell with the chapelry of Carlton-on-Trent annexed, in the county of Nottingham, and in the diocese of Lincoln, one yearly sum or stipend of 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 twenty-fifth day of May, in the year one thousand eight hundred and seventy, 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 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 Lincoln, that an Assistant Curate, duly licensed by such Bishop, has been employed within the parish of Norwell with Carlton 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 Norwell with the chapelry of Carlton-on-Trent annexed.

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

(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 Little Brickhill, in the county of Buckingham, and in the diocese of Oxford, and to his successors, Incumbents of the same vicarage, one yearly sum or stipend of one 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 first day of May, in the year one thousand eight hundred and seventy, 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 seventeenth day of November, in the year one thousand eight hundred and seventy.

(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 Saint Barnabas, South Kennington, in the county of Surrey, and in the diocese of Winchester, one capital sum of eight hundred pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage, according to plans and a specification to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Saint Barnabas, South Kennington.

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction, consisting of a clear yearly rent-charge of fifty pounds, which has been permanently secured to the vicarage of Elsecar, in the county of York, and in the diocese of York, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, grant to the Incumbent of the said vicarage and to his successors, to meet such benefaction, one yearly sum or stipend of fifty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the day of the publication of these presents in the London Gazette, 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 seventeenth day of November, in the year one thousand eight hundred and seventy.

(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 Appledore, with the chapelry of Ebony annexed, in the county of

Kent, and in the diocese of Canterbury, one capital sum of one thousand and fifty pounds sterling, to be applicable towards defraying the cost of effecting certain improvements in and additions to the parsonage or house of residence of the said vicarage, according to plans and a specification to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Appledore, with the chapelry of Ebony annexed.

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

(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 Yaxley, in the county of Huntingdon, and in the diocese of Ely, one capital sum of two hundred pounds sterling, to be applicable towards defraying the cost of repairing and improving the parsonage or house of residence of the said vicarage, according to plans and a specification to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Yaxley.

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

(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 and convey to the Incumbent of the vicarage of Golcar, in the county of York, and in the diocese of Ripon, and to his successors, Incumbents of the same vicarage, all that piece or parcel of land, messuage or tenement, and hereditaments, with the appurtenances thereunto belonging, particularly described in the schedule hereunto annexed, and 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.

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

(L.S.)

Schedule.

All those pieces or parcels of land, together comprising one acre two roods and three perches, or thereabouts, situate and being in Golcar, in the parish of Huddersfield, in the county of York, together with the house and buildings standing and being thereon, which said pieces or parcels of land are delineated and coloured pink upon the plan hereunto annexed, which plan is a copy of a plan drawn in the margin of a certain deed of conveyance, dated the twenty-ninth day of May, in the year one thousand eight hundred and forty-

three, made between Benjamin Walker, of Little Moor, in Mirfield, in the county of York, Maltster, heir-at law and devisee of Samuel Walker, deceased, formerly of Mirfield aforesaid, of the first part; Sarah Walker, of Little Moor aforesaid, Widow of the said Samuel Walker, of the second part; and the Ecclesiastical Commissioners for England, of the third part; which said deed of conveyance is intended to be deposited in the Registry of the diocese of Ripon immediately after the publication of these presents in the London Gazette.

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 Fareham, in the county of Southampton, 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, intituled "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 Red Lion Hotel, in Fareham, on Tuesday, the 29th day of November, 1870, at ten o'clock in the forenoon, 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 Fareham, 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.

*Alfred Montgomery.
Henry Roberts.*

Inland Revenue, London,
November 24, 1870.

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 Newark, and Hundreds of Newark and Thurgarton North, in the county of Nottingham, 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 Commis-

sioners 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 County Sessions Room, Newark-upon-Trent, on Wednesday, the 7th day of December, 1870, at eleven o'clock in the forenoon, 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 Newark, and Hundreds of Newark and Thurgarton North aforesaid.

Alfred Montgomery.
H. Roberts.

Inland Revenue, Somerset House,
London, November 24, 1870.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the divisions of Chelmsford, Witham, and Dengie, in the county of Essex, 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 Shire Hall, Chelmsford, on Friday, the 16th day of December, 1870, 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 divisions of Chelmsford, Witham, and Dengie aforesaid.

W. H. Stephenson.
Alfred Montgomery.

Inland Revenue, Somerset House,
London, November 24, 1870.

NOTICE is hereby given, that a separate building, named the Meeting Room, situate at Hopton-street, in the parish of Hopton, in the county of Suffolk, in the district of Thetford Union, being a building certified according to law as a place of religious worship, was, on the 19th day of November, 1870, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 21st of November, 1870.
E. N. Cole, Superintendent Registrar.

NOTICE 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 Bishops Waltham Union Society, held at the Crown Inn, Bishops Waltham, in the county of Southampton, was transmitted to the Registrar of Friendly Societies in England, on the 22nd day of November, 1870.

A. K. Stephenson, Registrar of Friendly Societies in England.

London, 23rd day of November, 1870.

CAPE TOWN, CAPE OF GOOD HOPE.

Master's Office (late Orphan Chamber),
October, 1870.

Unknown and Foreign Heirs.

AN account of all estates or property belonging to persons unknown, or not residing within the colony of the Cape of Good Hope, and not having any known legal representative therein; and of the names and designations, so far as known, of the persons who are supposed to be interested therein; published in conformity with the 37th section of the Ordinance, No. 105, of his Excellency the Governor in Council, promulgated on the 14th day of February, 1834, entitled "An Ordinance for providing for the due administration and management of the estates and property of minors, lunatics, and persons absent from the colony, and for the proper care of the persons of minors and lunatics."

All persons interested in any of the said estates or property are hereby required, under the provisions of the Ordinance aforesaid, to transmit their claims to the Master of the Supreme Court.

All such claims must be supported by the requisite proof of kindred, and an agent in Cape Town, legally appointed and authorized by the claimant, to prefer the same, and receive the payment thereof.

	£	s.	d.
Benjamin Ricardo	37	5	3½
Lt.-Col. William Back Spry ...	20	0	9
Absolon	7	7	6
Children of Samuel and William Elligood	508	10	3
David Fidler	10	16	3
Johan Fredrik Getze	1325	11	9
Lendor, of the Cape, formerly Slave of the widow W. C. Coenradie ...	10	1	2½
Willem Albrecht	9	1	1
Gerrit Hendrik Willem de Labat...	147	7	2¾
François de Necker	5	0	0
Windvogel Uithaelder	21	1	8
Kieviet	12	8	0
Dina Elizabeth Huysheer	38	11	0
Johanna Elizabeth Kotze	50	10	0
George Gough	70	9	3½
Fredrik Wyzol	6	13	5¼
Maria Elizabeth Oberholster, widow of Gerrit Jacobus Koekemoer ...	77	15	3
Isaac Johannes Meyer, Isaac's Son	17	6	9¼
August	16	18	10
William Conn	12	8	11
Six unknown Children of Elizabeth Pelsler, deceased, married to Gerrit Johannes Kruger	10	17	9
Four do. of Hillelje Pelsler, deceased, married to Stephanus Jacobus Kruger	10	17	9
William Jones	6	12	3
Hugh Millan	114	7	7
William Mott	11	12	0
Archibald Clarke	13	6	8
Louis Egbertus Greeff	5	4	4
James McGurn	11	15	9
Saphier	32	17	1
Abraham Thwaites	14	4	0
Daniel Malan, sr.	13	15	2
Belle, widow of John Raboula ...	24	6	9
Anna Elizabeth Arentz, widow of Godlieb Lourentz	29	19	4
Mary Reynolds, 2, Paradise-row, Lambeth	72	8	8

	£	s.	d.		£	s.	d.
George Alexander Walker ...	7	5	2	Jacomina Elizabeth Adriana Viljoen, married to Albert Liebenberg ...	6	18	5
Anna Steyn, widow of Gerhardus Scheepers ...	45	8	2	Charles Cumbers ...	33	0	0
William Jan Kolver ...	58	2	0	Nehemiah Facer ...	22	1	3
The three absent Heirs of the late Martha Maria Visser, wife of Jacob van Wyk ...	34	9	1	William Williamson ...	16	13	7
The absent Heirs of the late Hercules Jacobus Visser ...	34	9	1	C. P. M. Henry ...	8	12	10
Thomas Phillips ...	24	17	11	John Samuel Parlyby ...	991	12	9
Winifred Ford, married to Jeremiah Costello ...	13	14	11	Africander ...	5	15	0
John Hartley Sowerby ...	41	3	7	Heirs of the late Carel Fredrik Hendrik Altenstedt and Alida Maria Altenstedt ...	71	8	8
William Dunn ...	6	9	10	Hannah McDonald, widow of the late Alex. McDonald ...	60	0	0
Barbara Christina Hanekom, wife of William Meintjes van den Berg	121	8	11	Frances Cornish, widow of C. Mutory ...	302	0	2
Jose Baptiste, alias Baptista, son of Joao Pinto, native of Oporto ...	5	13	9	James Battea ...	302	0	1
Joseph Pedley ...	22	8	10	Ruiter ...	14	19	3
Willem Carlsdorff ...	8	17	1	Harry Williams ...	14	5	10
Peter Roberts ...	8	15	11	Andrew Williamson ...	5	19	0
Susannah Cronfee, widow of Lodewyk de Jager ...	16	8	0	Mary Kew ...	5	6	0
Hendrik Christoffel van der Vyver	115	18	9	Elizabeth Kew ...	5	6	0
Sophia Bebber ...	30	17	4	George Kelley ...	11	4	0
Cornelus Con Coughlan ...	214	12	9	William Knowles ...	216	0	0
John Julian ...	20	10	10	Edwin Webb Norton ...	8	13	4
Johan Philip Barchfeld ...	17	0	6	William Anderson ...	110	14	9
James Baker ...	10	17	6	William Holmes ...	10	10	0
Christoph Lenage ...	212	16	4	Mjweli (a Mantatee) ...	62	16	0
William Blanks ...	5	11	9	Mina Clarke ...	29	15	3
James Baker ...	7	19	10	John, alias John Baker ...	84	4	4
Willem (alias William), liberated African ...	5	0	0	William Moore ...	582	2	9
Nicolaas Malmquist ...	29	0	0	Lavinia Banbury Waters ...	448	18	8
William Walsh ...	78	12	7	James Scobie ...	32	15	3
Henry Rowe ...	46	14	2	Glandina Catherina van der Hever	18	2	8
Michael Finnegan ...	100	17	1	John Lee ...	42	10	0
Johannes Jacobus Mans ...	34	19	6	Murray ...	5	18	10
Antonio Morera ...	9	10	9	Cornelus Vetman ...	10	1	0
Joachim Hendrik Maartens	19	5	2	James Dunne ...	8	9	0
Widow Daniel O'Flinn, M.D.	211	15	7	E. F. Schlacke ...	52	7	1
Henry Buckton ...	465	10	11	Catharina J. E. Groen ...	12	3	9
Adonis ...	15	3	2	Pompey ...	31	0	0
Thomas Kateringham ...	34	17	7	Anna Maria Blom ...	6	4	6
Francis Dawson ...	56	1	10	Pieter Erasmus ...	5	11	1
Andries, Zara, and Sabiena ...	26	8	3	Henry Howard ...	10	11	3
August (a Mantatee) ...	16	14	6	Sarah Osborne ...	367	13	0
John Thomas Marlow ...	60	12	7	Lazaar ...	17	6	11
George Whitaker ...	16	0	10	Pieter Jacobus Mauritz ...	7	15	9
Anne Cormack ...	170	16	3	Gert Jacobus Koekemoer ...	36	4	6
Michael Morris ...	20	8	3	Job Johannes Bantam ...	41	2	8
The four absent Daughters of the late James Griffiths ...	18	14	7	Philip Uithaalter ...	23	15	8
Luke Sangar ...	5	0	0	George Ludwig Engelhard Krebs	8	8	7
James Garrett ...	18	14	3	The Representatives of Jacobus Christoffel Steenkamp, J. H. son	52	2	0
William Christie ...	31	18	1	Christoffel Johannes de Wet ...	20	16	10
Jan Willem Lutgens ...	189	11	5	Jacobus Christoffel de Wet ...	20	16	9
Henry Haylett ...	24	0	0	Maria Petronella de Wet ...	20	16	9
William Newman ...	13	0	0	..... de Wet ...	20	16	9
Josia Marianna ...	203	19	2	John Swan McLean ...	111	7	11
Simon, of Malmesbury, a labourer	20	9	0	Danster ...	109	11	10
Petrus Wilhelmus Brits ...	17	14	10	John Drowney ...	14	18	3
Thomas Wells ...	502	8	4	Anne Stone, married to W. Romey	25	4	10
Catherine Gibson, married to Hurst B.-Leuring ...	14	17	6	Francis Wallis ...	54	19	2
George Paddock ...	19	18	0	Martha Salomina Dorothea Schoeman ...	5	11	10
Johan Adriaan Roscher ...	51	3	7	Johanna Elizabeth Schoeman ...	5	11	10
George Good ...	15	8	7	Martina Johanna Schoeman ...	5	11	10
James, alias Jim James ...	12	9	10	Sarah Maria Schoeman ...	5	11	10
The eight absent Children of the late Johannes Petrus Heymans	8	8	5	Martinius Johannes Schoeman ...	5	11	11
Thomas Cook ...	8	10	8	Mary Ann Divine ...	75	7	0
Anna Francina Viljoen, married to Bart Van Aswegen ...	6	18	4	David McDonald ...	14	0	0
				Gerrit Hendrik Stander ...	6	4	4
				William Taylor ...	32	10	8
				Charles Allen ...	11	19	4
				George Everitt ...	10	1	4
				Mary Miller ...	22	8	10
				Joseph Lightfoot ...	7	13	8

	£	s.	d.
Edward Horneman	5	0	0
Alexander McIntyre	9	6	11
Jane Athorn (born Wilson) ...	197	14	10
Milletje Myburgh	12	9	7
Maria Magdalena van der West- huyzen	12	9	7
Charles Exton, or Aston	17	10	9
Mietje Prins	32	5	0
Daniel Robertze	41	6	7
John Vaughan	9	16	8
The three children of Theunis and Johanna Kruger	55	2	1
Jan (a Kafir)	15	13	8
Andrew Hosie	39	8	7
Gert (a Hottentot)	7	6	10
Johannes Hemming Coetzee ...	10	11	5
Hermina Venter, married to H. Prince	34	4	4
Cornelia Carolina Venter, married to Wessel Badenhorst	34	4	4
William Matthew Schimmens ...	99	5	1
Susanna Christina Rossouw, mar- ried to J. Klassen	56	12	10
Catharina Elizabeth Staak, married to John Furlong	43	0	3
Lydia Gilhalm, otherwise Elizabeth Bedford	47	10	3
Stephanus Jacobus Meintjes ...	181	9	0
The Children of Elizabeth Hurter, married to Jan Abraham H. Dafel	11	6	0
The Children of John Collinson ...	223	18	2
James Bryant	5	17	6
Thomas Jan Brengeman	70	18	2
Adam Ramboldt	20	13	8
Louisa Carolina Odondaal, wife of C. Raal	6	13	1
Petronella Jacoba Vorster	6	13	0
John Smith Maullin	40	12	9
Daniel McLoughlin	7	13	9
Gerhard J. Keyser	125	13	8
Alex. McDonald	20	5	8
Andries Stephanus du Toit	17	14	5
Jacobus Russouw	180	9	0
Charles O'Hara	10	12	3
Frederick Bingley	6	1	0
William Parker	30	3	9

Since Last Return.

Margaretha Barendina Kloppers, married to Jan Barkhuysen ...	11	0	9
Adriaan Jacobus le Roex	30	0	0
Robert Veriell	90	15	1
Absent Son of Joseph Hartman ...	27	18	0
John Henry Goldschmidt	31	7	9
Elizabeth Aletta Jacoba van Zyl ...	22	15	9
David Hof de Jager	5	2	3
Micheal Clancey	8	17	9
Mary Jobson	87	19	3
Johannes David Daniel de Villiers	10	13	8
George Gibbens	109	18	2
Ellen Drew	111	3	9
Henry Shaver	22	15	10

J. Steuart, Master of the Supreme Court.

Master's Office, October, 1870.

Inserted by the Crown Agents for the Colonies
by direction of the Government of the Cape of
Good Hope.

Spring-gardens, London, S.W.,
22nd November, 1870.

In the Matter of the Companies Act, 1862, and of
the Companies Act, 1867; and in the Matter
of the Devon and Cornwall Newspaper Com-
pany Limited.

NOTICE is hereby given, that a petition for
the winding up of the above-named Com-
pany, subject to the supervision of the Court of
Chancery, was, on the 24th day of November,
1870, presented to the Lord Chancellor by
Edmund Auger, of Devonport, in the county of
Devon, Gentleman, a contributory of the said
Company; and that the said petition is directed
to be heard before the Vice-Chancellor Sir James
Bacon, on Saturday, the 3rd day of December,
1870; 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 Act, should appear at the time
of hearing by himself or his counsel for that pur-
pose; and a copy of the petition will be furnished
to any creditor or contributory of the said Com-
pany requiring the same by the undersigned, on
payment of the regulated charge for the same.—
Dated this 24th day of November, 1870.

*Park and W. B. Nelson, No. 11, Essex-
street, Strand, in the county of Middle-
sex; Agents for*

*Beer and Rundle, of Devonport, in the
county of Devon, Solicitors for the Peti-
tioner.*

In the Matter of the Companies Acts, 1862 and
1867, and in the Matter of the Parcels Con-
veyance Company Limited.

NOTICE is hereby given, that a petition for
the winding up of the above-mentioned
Company by the Court of Chancery was, on the
15th day of November, 1870, presented to the
Lord Chancellor by Miriam Straker, Widow,
Frederic William Straker, and Edgar Charles
Straker, all of No. 35, Camomile-street, in the
city of London, trading in copartnership as
Printers and Stationers, under the style of Straker,
Brothers, and Co., creditors of the said Company,
and Edward Pugh Rowsell, of No. 60, Grace-
church-street, in the said city, Gentleman, Joseph
Shepherd Lewis, of No. 3, Argyll-square, King's
Cross, in the county of Middlesex, and Ralph
Price Hardy, of No. 21, Fleet-street, in the city
of London, Actuary, contributories of the said
Company; and that the said petition is directed to
be heard before the Vice-Chancellor Sir James
Bacon, on the 3rd day of December, 1870; 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 pay-
ment of the regulated charge for the same.—Dated
this 24th day of November, 1870.

*Lawrance, Plews, Boyer, and Baker,
No. 14, Old Jewry-chambers, Solicitors
for the Petitioners.*

In Chancery.

In the Matter of the Companies Acts, 1862 and
1867, and in the Matter of McQueen, Brothers,
Limited.

NOTICE is hereby given, that a petition for
the winding up of the above-named Com-
pany by the Court of Chancery was, on the 22nd

day of November, 1870, presented to the Lord Chancellor by John Hands Millard, of Headingley, near Leeds, in the county of York, Schoolmaster, a contributor of the said Company; and that the said petition is directed to be heard before the Vice-Chancellor Sir John Stuart, on the 3rd day of December, 1870; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Com-

pany 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.
Anthony Pulbrook, of No. 28, Thread-needle-street, in the city of London, Solicitor for the Petitioner.

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 12th day of November, 1870.

The undermentioned Parties having omitted to transmit their Accounts in proper time to be inserted in the Gazette of Tuesday, the 22nd day of November, 1870.

Name, Title, and Principal Place of Issue.			Average Amount.
Barnstaple Bank	...	Barnstaple	£ 2,939
	...	Marshall and Co.	

W. W. DALBIAC, Registrar of Bank Returns.

Inland Revenue, Somerset House, November 24, 1870.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 23rd day of November, 1870:

ISSUE DEPARTMENT.

	£		£
Notes Issued	36,344,370	Government Debt	11,015,100
		Other Securities	3,984,900
		Gold Coin and Bullion	21,844,370
		Silver Bullion	
	<u>£36,344,370</u>		<u>£36,344,370</u>

Dated the 24th day of November, 1870.

Geo. Forbes, Chief Cashier.

BANKING DEPARTMENT.

	£		£
Proprietors' Capital	14,553,000	Government Securities	12,925,862
Rest	3,114,586	Other Securities	16,114,632
Public Deposits (including Exchequer, Savings Banks, Commissioners of National Debt, and Dividend Accounts)	5,661,038	Notes	13,222,680
Other Deposits	18,781,459	Gold and Silver Coin	852,593
Seven day and other Bills	1,005,684		
	<u>£43,115,767</u>		<u>£43,115,767</u>

Dated the 24th day of November, 1870.

Geo. Forbes, Chief Cashier.

AN ACCOUNT of the Importations and Exportations of Bullion and Specie registered in the Week ended 23rd November, 1870.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Holland	5,000	...	5,000	20	3,600	3,620
Belgium ... ..	...	...	...	32,800	...	32,800
Malta	519	...	519	...	...	...
Turkey	560	...	560	20,000	23,600	43,600
Egypt	510	...	510	...	...	...
Hong Kong ... ..	...	...	...	164,164	...	164,164
Japan ... ..	...	...	...	...	13,332	13,332
Brazil	900	...	900	...	...	...
United States of America ...	2,112	3,000	5,112	92,092	265,336	357,428
Other Countries	748	215	963	9,492	6,432	15,924
...
...
...
...
Aggregate of the Importations registered in the Week ... }	10,349	3,215	13,564	318,568	312,300	630,868
Approximate Value of the said Importations computed at the rates specified below ... }	£ 39,969	£ 12,006	£ 51,975	£ 78,037	£ 79,376	£ 157,433
Rates of Valuation, per ounce	£ s. d. 3 15 0	£ s. d. 3 10 0	...	s. d. 4 10½	s. d. 5 1	...
	3 17 10½	3 15 0	...	5 0½	...	...

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.	Ounces.	Ounces.	British.	Foreign.	Ounces.	Ounces.
Holland	17,200	527,200	544,400
Belgium ... ..	...	425	106,273	...	24,000	196,000	220,000
Portugal	7,684	...	7,684	...	...	...	...
Egypt	7,500	...	7,500	...	...	...	...
South America (except Brazil and West Indies)	738	50	788	22,000	1,200	...	23,200	
Other Countries	4,646	1,271	6,166	688	...	10,752	11,440	
...	
...	
...	
...	
Aggregate of the Exportations registered in the Week ... }	20,568	1,746	106,522	128,836	22,688	42,400	733,952	799,040
Approximate Value of the said Exportations computed at the rates specified below ... }	£ 80,087	£ 6,598	£ 423,425	£ 510,110	£ 5,731	£ 10,379	£ 186,546	£ 202,656
Rates of Valuation, per ounce	£ s. d. 3 17 10½	£ s. d. 3 15 7	£ s. d. 3 19 6	...	s. d. 5 0½	s. d. 4 10½	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 24, 1870.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
Inventions.

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

2387. To William Carter Stafford Percy, of Manchester, in the county of Lancaster, Machinist, for the invention of "improvements in the preparation of clay, and in the machinery or apparatus for shaping and moulding vegetable and other plastic substances, also for making bricks, tiles, crucibles, and other similar articles."

On his petition, recorded in the Office of the Commissioners on the 2nd day of September, 1870.

2697. To Frederick John Bugg, of Ipswich, in the county of Suffolk, for the invention of "improvements in the manufacture of pressed leather, and in apparatus for cutting leather into various forms."

2698. And to Thomas White, of Leeds, in the county of York, Engineer and Mechanical Draughtsman, for the invention of "improvements in the manufacture of boots and shoes, or other coverings for the feet, parts of which improvements are also applicable in the manufacture of mill-straps, or bands, harness, hose pipes, and other similar articles, and in the machinery, apparatus, or means to be used for effecting such purposes."

On their petitions, both recorded in the Office of the Commissioners on the 12th day of October, 1870.

2801. To William James Burgess and Charles Thomas Burgess, both of Brentwood, in the county of Essex, for the invention of "improvements in reaping and mowing machines."

On their petition, recorded in the Office of the Commissioners on the 24th day of October, 1870.

2807. To Frederick William Follows and John Bate, both of Manchester, in the county of Lancaster, Engineers and Agricultural Implement Makers, for the invention of "improvements in the manufacture of machines for mincing and cutting animal and vegetable substances."

On their petition, recorded in the Office of the Commissioners on the 25th day of October, 1870.

2889. To William Henderson, of 97, Buchanan-street, in the city of Glasgow, and county of Lanark, for the invention of "improvements in treating cast iron so as to improve and secure uniformity of quality."

On his petition, recorded in the Office of the Commissioners on the 2nd day of November, 1870.

2921. To Edward Vansittart Neale, of 12, Church-row, Hampstead, for the invention of "an improved apparatus by means of which systems of cypher may be readily produced."

On his petition, recorded in the Office of the Commissioners on the 5th day of November, 1870.

2941. To Henry Walker Wood, of Blackweir, Cardiff, in the county of Glamorgan, Gentleman, for the invention of "improvements in apparatus for drying and heating, amalgamating, moulding, and compressing, more especially applicable to the manufacture of preserved coal."

On his petition, recorded in the Office of the Commissioners on the 8th day of November, 1870.

2957. To James Ronald, of Liverpool, in the county of Lancaster, Merchant, for the invention of "an improved machine for forming strands and 'laying-up' or 'topping-up' cordage."

2959. To Edward Primerose Howard Vaughan, of 54, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "improvements in the construction of, and in the methods of working gas engines."—A communication to him from abroad by Lars Albert Leonard Söderström and George Alexander Dick, both residing at Paris, in the Empire of France.

2961. To Benjamin Lockwood, of Heckmonwike, in the county of York, Manufacturer of Padded or Wadded Quilts, and other padded or wadded articles for wearing, apparel or other purposes, for the invention of "improvements in the manufacture of padded or wadded quilts, or other padded, or wadded articles for wearing apparel or other purposes."

2963. And to Albert Marcuis Silber, of Wood-street, Cheapside, in the city of London, Merchant, and Frederick White, of Camberwell, in the county of Surrey, Watchmaker, for the invention of "improvements in lamps especially applicable to railway lamps."

On their several petitions, recorded in the Office of the Commissioners on the 10th day of November, 1870.

2964. To William Edward Gedge, of the firm of John Gedge and Son, of No. 14, Wellington-street, Strand, in the county of Middlesex, Patent Agent, for the invention of "an improved steam machine for agricultural work and land transport of every kind."—A communication to him from abroad by Jean Baptiste Honoré Petitpierre, of Mohon (Ardennes), France, Contractor.

2965. To William Armand Gilbee, of the General Patent Office, 4, South-street, Finsbury, in the county of Middlesex, Patent Agent, for the invention of "an improved water meter, parts of which are applicable for other purposes."—A communication to him from abroad by Jules Oury, of Blois, in the Empire of France.

2966. To Edward Bolton, of Warrington, in the county of Lancaster, for the invention of "improvements in the construction of crucibles or pots used in the manufacture of glass and other materials."

2967. To Mark Dawson and George Frederick Dawson, of the firm of Mark Dawson and Son, of Springhead Mills, Bowling, near Bradford, in the county of York, Worsted Spinners, for the invention of "improvements in or applicable to machinery for spinning or twisting fibrous substances."

2968. To Thomas Hart, Cotton Spinner, of Blackburn, in the county of Lancaster, for the invention of "improvements in self acting mules."

2969. To Edward Herring, of Beer-lane, in the city of London, for the invention of "improvements in the manufacture of alkalinized isinglass sulphited and bisulphited."—A communication to him from abroad by Baylis Child, of New York, in the United States of America.

2970. To Stephen Tuddenham and Alexander Robert Eyre, of Lower Marsh, Lambeth, in the county of Surrey, for the invention of "improvements in the production of ornamental work in glass combined or not with metals, porcelain, and other like substances."

2971. And to Frederick Brampton, of Birmingham, in the county of Warwick, Manufacturer, for the invention of "improvements in holders and portfolios for holding or filing music and other sheets, and for other like purposes."

On their several petitions, recorded in the Office of the Commissioners on the 11th day of November, 1870.

2972. To Richard Potter Pearn and Frank Kelsey Pearn, both of Manchester, in the county of Lancaster, for the invention of "improvements in machinery for raising and forcing fluids."

2973. To Joseph Chrimes, of Clare-villas, Merton, in the county of Surrey, for the invention of "an improvement in constructing railway carriages and other road vehicles to insure further ease and safety in travelling."

2974. To Augustus George Vernon Harcourt, of Christ Church, in the city of Oxford, for the invention of "improvements in the purification of gas."

2975. To Auguste Ferdinand de Hemptinne, of Brussels, in the Province of Brabant, Chemist, for the invention of "improvements in the construction of apparatus for concentrating sulphuric acid."

2977. To John Page, of Glasgow, in the county of Lanark, North Britain, Civil Engineer, for the invention of "improvements in making moulds for casting and in apparatus therefor."

2978. And to Isaac Jacobs, of the city of New York, in the United States of America, but at present residing at Birmingham, in the county of Warwick, Merchant, for the invention of "improvements in penholders and pens."

On their several petitions, recorded in the Office of the Commissioners on the 12th day of November, 1870.

2980. To Charles Golden, of Bradford, in the county of York, Gun Maker, for the invention of "improvements in breech-loading guns."

2982. To William Thomas Tongue, of Wolverhampton, in the county of Stafford, Factor, for the invention of "improvements in lamps for the roofs of railway carriages and other purposes."

2983. To George Henry Smith, Foreman, Britannia Sewing Machine Works, Colchester, in the county of Essex, for the invention of "improvements in sewing machines."

2984. To William Ord, of Portsea, in the county of Hants, Engineer, for the invention of "improvements in rivets, and in rivetting metal plates together."

2985. To George Edmund Donisthorpe, junior, of No. 12, Queen's-square, Leeds, in the county of York, for the invention of "improvements in apparatus for registering the number of passengers carried in public carriages and the distance each has travelled."

2986. And to James Davidson, of Ludenham, in the county of Kent, Millwright, for the invention of "improved machinery or apparatus for the manufacture of gunpowder."

On their several petitions, recorded in the Office of the Commissioners on the 14th day of November, 1870.

2987. To John Somervell, of Kendal, in the county of Westmoreland, for the invention of "an improved means of rendering casks and other vessels air and water tight."

2988. To Arthur Chamberlain, of the firm of Smith and Chamberlain, of Birmingham, in the county of Warwick, Brassfounders, for the invention of "an improvement or improvements in castors for furniture."—A communication to

him from abroad by Robert Stothert Kirkpatrick, of Brussels, in the Kingdom of Belgium.

2989. To James Stewart Smyth, Captain the 63rd Regiment, residing at No. 12, Upper Berkeley-street, in the county of Middlesex, for the invention of "improvements in tents."

2990. To Thomas Dawson, of Bristol, Surveyor, for the invention of "an improved construction of fire igniter."

2991. To John Brunton, of Great George-street, in the city of Westminster, Civil Engineer, for the invention of "improvements in meters for water or other fluids."

2992. To James Shannon, of Tramore, in the county of Waterford, Ireland, for the invention of "improved means for raising and lowering turrets in ships or vessels of war."

2993. And to Thomas Hitchcock, of Stamford, in the county of Lincoln, for the invention of "improvements in apparatus for producing motive power."

On their several petitions, recorded in the Office of the Commissioners on the 15th day of November, 1870.

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 Vic., c. 5, sec. 2, for the week ending the 19th day of November, 1870.

3208. Auguste François Gaidan, of Nimes Gard, in the Empire of France, but at present residing at No. 6, Lancaster-terrace, Regent's Park, in the county of Middlesex, for an invention of "improvements in compressed or artificial fuel."—Is the result partly of a communication made to him from abroad by Louis Tresgot, of Nimes, Gard, in the Empire of France, and partly of an invention and discovery made by himself.—Dated 13th November, 1867.

3210. Frederick Andrew, of Harpurhey, near Manchester, in the county of Lancaster, Dyer and Printer, and Ellis Whittaker, of the same place, Foreman, for an invention of "improvements in printing rollers used for printing colors on banks of yarns or threads."—Dated 13th November, 1867.

3211. Thomas Wilson, of Birmingham, in the county of Warwick, Mechanical Engineer, for an invention of "improvements in the construction of breech loading fire arms, and in the manufacture and construction of cartridges for breech loading fire arms."—Dated 13th November, 1867.

3212. Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, for an invention of "improvements in tubular boilers."—Communicated to him from abroad by Louis Barret, Dock Engineer, Marseilles, and of 29, Boulevard St. Martin, Paris.—Dated 13th November, 1867.

3215. Ulysse Perrenoud-Würflein, of 235c, Rue Christophe. Berne, Switzerland, for an invention of "improvements in instruments for joining blind cords and other cords."—Dated 13th November, 1867.

3216. Robert Adams, of Forest-hill, in the county of Surrey, Gunmaker, for an invention of "improvements in breech loading fire arms."—Dated 13th November, 1867.

3217. Edward Madge, of Swansea, in the county of Glamorgan, Gentleman, for an invention of "improvements in the mode of, and apparatus for, the reduction of sulphate of iron crystals."—The same is the result partly of a communication from abroad made to him by Charles Madge, of Carrizal Bajo, in the Republic of Chili, and partly of invention and discovery made by him.—Dated 13th November, 1867.
3218. Edward Madge, of Swansea, in the county of Glamorgan, Gentleman, for an invention of "improved apparatus for feeding metal plates to rolls."—Dated 13th November, 1867.
3219. Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, for an invention of "improvements in rotary engines, applicable as motors, pumps, meters, and for other purposes, also in indicators applicable to such and other engines or meters, and other purposes."—Communicated to him from abroad by Arthur Perry Emery, of the city and State of New York, United States of America.—Dated 13th November, 1867.
3220. Peter Edward Bland, of the city and county of St. Louis, in the State of Missouri and United States of America, Civil Engineer, for an invention of "new and useful machinery for making, drying, and burning bricks and tiles, applicable in part to baking pottery ware."—Dated 13th November, 1867.
3223. Paul De Bavay, Ironmaster, of the city of Brussels, in the kingdom of Belgium, for an invention of "a method of attenuating the effect of shocks or coucussions between engines, carriages, or waggons, composing a railway train."—Dated 14th November, 1867.
3224. George Kent, of Holborn, in the county of Middlesex, for an invention of "improvements in kneading machines."—Communicated to him from abroad by George King, a person resident at 93, 6th Avenue, New York, United States of America.—Dated 14th November, 1867.
3225. Richard Harrison, of 7, Sackville-place, in the city of Dublin, Brass Founder, for an invention of "improvements in cocks or taps."—Dated 14th November, 1867.
3226. William Haden Richardson, of Glasgow, in the county of Lanark, North Britain, for an invention of "certain improvements in the manufacture of iron and steel, and in the means or apparatus for effecting the same."—Dated 14th November, 1867.
3228. Levi Alfred Wainman, of Leeds, in the county of York, Engineer, for an invention of "improved apparatus for raising water."—Dated 14th November, 1867.
3229. Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, for an invention of "improvements in apparatus for applying bronze and other powders on paper and other surfaces."—Communicated to him from abroad by Jaques Laurent Poirier, Mechanical Engineer, of 29, Boulevard St. Martin, Paris.—Dated 14th November, 1867.
3231. William Robert Lake, of the "International Patent Office," No. 8, Southampton-buildings, Chancery-lane, in the county of Middlesex, Consulting Engineer, for an invention of "improvements in steering apparatus."—Communicated to him from abroad by Henry Franklin Shaw, of West Roxbury, Massachusetts, United States of America.—Dated 14th November, 1867.
3234. Percival Moses Parsons, of Blackheath, in the county of Kent, Civil Engineer, for an invention of "improvements in the manufacture of artificial granite suitable for buildings, engineering structures, pavements, and other similar purposes."—Communicated to him from abroad by Pierre Rudolph Pozzi, of Bordeaux, France.—Dated 15th November, 1867.
3235. George Rodolph Solomon, Junior, of Manchester, in the county of Lancaster, and Marcus Bebro, of the same place, Merchants, for an invention of "improvements applicable to apparatus employed as a ticket register."—Dated 15th November, 1867.
3238. Athanase Airiau, of Paris, Department of Seine, in the Empire of France, Gentleman, for an invention of "an hydraulic clock."—Dated 15th November, 1867.
3243. Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, for an invention of "improvements in refining copper."—Communicated to him from abroad by Frédéric Le Clerc, Doctor of Medicine, of 29, Boulevard St. Martin, Paris.—Dated 15th November, 1867.
3245. Richard Howson, of Middlesbrough, in the county of York, Engineer, for an invention of "an improved gas furnace."—Dated 15th November, 1867.
3249. Read Holliday, of Huddersfield, in the county of York, Manufacturing Chemist, for an invention of "improvements in cleansing wool and other similar animal fibres."—Dated 16th November, 1867.
3250. Clinton Edgecumbe 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 ornamenting bottles and other articles of glass or crystal."—Communicated to him from abroad by Charles Julien Aubertin, of 23, Boulevard de Strasbourg, Paris, France.—Dated 16th November, 1867.
3251. Richard Garbett, of Walsall, in the county of Stafford, Wine Merchant, for an invention of "improvements in the construction of the parts, apparatus, or materials of certain games, by which improvements such games are adapted to be played in ordinary rooms."—Dated 16th November, 1867.
3255. Robert William Pearse, of Lewisham-road, Greenwich, in the county of Kent, for an invention of "improvements in the means of and apparatus for developing or extending the power or sound of pianofortes or other similar keyed instruments."—Dated 16th November, 1867.
3257. James Murdoch Napier, of York-road, Lambeth, in the county of Surrey, for an invention of "improvements in machines for printing calico and other fabrics."—Dated 16th November, 1867.
3258. William Robert Lake, of the "International Patent Office," No. 8, Southampton-buildings, No. 8, Southampton-buildings, Chancery-lane, in the county of Middlesex, Consulting Engineer, for an invention of "covering buckles, saddle-trees, turrets, hooks, and other metallic trimmings for carriages and harness, with a coating of vulcanized or hard rubber, gutta percha, or other gum."—Communicated to him from abroad by Andrew Albright, of Dryden, in the State of New York, United States of America.—Dated 16th November, 1867.
3260. John Garrett Tongue, of the firm of Tongue and Birkbeck, Patent Agents and Engineers, of 34, Southampton-buildings, Chancery-lane, in the county of Middlesex, for an invention of "improvements in the process and apparatus employed for ageing and refining

- wines, alcoholic spirits, and other liquors."—Communicated to him from abroad by Reuben Daniel Turner, of the city, county, and State of New York, United States of America.—Dated 16th November, 1867.
3262. Richard Husband, of the city of Manchester, in the county of Lancaster, Hat Manufacturer, for an invention of "certain improvements in the manufacture of hats."—Dated 18th November, 1867.
3264. 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 of, and apparatus or furnaces for, the manufacture of metal direct from the ore."—Communicated to him from abroad by Pierre Emile Martin, of Paris, France.—Dated 18th November, 1867.
3265. Edward Thomas Hughes, of the firm of Hughes and Son, Patent Agents, 123, Chancery-lane, London, for an invention of "improvements in knitting machines."—Communicated to him from abroad, by Samuel Larkin, of New Haven, Connecticut, United States of America.—Dated 18th November, 1867.
3270. George Fitt, of Copeplagen Wharf, Limehouse, in the county of Middlesex, for an invention of "improvements in the manufacture of artificial manure."—Dated 18th November, 1867.
3272. Thomas Wood, of Bridge-street, in the city of Chester, Ironmonger, for an invention of "improvements in the construction of lamps for burning paraffin, petroleum, or other mineral oils."—Dated 18th November, 1867.
3273. Robert Ward, of the city of Manchester, Manufacturer, and Thomas Travis, of Royton, in the county of Lancaster, Manufacturer, for an invention of "improvements in the manufacture of woven fabrics."—Dated 19th November, 1867.
3275. William Juby Coleman, of Bury St. Edmund's, in the county of Suffolk, and Alfred Coleman, of Lombard-street, in the city of London, for an invention of "improvements in the combination and mode of treating and employing certain preparations for various articles of food."—Dated 19th November, 1867.
3277. William Anderson, of Erith, in the county of Kent, Engineer, for an invention of "improvements in evaporating apparatus, and in utilizing the steam derivable from such apparatus."—Dated 19th November, 1867.
3279. Andrew Barclay, of Kilmarnock, in the county of Ayr, North Britain, for an invention of "improvements in motive power engines."—Dated 19th November, 1867.
2836. George Tomlinson Bousfield, of Loughborough-park, Brixton, in the county of Surrey, for an invention of "improvements in apparatus used when rolling blinds, maps, and other articles on rollers."—Communicated to him from abroad by Silas Talfourd Putnam, a person resident at Dorchester, in the county of Norfolk and State of Massachusetts and Harriet Luthera Packer, a person resident at Brooklyn, King's County, in the State of New York, United States of America.—Dated 13th November, 1863.
2837. Thomas Harrison, of Tudhoe, near Ferry Hill, in the county of Durham, Mechanical Engineer, for an invention of "improvements in machinery for cutting and excavating coal and other minerals, applicable also to other mining purposes."—Dated 13th November, 1863.
2840. Henry Gladstone, of No. 2, Butlers-terrace, Ossory-road, Old Kent-road, in the county of Surrey, Cartridge Manufacturer, for an invention of "improvements in the manufacture of skin cartridges."—Dated 14th November, 1863.
2845. Edward Thomas Hughes, of the firm of Hughes and Son, Patent Agents, 123, Chancery-lane, London, for an invention of "improvements in apparatus and parts of sewing machines."—Communicated to him from abroad by Jean Louis Thénon, of La Chapelle, St. Denis, (Seine), in the Empire of France.—Dated 14th November, 1863.
2853. Gustav Lindemann, of Salford, in the county of Lancaster, Engineer, for an invention of "improvements in machinery or apparatus for singeing woven fabrics."—Dated 14th November, 1863.
2863. Evan Leigh and Frederick Allen Leigh, of the city of Manchester, in the county of Lancaster, Mechanical Engineers, for an invention of "improvements in the method of driving and feeding cotton gins and of conveying away the ginned cotton and seeds therefrom."—Dated 16th November, 1863.
2867. Edmund Wallace Elmslie, of Great Malvern, in the county of Worcester, Architect, for an invention of "an improved and economical construction of cottages, applicable also to various other descriptions of buildings."—Dated 16th November, 1863.
2876. Perceval Moses Parsons, of Blackheath, in the county of Kent, Civil Engineer, for an invention of "improvements in the construction and manufacture of ordnance, parts of which are applicable to small arms."—Dated 17th November, 1863.
2878. William Cowan, of Edinburgh, in the county of Mid Lothian, North Britain, Gas Meter Manufacturer, for an invention of "improvements in gas meters."—Dated 17th November, 1863.
2897. John Eglin, of Glasgow, in the county of Lanark, North Britain, Engineer, for an invention of "improvements in 'drifts' or tools used for enlarging holes, and in apparatus for making the same."—Dated 19th November, 1863.
2901. Isaac Francis, of Pen-y-gelli, near Wrexham, in the county of Denbigh, for an invention of "improvements in, and apparatus for, washing, cleaning, and separating impurities from small coal, coke, ashes, or cinders."—Dated 19th November, 1863.
2904. Edmund Walker, of London-street, in the city of London, Windlass Manufacturer, for an invention of "improvements in windlasses."—Dated 19th November, 1863.

A 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 19th day of November, 1870.

2829. William Chambers, of Whitefield, near Manchester, in the county of Lancaster, Fleacher, for an invention of "improvements in machinery for beetling and finishing cloth."—Dated 13th November, 1863.

2834. John Wallace Drummond, of the city and State of New York, United States of America, for an invention of "improvements in looms for weaving."—Dated 13th November, 1863.

2906. Richard Walker and John Scholes Walker, both of Bury, in the county of Lancaster, Machinists, and Benjamin Brown, of the same place, Mechanic, for an invention of "improvements in machinery for preparing cotton to be spun."—Dated 19th November, 1863.

2910. John Colling and David Gullon Pinkney, both of Seaham, in the county of Durham, Master Mariners, for an invention of "improvements in apparatus for reeling and furling ships' square sails."—Dated 19th November, 1863.

In Parliament—Session 1871.

Great Western Railway (Steam Vessels).

(Power to provide and use Steam and other Vessels—Additional Capital—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Great Western 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 build, purchase, hire, provide, charter, navigate, work, use, employ, and maintain steam and other vessels of every or any description, and to convey and carry therein passengers, animals, minerals, goods, merchandize, and things of every description, between any port or place where there is from time to time a station of the Company, or a joint station of the Company and any other railway company, or where the Company carry on traffic, on the one hand; and the Channel Islands, the ports of Cherbourg and Saint Malo, and any port on the eastern or south-eastern coast of Ireland, between Cork and Belfast, both inclusive, or any or either of those ports or places, on the other hand.

To empower the Company to levy, take, demand, and recover tolls, rates, duties, and charges for or in respect of the conveyance of traffic, and other services incidental thereto, or connected therewith; and to alter existing tolls, rates, duties, and charges; and to grant exemptions from the payment of tolls, rates, duties, and charges; and to confer upon the Company all or any other powers in reference to such steam or other vessels which any railway company now has, uses, exercises or enjoys, or heretofore has had, used, exercised, or enjoyed.

To empower the Company to raise for the purposes of the intended Act further sums of money by the creation of new shares or stock, with or without a preference or guaranteed dividend, or other rights or privileges attached thereto, and by borrowing, or by any or either of those means, and to apply for the purposes of the intended Act any moneys now belonging to them, or which they are authorised to raise, and also to sanction, confirm, or legalise any payments made and expenditure incurred by the Company in or towards providing, using, or working steam and other vessels.

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 Great Western Railway Company and their undertaking, viz., 5 and 6 Wm. 4, 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; Great Western Railway Act 1870; Great Western Railway (Hereford and Gloucester Canal Vesting) Act 1870; and any other Act or Acts relating to or affecting the Company.

And notice is hereby also given, that on or before the 21st 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 9th day of November, 1870.

Young, Maples, Teesdale, Nelson and Co.,
10, Eastbourne-terrace, Paddington, W.

In Parliament—Session 1871.

Cambridge University and Town Waterworks.

(Repeal of Provisions for Supply of Water to Paper Mills or Cherryhinton Brook, and as to Gauges thereon; Purchase by Cambridge University and Town Waterworks Company of the Estate late Mr. Okes's, at Cherryhinton; Provisions affecting their Paper Mills Estate; Amendment of Acts.)

APPLICATION 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 repeal the sections numbered 14 and 15, and 16 and 17, of "The Cambridge University and Town Waterworks Act, 1866," requiring the Cambridge University and Town Waterworks Company to discharge water into the Cherryhinton or Paper Mills Brook from and out of the springs constituting its source, and to construct and maintain a gauge or gauges on the said brook, in the lands late of John Okes, Esq., deceased, and relating to other matters connected with such supply and water gauge or gauges, and to relieve the Company from all obligations to continue such discharge of water, and to construct or maintain such gauge or gauges, and from all other duties and liabilities connected therewith.

2. To authorise the purchase (by agreement), by or on behalf of the Company, of the residence and estate at Cherryhinton, in Cambridgeshire, late of John Okes, Esq., deceased, and containing 35½ acres, or thereabouts, and all springs, streams, water, and sources of water, in, upon, or under the said estate; and to vest the same in the Company, and enable them to hold the same.

3. To empower the Company to drain the said estate, and to collect, divert, and appropriate, for the purpose of their undertaking and water supply, all springs, streams, waters, and sources of water, in, upon, or under the said estate at Cherryhinton.

4. To empower the Company to mortgage or charge the said estate at Cherryhinton, and also their Paper Mills Estate at Fen Ditton, in Cambridgeshire, or either of the said estates, or any part thereof; and to demise and sell the same estates, or either of them, or any part thereof;

and to make such mortgages or charges or sales either before or after making any demise of the estate or property mortgaged or charged or sold.

5. To empower the Company to apply, in or towards payment of the purchase money of the said estate at Cherryhinton and the expenses of the purchase, and any other objects of the intended Act, or of "The Cambridge University and Town Waterworks Act, 1853," "The Cambridge University and Town Waterworks (Capital) Act, 1855," and "The Cambridge University and Town Waterworks Act, 1866," any moneys which they may receive from any mortgage, charge, demise, lease, or sale of the before-mentioned estates and property at Cherryhinton and Fen Ditton, or of either of them, or any part thereof, or otherwise in respect thereof, and also their corporate funds and revenue arising under the said Acts.

6. To amend the said Acts of 1853, 1855, and 1866.

7. To vary or extinguish any rights and privileges inconsistent with the objects of the intended Act; and to confer other rights and privileges.

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

Dated this 7th day of November, 1870.

S. and W. Peed, Cambridge; Solicitors for the Bill.

J. Dorington and Co., 29, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1871.

Newport Pagnell Railway.

(Abandonment of Authorised Lines to join the Bedford and Northampton Railway, and construction of New Junction Line in their stead; Amendment of Acts.)

NOTICE 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:—

To abandon the construction of Railway (No. 3) and Railway (No. 4), authorised by "The Newport Pagnell Railway (Extension) Act, 1866."

To enable the Company to make and maintain a Railway, with all needful works, stations, approaches, and conveniences connected therewith, to be wholly situate in the parish of Olney, in the county of Bucks, and to commence by a junction with Railway (No. 1), authorised by "The Newport Pagnell Railway (Extension) Act, 1866," in or near a field numbered 3 upon the deposited plans referred to in the said Act, and to terminate by a junction with the Bedford and Northampton Railway, at or near a field in the said parish of Olney numbered 8 upon the deposited plans referred

to in "The Bedford and Northampton Railway Act, 1867."

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 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.

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 Newport Pagnell Railway Act, 1863," "The Newport Pagnell Railway (Extension to Olney) Act, 1865," "The Newport Pagnell Railway (Extension) Act, 1866," and "The Newport Pagnell Railway (Extension of Time and Finance) Act, 1870," and particularly to alter or repeal the 19th section of the said last-mentioned Act.

Duplicate plans and sections, describing the line, situation, and levels of the proposed 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 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 Bucks, at his office at Aylesbury; and on or before the same day, a copy of the said plans, section, and book of reference and notice, will be deposited with the parish clerk of Olney, 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 21st day of December next.

Dated this 15th day of November, 1870.

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

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

In Parliament—Session 1870-71.

Bradford Corporation Gas.

(Purchase of Lands in the parish of Bradford, by compulsion or agreement, and erection thereon of Gasworks, by the Mayor, Aldermen, and Burgesses of the borough of Bradford, in the West Riding of the county of York; Acquisition, either compulsorily or by agreement, and maintenance by the said Corporation of the existing Gasworks of the Bradford Gas Light Company; Transfer to the said Corporation of the rights and powers of the said Company; Manufacture of residual products arising from the making of Gas; Supply of Gas by the said Corporation to the borough of Bradford; Interference with streets and other places for such purpose; Power to charge and recover rates and rents for supply of Gas, and for the use of Gas Fittings; Power to levy and recover rates and charges from Owners and Occupiers of property in Bradford; Borrowing of money on security of Gas Works, Gas Rates, and Borough Fund, and Borough Rate; Variation of privileges and exemption from rates; Repeal and amendment of Acts).

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 Bradford, in the West Riding of the county of York (hereinafter called the Corporation), for leave to bring in a Bill to effect the following or some of the following objects, that is to say:—

1. To authorise the Corporation to supply gas for public and private purposes, and to light with gas the borough of Bradford, in the West Riding of the county of York (hereinafter called the Borough).

2. To authorize the Corporation to purchase, by compulsion or by agreement, and to hold the lands, tenements, premises, and hereditaments following, or any of them (that is to say):—All those two pieces or parcels of land in the township of Bolton, in the parish of Calverley, in the West Riding of the county of York, containing 10 acres or thereabouts, comprising and consisting of the fields numbered 325 and 326 on the tithe commutation map for the said parish of Calverley, and that portion of the field numbered 327 on the said map, as the same is now altered, forming a field next adjoining to the said fields numbered 325 and 326 on the southern side thereof, which said fields are bounded on the east by the Bradford Canal, on the west by a stream called the Bradford Beck, on the north by the reservoir or dam of the Frizinghall Mill, and on the south by the northern boundary of the remaining portion of the said field numbered 327 on the said map.

3. To authorise the Corporation, on such lands, or any part thereof, to erect and maintain gasworks, gasmeters, retorts, machinery, apparatus, buildings, approaches, works, and conveniences, and to manufacture gas and the several matters producible from the residual products arising or resulting from the manufacture of gas, and generally to carry on the operations and works which are carried on by corporations or companies who manufacture and supply gas for public or private lighting.

4. To authorise and empower the Corporation to purchase, by compulsion or agreement, the undertaking of the Bradford Gas Light Company (hereinafter called the Company) including all or any part of the gasworks, gasometers, retorts, machinery, lands, property, effects, estates, pipes,

plant, apparatus, and other works now belonging to them, or which they are authorised to purchase, hold, or construct, or which is or may be vested in them and or by virtue of any Act of Parliament or otherwise, and to transfer to the Corporation all the rights, powers, privileges and authorities now belonging to or exercised or enjoyed by the Company, or which the Company are entitled to exercise or enjoy, and to authorise and empower the Company to sell to the Corporation their undertaking, or any portion thereof, and to prescribe the mode of settling, either by arbitration or otherwise, the purchase money or compensation, and to vest the said undertaking of the Company, or the part thereof authorised to be purchased, in the Corporation, and to enable the Corporation to hold, exercise, use, and enjoy all the rights, powers, privileges and authorities which now are, or at any time hereafter may be vested in, used or enjoyed by the Company, or which are incident to the said undertaking, or the part thereof so purchased; and on the completion of the purchase, if of the whole undertaking, to provide for the dissolution of the Company and the winding up of their affairs.

5. To authorise the Corporation to maintain the gas works so to be acquired, and from time to time to alter, improve or extend such works, and also the new works to be constructed on the land hereinbefore described; and it will be sought by the Bill to enable the Corporation to manufacture, as may be thought expedient, either at the existing works intended to be purchased, or at the new works intended to be constructed, all the residual products resulting from the manufacture of gas at both of the said works.

6. To authorise the Corporation to supply gas for lighting the public and other streets, thoroughfares, passages, and places in the borough, and to supply and sell gas to the inhabitants and occupiers of property therein, and for the purposes of such supply to lay down, place, and maintain all necessary or useful mains and pipes, lamps, lamp-posts, and to manufacture, let, hire, and supply gas meters, fittings, and gas apparatus, and to break up and interfere with streets, roads, lanes, bridges, and other passages and places, and sewers, drains, pipes, and telegraph apparatus, and to hold and acquire patent rights or licences to use patent rights in relation to the manufacture and distribution of gas and the utilisation of residual products.

7. To authorise the compulsory taking of certain lands, houses, tenements, and hereditaments and premises, and the purchase by agreement of other lands, houses, and hereditaments for the purposes aforesaid. The said existing gas works are situate in the said parish of Bradford, and all the other lands, houses, tenements, hereditaments, and premises intended to be purchased compulsorily under the powers of the Bill will be situate in the said township of Bolton and parish of Calverley.

8. To authorise the Corporation to levy, collect, and recover rates, rents, and charges for the supply of gas, and for the sale and use of meters, fittings, and other matters and things supplied or sold by them and to grant exemptions from the payment of such rates, rents, and charges, and further to authorise the Corporation generally, for the attainment of the objects of the Bill, to levy rates, charges, and assessments on and from the owners or occupiers of all lands, houses, tenements, and hereditaments within the borough.

9. To authorise the Corporation to borrow and from time to time to re-borrow money, for the purposes aforesaid, on mortgage, debenture, bond, annuity, or otherwise, and to charge moneys

borrowed on the property to be purchased or acquired under the powers of the Bill, and the revenues, rates, rents and charges to arise or to be levied and made payable under the Bill, and on the borough fund and borough rate of the borough, and to apply the rents, rates, and profits to arise in consequence of the exercise by the Corporation of the powers of the Bill to the general purposes of the Corporation, and, if expedient, to fund the debt so to be created.

10. To incorporate with and extend and apply to the provisions of the Bill, all or some of the provisions of "The Gasworks Clauses Act, 1847"; "The Commissioners Clauses Act, 1847"; "The Lands Clauses Consolidation Act, 1845"; "The Lands Clauses Consolidation Acts Amendment Act, 1860"; and "The Lands Clauses Consolidation Act, 1869."

11. To alter, amend, or repeal all or some of the provisions of the Acts (local) following, namely:—3, George IV, cap. 6, intituled "An Act for Lighting with Gas the Town of Bradford and the Neighbourhood thereof, within the parish of Bradford, in the West Riding of the county of York," and 8 Victoria, cap. 12, intituled "An Act to alter the provisions of an Act for Lighting with Gas the town of Bradford and the neighbourhood thereof, within the parish of Bradford, in the West Riding of the county of York," and any other Acts relating to the Company, and "The Bradford Improvement Act, 1850;" "The Bradford Waterworks Act, 1854;" "The Bradford Corporation Waterworks Act, 1854;" "The Bradford Corporation Waterworks Amendment Act, 1855;" "The Bradford Corporation Waterworks Act, 1858;" "The Bradford Waterworks Act, 1862;" "The Bradford Corporation Act, 1866;" "The Bradford Waterworks and Improvement Act, 1868;" and "The Bradford Waterworks Act, 1869."

12. To alter, vary, or extinguish all rights and privileges which would or might prevent, impede, or interfere with any of the objects of the Bill being carried into effect, and to confer all other rights and privileges necessary or expedient for effecting the said objects, or in relation thereto."

13. Duplicate plans describing the lands and houses to be taken compulsorily under the powers of the Bill and books of reference to the plans, and a copy of the notice, as published in the London Gazette, will, on or before the 30th day of November, 1870, be deposited for public inspection with the Clerk of the Peace for the West Riding of Yorkshire, at his office at Wakefield; and on or before the said 30th day of November, 1870, a copy of so much of the said plans and books of reference respectively as relates to the said several parishes will, together with a copy of this notice, as published in the London Gazette, be deposited for public inspection as follows:—with respect to the parish of Calverley with the parish clerk of the said parish, at his place of abode; and with respect to the parish of Bradford with the parish clerk of the said parish, at his place of abode.

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

Dated this 15th day of November, 1870.

Wm. Thos. McGowen, Town Clerk,
Bradford, Solicitor for the Bill.

Fearon, Clubon, and Fearon, Parliamentary Agents, No. 21, Great George-street, Westminster.

In Parliament—Session 1870—71.

Bradford Corporation Gas and Improvement.

(Power to the Mayor, Aldermen and Burgesses of the Borough of Bradford, in the West Riding of the County of York, to purchase by agreement the undertaking of the Bradford Gas Light Company, and to such Company to sell their undertaking—Transfer to the Corporation of the powers incident to the proper carrying on by them of the said undertaking—Power to the said Mayor, Aldermen, and Burgesses, (1) To extend, alter, and maintain the existing works of the said Company, (2) To manufacture and supply Gas for public and private consumption within the present Gas Limits of the said Company, (3) To manufacture and sell residual products resulting from the making of Gas, and (4) To break up and interfere with streets, and other works where necessary for effecting such supply of Gas—Compulsory purchase of lands, and construction of works for collecting, defæcating, disinfecting, and utilising sewage—Acquisition by agreement of lands for public pleasure grounds and parks, and making and enforcement of bye-laws with respect thereto—Exemption of such places from Municipal or other Rates—Regulations respecting the formation and construction of streets, the erection of buildings, and the sanitary requirements in connection therewith—Extension of time for acquisition of lands for purposes of existing Acts—Alteration of period for making up Corporation accounts—Prevention of nuisances—Licensing and regulation of omnibuses and other vehicles plying for hire—Imposition of rates—Power to borrow money—Mortgage of public funds—Incorporation and Amendment of Acts.)

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 Bradford, in the West Riding of the County of York (hereinafter called the Corporation), for leave to bring in a Bill to effect the following, or some of the following objects, that is to say:—

1. To authorise and empower the Corporation to purchase by agreement the undertaking of the Bradford Gas Light Company (hereinafter called the Company), including all or any part of the gasworks, gasometers, retorts, machinery, lands, property, effects, estates, pipes, plant, apparatus, and other works now belonging to or held by the Company, or which the Company are authorised to purchase, hold, or construct, or which may be vested in or held by the Company under or by virtue of any Act of Parliament or otherwise, and to transfer to the Corporation all the rights, property, powers, privileges, and authorities now belonging to, or exercised, or enjoyed by the Company, or which the Company are entitled to have, exercise, or enjoy, and to authorise and empower the Company to sell to the Corporation their undertaking, or any portion thereof, and to prescribe the mode of settling either by arbitration or otherwise the purchase money or compensation, and to vest the said undertaking of the Company, or the part thereof authorised to be purchased, in the Corporation, and to enable the Corporation to hold, exercise, use, and enjoy all the rights, powers, privileges, and authorities which now are, or at any time hereafter may be vested in, held, used, or enjoyed by the Company, or which are incident to their undertaking, or the part thereof so purchased, and on the completion of the purchase, if of the

whole undertaking, to dissolve the Company and provide for the winding up of their affairs.

2. To authorise agreements between the Corporation and the Company for such purchase, and either by way of rent-charge, permanent or terminable annuities, chargeable as hereinafter mentioned, or otherwise, and to confirm any agreements or agreement already made, or which previously to passing of the Bill may be made, touching such purchase or any of the objects of the Bill.

3. To authorise the Corporation to extend, alter, and improve, and maintain the works to be acquired as aforesaid, or any part of them, and thereat to manufacture gas, and the several matters producible from the residual products arising or resulting from the manufacture of gas, and generally to carry on the operations and works which are carried on by corporations or companies who manufacture and supply gas for public or private lighting, and further, to authorise the Corporation to supply gas for lighting the public and other streets, thoroughfares, passages, and places in the borough of Bradford (herein called the borough), and in other places to which the powers of the Company extend, and to supply and sell gas to the inhabitants and occupiers of property in the borough and the said places, and for lighting public and private buildings and places therein.

4. To authorise the Corporation, for the proper supplying of gas as aforesaid, to break up and interfere with streets, roads, lanes, bridges, and other passages and places, and drains, sewers, pipes, and telegraph apparatus within the borough, and the said other places, and to lay down, place, and maintain therein gas mains, gas pipes, lamps, pillars, and posts, and to manufacture, supply, hire, sell, and let gas meters, fittings, and gas apparatus, and to levy, collect, and recover rates, rents, and charges for the sale and supply of gas, gas meters, fittings, and apparatus, and to hold and acquire patent rights or licences to use patent rights in relation to the manufacture and distribution of gas, and the utilisation of residual products, and to exercise all or any of the powers and authorities now exercised by or vested in the Company.

5. To authorise the Corporation to levy rents or charges for the lighting of the streets and other public places within the borough and places aforesaid with gas, and for the gas to be supplied to inhabitants and occupiers, and to sell the residual products or the produce thereof, and from time to time to alter such rents and charges, and to confer, vary, and extinguish exemptions from the payment of rents and charges.

6. To empower the Corporation to purchase and take by compulsion or agreement, and to vary or extinguish all rights and privileges in lands which they may require, and to construct and maintain such works as may be considered necessary or useful for the purpose of receiving, storing, defœcating, disinfecting, deodorising, distributing, utilising, and applying to purposes of agriculture, irrigation, or fertilisation, 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 borough, and to carry such purposes into effect, which lands so to be taken by compulsion for the last-mentioned purposes, will be situate in the townships of Bolton, Heaton, Manningham, and Horton, and in the parishes of Calverley and Bradford, or some or one of them, all in the West Riding of the county of York.

7. To authorise the Corporation to acquire by agreement lands and hereditaments within and beyond the borough, and to appropriate and maintain the same or any other lands and hereditaments belonging to the Corporation, as places for recreation, parks, and public pleasure grounds, with convenient approaches thereto, and to lay out, fence, drain, level, plant, and improve the same, and to make rides, drives, walks, gardens, shrubberies, lakes, ponds, and other ornamental works, and all appropriate buildings and conveniences therein, and to do all things necessary for the proper performing, maintaining, and improving the said places for recreation, parks, and public pleasure grounds, as also any places for recreation, parks and pleasure grounds now held and enjoyed by the Corporation, together with all approaches thereto, and other works, and to stop up, discontinue, alter, or divert all or any roads, paths, and ways over the same, and to permit the user of the said places for recreation, parks, and public pleasure grounds, and of any substituted roads or streets by the public, free of charge generally, but with power for the Corporation to fix the times of opening and closing the said places for recreation, parks, and public pleasure grounds on particular occasions (as they see fit), and should the Corporation consider it expedient, to authorise them to require and receive payment for entrance thereto, and to prohibit the user thereof for political and other meetings or like objects, and to empower the Corporation to manage the grounds, and to appoint and pay all requisite officers, keepers, and servants thereof, and from time to time to make, annul, alter, and amend bye-laws and regulations for regulating the conduct of persons frequenting the same, and for the removal of persons therefrom, and for the imposition and recovery of penalties for offences against such bye-laws and regulations, and to provide for exempting the said places for recreation, parks, and public pleasure grounds, and the buildings therein, and the Corporation and all persons, from all municipal, parochial, and other local rates and assessments, in respect of the same.

8. To authorise the Corporation to frame and, in manner to be provided by the Bill, enforce a code of building regulations for the borough, and to enable the Corporation to regulate the laying out of new streets in the borough, and the width, levels and direction thereof, the height and structure of new buildings in the borough, the securing of space about buildings, and the ventilation thereof, the regulation of the drainage of buildings, and providing conveniences, the closing of unhealthy dwellings, the giving of notices and deposit of plans for any of such works, the inspection of such works, and the enforcement of penalties for breach of any such regulations.

9. To extend the period limited by the Bradford Waterworks and Improvement Act, 1868, and the Bradford Waterworks Act, 1869, for the compulsory purchase of lands by the Corporation.

10. To provide that all accounts of the receipt and expenditure of moneys by the Corporation for any purposes of the borough, by whatever authority the same may be received, levied and expended, may be made up to the 31st of December next after the passing of the Bill, and to the 31st of December of every subsequent year.

11. To provide more effectually for the suppression of nuisances by deposit of offensive substances, or by noise within the borough.

12. To extend the powers of the Corporation for licensing hackney carriages, to omnibuses and other vehicles plying for hire, and to provide

or the regulation of such omnibuses and other vehicles.

13. To authorise the Corporation to levy rates, general and special, and assessments on and from the owners or occupiers of all lands, houses, tenements, and hereditaments within the borough for carrying into effect the several objects of the Bill.

14. To authorise the Corporation to borrow and from time to time re-borrow money for the purposes of the Bill on mortgage, debenture, bond, annuity, or otherwise, and to apply for these purposes the funds and moneys under their control to arise under the Bill, and to charge moneys borrowed on the borough fund and borough rate of the borough, and on the lands and property to be purchased or acquired, and the revenues, rates, and rents to arise or to be levied under the Bill, and to apply the rents and profits of the gasworks to the purposes of the Corporation, and, if expedient, to fund the debt so to be created.

15. To incorporate with the Bill, and to extend to all or any of the purposes of the Bill, the provisions, or any of them, of "The Gasworks Clauses Act, 1847," and "The Commissioners Clauses Act, 1847," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Lands Clauses Consolidation Act, 1869," "The Public Health Act, 1848," "The Local Government Act, 1858," "The Local Government Act (1858) Amendment Act, 1861," "The Local Government Act Amendment Act, 1863," "The Towns' Improvement Clauses Act, 1847," "The Towns' Police Clauses Act, 1847," "The Sanitary Act, 1866," and "The Nuisance Removal Acts" therein mentioned, or to modify or alter the same with reference to all or any of the objects of the Bill; and to vary or extinguish any rights and privileges thereunder, or under any other Act or Acts, letters patent, charters, or otherwise.

16. To alter, amend, or repeal all or some of the provisions of the Acts (local) following, namely, 3 George 4, cap. 6, intituled "An Act for Lighting with Gas the Town of Bradford and the neighbourhood thereof, within the Parish of Bradford, in the West Riding of the County of York, and 8 Victoria, cap. 12, intituled "An Act to alter the Provisions of an Act for Lighting with Gas the Town of Bradford and the neighbourhood thereof, within the Parish of Bradford in the West Riding of the County of York," and any other Acts relating to the Company.

17. To alter, amend, enlarge, or repeal the following Acts:—"The Bradford Improvement Act, 1850," "The Bradford Waterworks Act, 1854," "The Bradford Corporation Waterworks Act, 1854," "The Bradford Corporation Waterworks Amendment Act, 1855," "The Bradford Corporation Waterworks Act, 1858," "The Bradford Waterworks Act, 1862," "The Bradford Corporation Act, 1866," "The Bradford Waterworks and Improvement Act, 1868," and "The Bradford Waterworks Act, 1869."

18. To alter, vary, or extinguish all rights and privileges which would or might prevent, impede, or interfere with any of the objects aforesaid, and of the Bill being carried into effect, and to confer all other rights and privileges necessary or expedient for effecting the said objects, or in relation thereto.

19. Duplicate plans, describing the lands and houses to be taken compulsorily under the powers of the Bill, and books of reference to the plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1870, be deposited for public inspection with the Clerk of the Peace for the

West Riding of Yorkshire, at his office, at Wakefield; and on or before the said 30th day of November, 1870, a copy of so much of the said plans and books of reference respectively as relates to the said several parishes, together with a copy of this notice, as published in the London Gazette, will be also deposited as follows:—With respect to the parish of Calverley, with the Parish Clerk of such parish, at his place of abode; and with respect to the parish of Bradford with the Parish Clerk of such parish at his place of abode.

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

Dated this 15th day of November, 1870.

Wm. Thos. McGowen, Town Clerk, Bradford, Solicitor for the Bill.

Fearon, Clabon, and Fearon, Parliamentary Agents, 21, Great George-street, Westminster.

In Parliament—Session 1871.

Bradford and Thornton Railway.

(Incorporation of Company. Construction of Railways from Bradford to Thornton. Running Powers over and use of Portions of Great Northern and Lancashire and Yorkshire Railways. Powers to make Traffic arrangements with Lancashire and Yorkshire and Great Northern Railway Companies. Amendment of Acts.)

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:—

1. To incorporate a Company (hereinafter referred to as "The Company,") and to enable them to make and maintain the railways hereinafter mentioned, or some 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—

Railway No. 1, commencing by a double junction with the branch of the Great Northern Railway to the Lancashire and Yorkshire Railway at Bradford, in the township of Bowling, in the parish of Bradford, in the West Riding of Yorkshire, one of such junctions commencing 14 yards or thereabouts north of the bridge carrying the said Great Northern Railway over the footpath at the south end of Conway-street, and the other of such junctions commencing 66 yards or thereabouts east of the bridge carrying the street to Ripleyville over the said Great Northern Railway, and the said forks will form a junction with each other in the same township at a spot 96 yards or thereabouts north of Ripley-street, and 44 yards or thereabouts east of the Lancashire and Yorkshire Railway:

The said railway will pass from, through, or into Bradford, Bowling, Little Horton, Horton, Great Horton, Clayton, Thornton, and will terminate in the township of Thornton, in the parish of Bradford, in a field belonging to the trustees of Abraham Ackroyd, deceased, and in the occupation of George Wood, near to and on the west side of Lower Mill, and on the south side of the turnpike road leading from Thornton to Halifax;

Railway No. 2, commencing by a junction with Railway No. 1, in a field belonging to Francis Sharp Powell, and in the occupation of Joseph Booth, and 27 yards or thereabouts south of the new Parsonage House, at Little Horton, in the township of Horton, in the parish of Bradford, and will pass from, through, or into Bradford, Horton, Little Horton, Great Horton, and Manningham, and will terminate in a brick-yard belonging to and occupied by James Fairbank, on the southwest side of Thornton-road, in the township of Manningham, in the parish of Bradford :

Railway No. 3, commencing by a junction with Railway No. 1, in a field belonging to Henry William Ripley, and in the occupation of William Grandage, and 28 yards or thereabouts north of Bowling House, and terminating by a junction with the Lancashire and Yorkshire Railway at a point 28 yards or thereabouts north of a bridge carrying the footpath from Little Horton to Bowling and Bowling Dyeworks, over the Lancashire and Yorkshire Railway. All these works will be in the township of Bowling, in the parish of Bradford.

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 raise capital by way of shares and by loan, 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 enable the Company on the one hand, and the Lancashire and Yorkshire and Great Northern Railway Companies, or either of them, 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 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 intended railways ; 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 authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

4. To enable the Company and all companies and persons lawfully using the railways of the Company, or any part thereof, 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 portions hereinafter defined of the Lancashire and Yorkshire and Great Northern Railways, 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 Great Northern Railway as lies between the junction therewith of Railway No. 1, and the junction of that portion of the Great Northern Railway with the Lancashire and Yorkshire Railway ;

So much of the Lancashire and Yorkshire Railway as lies between the said junction therewith of the Great Northern Railway and the passenger station of the Lancashire and Yorkshire Railway in Bradford, together with the use of the said station, such use being, nevertheless, confined to passenger traffic alone :

So much of the Great Northern Railway as lies between the junction therewith of Railway No. 1 and the Great Northern Station at Laister Dyke :

And also the use of the Great Northern Railway Goods and Mineral Station at Bradford, and so much of the Great Northern Railway as is necessary to afford access to the said station, such use, nevertheless, being restricted to purposes to be defined in the Bill.

5. 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.

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 "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 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 for the foregoing purposes the powers and provisions of the Acts relating to the Lancashire and Yorkshire Railway Company, and especially the Act 22 and 23 Vic., cap. 110, and any other Act relating to that company, defining or limiting its capital or its tolls or charges, and also the powers and provisions of the Acts relating to the Great Northern Railway Company, and especially any Acts defining or limiting the capital of that Company or its tolls or charges.

7. 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 West Riding of the county of York, at his office at Wakefield ; and on or before the same day a copy of the said plans, sections, and book

of reference, and a copy of this notice, will be deposited with the parish clerk of Bradford, 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 21st day of December next.

Dated this 14th day of November, 1870.

Barr, Nelson, and Barr, Leeds, Solicitors for the Bill.

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

In Parliament—Session 1871.

Bradford Canal.

(Winding-up and Dissolution of Company—Transfer of Lower part of Canal—Confirmation of Contract—Sale of upper part, and of other Property of Company.)

A PPLICATION is intended to be made to Parliament in the next session thereof by the Company of Proprietors of the Bradford Navigation (hereinafter called the Canal Company), or by the Official Liquidator appointed by the Court of Chancery, for the winding-up of the said Company, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. To confirm an order of the Court of Chancery, dated the 21st day of March, 1870, for the winding-up by the said Court of the said Canal Company, under the provisions of the Companies Acts, 1862 and 1867, and to provide for the dissolution of the Company, and the distribution of the assets thereof.

2. To enable the Company or the Official Liquidator appointed by the Court to sell and transfer the bed, banks, towing paths and lands forming or connected with so much of the Bradford Canal as lies between a spot about 44 yards northward of the north side of the bridge over the said Canal, at the end of North Brook-street, in Bradford, and the junction of the said canal with the Leeds and Liverpool Canal, at Shipley (herein, and in the articles of agreement hereinafter mentioned, referred to as the "Lower part of the Canal") to certain parties named in the articles of agreement, bearing date the 3rd day of October, 1870, and made between the Company by the said Official Liquidator of the first part, and certain parties therein mentioned, on behalf of themselves and other shareholders in a Company intended to be formed and registered under the Companies Act, 1862, of the other part, together with all rights, powers and privileges for the supply of the canal with water, and for the use and maintenance thereof, and for the levying of tolls and other charges with respect to the use thereof, and the making of bye-laws, rules and regulations, and the right to act as common carriers upon the said canal, and all other rights, powers and privileges granted to or possessed by the Canal Company, by virtue of the Act of Incorporation (11 Geo. III., c. 89), or of any other Act relating to or affecting the Canal Company, and to confirm the said articles of agreement, and to vest in the purchasers all the said rights, powers and privileges as fully, with respect to and for the purposes of the lower part of the canal, as they were heretofore enjoyed or exercised by the Canal Company with respect to their whole undertaking, and to impose on the purchasers the duty and obligation of filling the lower part of the canal with water, and maintaining the same as a navigation,

3. To provide that, in case of the forfeiture or other failure of the said agreement, the Company, or the Official Liquidator (under the direction in both instances of the Court of Chancery), may close and keep closed, sell and dispose of the said lower part of the canal and the banks and soil thereof, freed from any duty of maintaining the same as a navigation, to any corporation, company or person whom the Court may approve, and either in entirety or in lots, and subject to such terms and conditions as the Official Liquidator may deem most expedient, free from all rights of way, and other rights and easements, now or heretofore enjoyed by the public, or any person whomsoever, over and upon the said lower part of the canal and its banks, towing paths, bridges and appurtenances; and to enable any corporation, company, or person, who may be approved by the Court, to become such purchasers of the lower part of the canal or of any portion thereof, and to apply their corporate funds or capital to the payment of the purchase-money.

4. To authorize the Company or the official liquidator (under the direction in both instances of the Court of Chancery) to close and keep closed, and to sell and dispose of, the upper part of the said Canal, namely:—So much thereof as lies between the commencement thereof in the town of Bradford and the said spot on the north side of the said bridge, together with all wharfs, quays, lands, buildings and works connected with the said upper part of the canal, and all other, the property of the Company, not sold to the purchasers of the lower part of the canal, freed from any duty of maintaining the same as a navigation, to any corporation, company, or person whom the court may approve, and either in entirety or lots, and subject to such terms and conditions and in such manner as the official liquidator may deem most expedient, free from all rights of way and other rights and easements, now or heretofore enjoyed by the public, or any person whomsoever, over and upon the said upper part of the canal and its banks, towing-paths, bridges, and appurtenances, or any other property of the Canal Company, and to enable any corporation, company, or person who may be approved by the Court to become such purchasers of the said upper part of the canal or other the property of the Company, or of any portion thereof, and to apply their Corporate funds or capital to payment of the purchase money.

5. To provide that the purchase-money to be derived by the Canal Company, in pursuance of the said articles of agreement or otherwise, from the sale of the lower part of the canal, and to be derived from the sale of the upper part of the canal, and any other property of the Canal Company, shall be assets of the Company, and shall be subject to the orders of the Court.

6. The Bill will amend, extend, and where needful, repeal or limit the powers and provisions of the said Act, 11 George III., cap. 89, being "An Act for Making a Navigable Cut or Canal from Bradford to join the Leeds and Liverpool Canal at Windhill, in the township of Idle, in the county of York;" and also of an Act passed in the forty-second year of the same reign, cap. 93, "For Vesting divers Estates in the parishes of Bradford and Calverley, in the West Riding of the county of York, purchased for the benefit of the proprietors of the Bradford Canal Navigation, in Trustees upon certain Trusts discharged from all claims of the Crown in respect of any forfeiture incurred under or by virtue of the laws or statutes of Mortmain;"

and the Bill will contain all provisions necessary for carrying its purposes into effect, and will vary, repeal, or annul any rights and privileges which may interfere with those purposes.

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

Dated this 16th day of November, 1870.

Geo. E. Mumford, Piece Hall-yard, Bradford, Solicitor for the Bill.

Dyson & Co., Parliamentary Agents, 24, Parliament-street, Westminster.

In Parliament.—Session 1871.

Aire and Calder Conservancy.

(Constitution and Incorporation of Conservancy Board for Rivers Aire and Calder and their tributaries; Execution of Works for Purification of Rivers and for intercepting Sewage, &c; Prohibition of Pollution and of Obstruction; Powers to levy Rates and borrow Money; Appointment of Inspectors; Suspension of Legal Proceedings during Execution of Works.)

APPPLICATION 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 a Conservancy Board for the basins of the Rivers Aire and Calder, 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 lessees and occupiers of property, Corporations, Local Boards of Health, and other Local Authorities within the basins drained by the Rivers Aire and Calder, in the West Riding of Yorkshire and county palatine of Lancaster; for the protection of the said rivers and the tributaries thereof from pollution or obstruction. The said basins (which are hereinafter called "the Conservancy Area") will commence as to the River Aire on the north-west at Malham Tam, in the West Riding of the county of York; and as to the River Calder at the head of the Calder, north-west of Todmorden, in the county palatine of Lancaster, and will include, amongst other places, the towns of Skipton, Keighley, Todmorden, Halifax, Bradford, Huddersfield, Dewsbury, Batley, Leeds, Wakefield, Pontefract, Castleford, Knottingley, Snaith, and Goole:

2.—The Bill will contain the necessary provisions as to the election of the said Board, and as to the qualification of the electors and of the members thereof, and the Bill will confer on the said Board the following among other powers, or will confer the same powers, or certain of them, in the first instance on the Corporations and other local authorities within the Conservancy area, and in case of their default on the said Board:

(A.) The intercepting of, or otherwise dealing with, all polluted water, hereinafter called Sewage, whether of or proceeding 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 intercepted, defecated and 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 fertilisation of any lands which the Board or local authorities may acquire or may contract so to fertilise:

(B.) The distribution of the said Sewage over the lands traversed by Sewage works and to authorize the Board or the local authorities 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 by the Board or local authorities 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 works shall have been completed or partially completed, the discharge of any Sewage as aforesaid into the said Rivers or their tributaries, and to prevent the casting of any solid or noxious or offensive matter into the said Rivers or tributaries or the doing of anything whereby the waters of the said Rivers and tributaries may be obstructed or the beds thereof rendered more shallow; and to compel all persons who abstract water from the said Rivers or their tributaries for the purposes of manufacture, navigation, or any other purpose, to purify the same before returning it into the said Rivers and streams, and to enforce such bye-laws by penalties and otherwise:

(D.) The impounding by the Board, or local authorities, of flood and other waters within the Conservancy area as are not already appropriated under statutory powers, and the application, at the discretion of the Board or the local authorities, of the waters so impounded to supply any deficiencies in the same Rivers or their tributaries:

(E.) To enable the Board or the local authorities to avail themselves of any existing works of drainage, and to provide that any works executed by any Corporation or other local authority for the purposes of the Bill within their own limits shall be so executed according to plans prescribed or approved by the Conservancy Board:

(F.) To enable the said Board and local authorities within their respective limits to levy rates upon the owners, lessees, and occupiers of lands, houses, or property within the Conservancy area, such rates being either uniform over the whole area, or graduated rates according to the benefit received, or according to the extent of the works required in consequence of the position or acts of the parties to be rated or charged, or according to such other measure as the Bill may define, or both an uniform rate over the whole area, and in addition thereto graduated rates over the whole or separate areas, and to enable them to enforce the payment of such rates by distress or otherwise:

(G.) The division of the Conservancy area by the Board into separate districts for the purpose of rating, and the assessment by the Board of the sums to be contributed by the towns, districts, and places within the Conservancy area, or by the inhabitants thereof, for the purposes of the Bill, and for defraying the expenses of the Board; and the Bill will give the necessary means of enforcing assessments and rates, both by the Board and by

the local authorities, and will enable the local authorities in the said towns, districts, and places to pay the rates so assessed upon them out of any borough rate, borough fund, general district rate, or other fund, and the Bill will vary and extend any Local Act, or General Act, or Provisional Order, creating any such borough rate, or general district rate, or limiting the application thereof:

(h.) To enable the Board and local authorities to apportion amongst owners of property the expenses incurred in the execution of works, and to enable owners with limited interests to charge their respective properties with the sums so apportioned, and to make property and persons chargeable with the payment of the expenses aforesaid:

(i.) To enable the Board to appoint Committees to discharge all or any of the powers or duties conferred by the Bill, and to appoint and employ officers, inspectors, valuers, and other persons for carrying out or giving effect to the provisions of the Bill:

(j.) To enable the Board, and the Corporations and other local authorities, to borrow money upon the credit of the rates authorized by the Bill, or upon any property or revenue acquired or possessed by them respectively, or created under the powers of the Bill, and with respect to the Corporations and local authorities, upon the credit of their borough fund, or general district rate account:

(k.) To enable the said Board and the said Corporations and other local authorities to take lands, houses, and other property compulsorily, or by agreement, for 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, and to enable the Board and the said Corporations and other local authorities, and their officers, contractors, and servants to enter temporarily upon lands in the Conservancy area during the execution of the works for the purposes thereof:

3. 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 action, injunction, information, or otherwise) against any Corporation, local authority, or persons within the Conservancy area for the pollution of the said Rivers or their tributaries by Sewage or otherwise, and shall suspend the operation of any injunctions or proceedings already obtained or commenced, subject nevertheless to conditions to be prescribed by the Bill. And the Bill will enable the Board from time to time to grant certificates to any local authority or persons that a period to be specified in such certificate and within limits defined by the Bill is required for the execution of works under the Bill, and subsequently to certify that such works have been duly executed; and to provide that the local authorities or persons to whom such certificates are granted shall during the said period or after the execution of the works (as the case may be) be protected from indictment, information, or other proceedings at law or in equity respecting the matters to which the said certificates relate.

4. 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 inconsistently with the objects of the Bill, and all other rights and privileges which may interfere with those objects.

5. The Bill will incorporate with itself the necessary provisions of "The Commissioners Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and also the provisions of "The Railways Clauses Consolidation Act, 1845," with respect to the temporary occupation of lands near the Railway during the construction thereof.

6. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1870.

Dated this 14th day of November, 1870.

<p>Capel A. Curwood, Town Clerk of Leeds, W. T. McGowen, Town Clerk of Bradford, Jas. E. Norris, Town Clerk of Halifax, Joseph Bailey, Town Clerk of Huddersfield,</p>	}	Solicitors for the Bill.
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Dyson & Co., Parliamentary Agents, 24, Parliament-street.

In Parliament—Session 1871.

Tower Subway.

(Increase of Capital; Amendment of Act.)

NOTICE is hereby given, that the Tower Subway Company (who are hereinafter referred to as "the Company"), intend to apply to Parliament in the next Session, for leave to bring in a Bill to amend and enlarge some of the powers and provisions of "The Tower Subway Act, 1858."

The Bill will, amongst other things, enable the Company to raise additional capital by shares or stock, and by borrowing, with power to attach to such shares or stock a preference or priority of dividend, or such other rights and advantages as the Bill will define or Parliament may prescribe; and the Bill will also alter and regulate the existing capital of the Company, and vary and extinguish all existing rights and privileges which would interfere with any of its objects, and the Bill will incorporate with itself the necessary provisions of "The Companies' Clauses Consolidation Act, 1845," "The Companies' Clauses Act, 1863," and "The Companies' Clauses Act, 1869."

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

Dated this 10th day of November, 1870.

Elmslie, Forsyth, and Sedgwick, No. 27, Leadenhall-street, Solicitors for the Bill.

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

In Parliament—Session 1871.

Courts of Justice.

(Acquisition of Additional Property for Site; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to authorize the Commissioners of Her Majesty's Works and Public Buildings (hereinafter called "The Commissioners,") to acquire and take by compulsion or agreement additional property for the site of the Courts of Justice, viz. :—

Certain lands, houses, tenements, and hereditaments, situate in the parish of Saint Clement Danes, in the county of Middlesex; bounded on the north-west side thereof partly by the Hall of the Honourable Society of Clement's Inn, and in other part by a courtyard of the said inn; on the south-west side thereof partly by a messuage or tenement in the occupation of Matthew Alfred Carr, annexed to the King's Head Public-house, Pickett-street, Strand, and in other part by a messuage or tenement numbered 265, Pickett-street aforesaid, late in the occupation of George Parker Tuxford, deceased; on the south-east side thereof in part by Pickett-street aforesaid, and in other part by land of or belonging to the Commissioners of Her Majesty's Works and Public Buildings, and in other part by the Foregate leading from Clement's Inn to Pickett-street aforesaid; and on the north-east side thereof by vacant land of or belonging to the Commissioners of Her Majesty's Works and Public Buildings; all in the said parish of Saint Clement Danes, and county of Middlesex :

which said lands, houses, tenements, and hereditaments, are more particularly described and shown on the plans hereinafter mentioned; and notwithstanding any existing application or user thereof, the intended Act will empower the Commissioners to pull down and remove all houses and buildings on the said land, and appropriate the site thereof for the purposes incident to the construction thereon of the said Courts of Justice, and also for such other purposes as shall be prescribed by the Lords Commissioners of Her Majesty's Treasury, or by the said intended Act, and to sell or otherwise dispose of such part or parts of the said lands, houses, tenements, and hereditaments, as may not be required for any of the purposes aforesaid.

And it is also proposed by the intended Act to empower the Commissioners to stop up, divert, alter, or remove temporarily or permanently, all ways, paths, streets, or passages which now lead into or pass through or by the side of the houses, tenements, and hereditaments so intended to be acquired as aforesaid; and all or any sewers, drains, mains, pipes, and works in or under all or any of the lands, houses, tenements, and hereditaments to be purchased under the powers of the said intended Act; and to confer all rights or privileges, and to vary or extinguish all such existing rights or privileges in any way connected with the said lands, houses, tenements, and hereditaments, or any of them, as may be necessary or useful for carrying into effect the objects aforesaid.

And it is also proposed by the said intended Act to repeal or amend all or some of the provisions of the Acts (Public) of the 28th Vict., caps. 48 and 49, relating to the said Courts of Justice, and, if necessary, to incorporate the same or parts thereof with the said proposed Act; and all other Acts, if any, relating to the said Courts of Justice,

or to any of the lands or property proposed to be taken under the powers of the said intended Act.

And notice is hereby further given, that on or before the 30th day of November instant, a plan in duplicate describing the situation of the said lands, houses, tenements, and hereditaments so proposed to be taken as aforesaid, and a book of reference to the said plan, 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 Middlesex, at his office at the Sessions House, Clerkenwell, in that county, and that a copy of the said plan and Book of Reference and Gazette Notice will also be deposited with the Clerk of the Board of Works for the Strand District of parishes, at the office of the Board in Tavistock-street, Covent Garden, in respect of the parish of St. Clement Danes.

Dated this 14th day of November, 1870.

P. H. Lawrence, Solicitor to Her Majesty's Works and Public Buildings, 12, Whitehall-place.

Bryden and Robinson, Parliamentary Agents, 6, Great Queen-street, Westminster.

In Parliament—Session 1871.

Record Office.

(Acquisition of Additional Property; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorize the Commissioners of Her Majesty's Works and Public Buildings (hereinafter called the Commissioners), to acquire and take by compulsion or agreement certain lands, houses, tenements and hereditaments in the Liberty of the Rolls, in the county of Middlesex, bounded on the north by a certain road or street called Rolls-buildings; on the west by offices stables and other buildings, in the occupation of the London Parcels Delivery Company Limited, and on the south and east by land adjoining and attached to the Record Office, all which said lands, houses, tenements and hereditaments are in the Liberty of the Rolls, and are more particularly described and shown on the plans hereinafter mentioned; and notwithstanding any existing application or user thereof, the intended Act will empower the Commissioners to pull down and remove all the said houses and buildings on the said lands and appropriate the site thereof for the purpose of adding to the space surrounding the said Record Office, and also for such other purposes as shall be prescribed by the Lords Commissioners of Her Majesty's Treasury or by the said intended Act, and to sell and dispose of such part or parts of the said lands, houses, tenements and hereditaments as may not be required for the purpose aforesaid.

And it is also proposed by the intended Act to empower the Commissioners to stop up, divert, alter or remove temporarily or permanently all ways, paths, streets or passages which may lead into or pass through or by the side of the said houses, tenements and hereditaments so intended to be acquired as aforesaid, and all or any sewers, drains, mains, pipes and works in or under all or any of the said lands, houses, tenements and hereditaments so to be purchased under the powers of the said intended Act, and to confer all rights or privileges, and to vary or extinguish all such

existing rights or privileges in any way connected with the said lands, houses, tenements and hereditaments or any of them as may be necessary or useful for carrying into effect the objects aforesaid

And it is also proposed by the said intended Act, to amend all or some of the provisions of the Act (Public) of the 1st and 2nd Vict., cap. 94, and all other Acts, if any, relating to the said Record Office, or to any of the lands or property proposed to be taken under the powers of the said intended Act.

And notice is hereby further given, that on or before the 30th day of November instant, a plan in duplicate describing the situation of the said lands, houses, tenements and hereditaments so proposed to be taken as aforesaid, and a book of reference to the said plan, 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 Middlesex, at his office at the Sessions House, Clerkenwell, in that county, and that a copy of the said plan, book of reference, and Gazette notice will also be deposited with the clerk of the Board of Works for the Strand district of parishes, at the office of the board in Tavistock-street, Covent-Garden.

Dated this 14th day of November, 1870.

P. H. Lawrence, Solicitor to Her Majesty's Works and Public Buildings, 12, Whitehall-place.

Bryden and Robinson, Parliamentary Agents, 6, Great Queen-street, Westminster.

In Parliament—Session 1871.

New Mint Building Site.

(Acquisition of Property for the erection of a New Royal Mint, and to sell, lease, or otherwise dispose of the Buildings now used as the Royal Mint.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to authorize the Commissioners of Her Majesty's Works and Public Buildings (hereinafter called the Commissioners) to acquire and take by compulsion or agreement certain lands and houses, for the purpose of erecting thereon a new Royal Mint, viz. :—

Certain lands, houses, tenements and hereditaments situate respectively in the Precinct of Whitefriars, and the parish of Saint Bride's, in the city of London, in the county of Middlesex, bounded on the west in part by and including Waterman's-alley, in the precinct of Whitefriars, and in other part by an imaginary line in continuation of the western boundary of the said alley, drawn from the southern extremity thereof to the roadway on the Thames Embankment; on the south by that portion of the said roadway on the Thames Embankment lying parallel to the proposed site; on the east in part by the land buildings, and works of the City Gas Company in the said parish of Saint Bride's, and in other part by an imaginary line in continuation of the western boundary of the said Gas Company's premises, drawn from the southern extremity of such boundary to the roadway on the Thames Embankment; and on the north in part by that portion of Temple-street, in the said parish and precinct,

lying between the said City Gas Company's Works and the eastern boundary wall of a warehouse on the south side of Temple-street aforesaid, in the occupation of James Powell and Sons, in other part by the said eastern boundary wall of the said warehouse, in other part by a line drawn at a right angle to the said eastern wall along the southern boundary of the said warehouse to Grand Junction-street, and across the said last-mentioned street, and in other part by the southern boundary of a warehouse, in Grand Junction-street aforesaid, in the occupation of Samuel J. Walden, and by an imaginary line in continuation of such last-mentioned boundary, across Waterman's-alley, and terminating in the western boundary thereof, all the last-mentioned premises being in the said precinct of Whitefriars.

Which said lands, houses, tenements, and hereditaments are more particularly described and shown on the plans hereinafter mentioned; and notwithstanding any existing application or user thereof, the intended Act will empower the Commissioners to pull down and remove all the said houses and buildings on the said lands, and appropriate the site for the purposes incident to the construction thereon of the said Mint and of all requisite buildings, and also for such other purposes as shall be prescribed by the Lords Commissioners of Her Majesty's Treasury, or by the said intended Act, and to sell, lease or otherwise dispose of such part or parts of the said lands, houses, tenements, and hereditaments, as may not be required for any of the purposes aforesaid.

And it is also proposed by the intended Act to empower the Commissioners to stop up, divert, alter, or remove, temporarily or permanently, all wharfs and landing-places, and all ways, paths, streets, or passages, which now lead into or pass through or by the side of the houses, tenements, and hereditaments so intended to be acquired as aforesaid; and all or any sewers, drains, mains, pipes and works in or under all or any of the lands, houses, tenements, and hereditaments to be purchased under the powers of the said intended Act; and to confer all rights or privileges, and to vary or extinguish all such existing rights or privileges in any way connected with the said lands, houses, tenements, and hereditaments, or any of them, as may be necessary or useful for carrying into effect the objects aforesaid.

To authorise the Commissioners to sell or lease or otherwise dispose of the site and buildings thereon now forming the Royal Mint, situate in the parish of Saint Botolph Without, Aldgate, otherwise Saint Botolph, Aldgate, in the county of Middlesex, or such part or parts thereof as may from time to time be prescribed by the Lords Commissioners of Her Majesty's Treasury, or by the said intended Act.

And notice is hereby further given, that on or before the 30th day of November instant, a plan and duplicate describing the situation of the said lands, houses, tenements, and hereditaments so proposed to be taken as aforesaid, and a book of reference to the said plan, 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 Middlesex, at his office at the Sessions House, Clerkenwell, in that county; and that a copy of the said plan and book of reference and Gazette notice will also be deposited with the parish clerk of the parish of Saint Bride's, at his residence, No. 136, Salisbury-court, Fleet-street, in respect of that parish, and with the Overseer

for the precinct of Whitefriars, at his residence, No. 13, New Wharf, Whitefriars, in the city of London and county of Middlesex respectively.

Dated this 14th day of November, 1870.

P. H. Lawrence, Solicitor to Her Majesty's Works and Public Buildings, 12, Whitehall-place.

Bryden and Robinson, Parliamentary Agents, 6, Great Queen-street, Westminster.

In Parliament—Session 1871.

Lyme Regis Railway.

Incorporation of Company—Power to make a Railway from Axminster to Lyme Regis—Compulsory Purchase of Lands, Tolls, Use of small Portion of the London and South-Western Railway, and their Axminster Station—Traffic and other Arrangements with that Company—Amalgamation 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 and maintaining the railway hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, and communications (that is to say):—

A railway commencing in the parish of Axminster, in the county of Devon, by a junction with the London and South-Western Railway, at a point thereon measuring 400 yards or thereabouts north-east of the mile-post on the said London and South-Western Railway, denoting the distance of 145 miles from London, passing thence through or into the several parishes and places following, or some of them; that is to say,—Axminster, Musbury, Axmouth, Coombepyne or Combpayne, and Uplyme, all in the county of Devon, and Lyme Regis, in the county of Dorset; and terminating in the said parish of Lyme Regis, in or near a field or close of land adjoining the north-west boundary of the iron foundry belonging to and in the occupation of Charles Brown, which said field is reputed to belong to Henry Cornish Henley, and is in the occupation of John Groves.

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 or other roads, and highways, 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 stop up, alter, or divert, by reason of the construction of the said intended railways and works, or any of them.

To purchase, by compulsion or otherwise, any lands and houses for the purposes of the said intended 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 enable the Company and the South-Western Railway Company to enter in agreements for the management, use, working, and maintenance of the intended railway and works, or any part thereof; the supply of any rolling or working stock, and of officers and servants, for the conduct of the traffic on the intended railway and works; 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 South-Western Railway Company, or any railway leased to or worked by them, and the fixing and the division between the said Companies of the receipts arising from such traffic.

To alter, amend, extend, and enlarge, and if need be, to repeal the powers and provisions of the following Acts relating to the South-Western Railway Company, namely, 4 and 5 William 4th, 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, 117, 121, 155, 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. 3rd, 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, 26, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 86, 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; 32 and 33 Vic., caps. 53 and 86; and any other Acts relating to the South-Western Railway Company.

To enable the Company and all Companies and persons lawfully using the railway of the Company to run over, work, and use with their engines, carriages, and wagons, and their clerks, officers, and servants, and for the purposes of their traffic of every description, so much and such portions of the railways of the South-Western Railway Company as is situate and lies between the junction of the intended railway with the South-Western Railway and the Axminster station on that railway, including the stations, sidings, roads, watering places, water supply, platforms, booking offices, warehouses, approaches, turntables, and other works and conveniences connected with the said railway and portions of railway respectively, as aforesaid, upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon, or, as in case of difference, shall be settled by the Board of Trade, or by arbitration, as defined by the intended Act, and to require and compel the South-Western Railway Company to afford all requisite facilities for the purpose, and to enable the Company and all companies and persons lawfully using the railways of the Company to levy tolls, rates, and duties in respect of passengers and traffic conveyed by them over the before-

mentioned railway, and portions of Railway respectively, or any part or 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 railway and portions of railway respectively, or any parts thereof, and the works and conveniences connected therewith.

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 a 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 Devon, at his office at Exeter, in the said county, and with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, 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 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 printed copies of the proposed Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1870.

W. E. Duncan, 39, Lombard-street,
London, Solicitor for the Bill.

Wynt and Haskins, 28, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1871.

Lancashire and Yorkshire Railway.

(New Works and Additional Powers.)

Extension from near Chatburn in Lancashire to the North-Western Railway at Hellfield, in the West Riding of Yorkshire. Short branch railways to Astley Bridge, near Bolton, and Heap Bridge, near Bury, both in Lancashire. Acquisition of New Bailey Prison, and part of Irwell-street, and additional lands in Salford and St. George's Church, Miles Platting, Manchester. Extension of time for construction of and purchase of lands for the North Lancashire Loop Line, Superannuation and Guarantee Fund, Additional Capital, Amendment of Acts.

A PPLICATION is intended to be made to Parliament in the next Session thereof by the Lancashire and Yorkshire 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 make and maintain the railways hereinafter mentioned, or some 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.) A railway to commence by a junction with the Lancashire and Yorkshire Railway at the terminus thereof, at or near Chatburn, in the township of Chatburn and parish of Whalley, in the county of Lancaster, and terminating in the township of Hellfield, in the parish of Long Preston, in the West Riding of the county of York, by a junction with the North-Western Railway, now in lease or belonging to and worked by the Midland Railway Company about 29½ chains to the west of the Hellfield Station of the said North-Western Railway. The intended railway will pass through or into the several parishes, townships, extra-parochial, and other places following, that is to say: Whalley, Chatburn, and Downham, in the county of Lancaster, and Rimington Sawley, otherwise Sawley with Tosside, Grangemere, Gisburn, Horton, Newsholme, Nappa, Swinden, Newton, and Hellfield, in the West Riding of Yorkshire, or some of them.

(b.) A railway wholly in Lancashire commencing by a junction with the Blackburn line of the Lancashire and Yorkshire Railway, in the township of Little Bolton, in the parish of Bolton-le-Moors, at or near to the point where Hill Lane passes under the Tonge viaduct of the said railway, and being wholly situate in that township and parish, and terminating therein about 326 yards to the west of the Blackburn-road, and nearly opposite to the Sharples Bleach Works and for the purposes of the said intended railway and the works connected therewith, the Bill will authorize the Company to stop up, discontinue, and extinguish all rights of way over a certain road or street, situate in the said township of Little Bolton, in the said parish of Bolton-le-Moors, lying between a certain other road or street called Folds-road; and another road or street called Hill lane, both situate in the said township and parish, and which said road or street intended to be stopped up for the greater portion of its length runs parallel to the said Tonge Viaduct of the Lancashire and Yorkshire Railway.

(c.) A short branch railway, to be wholly situate in the township of Heap and parish of Bury, in the county of Lancaster, commencing near Spout Bank by a junction with the Lancashire and Yorkshire Railway at or near a point where that railway crosses the road leading from Waterfold to Peacock Hall, and terminating on the east side of the river Roach, opposite to Bridge Hall Paper Mills, occupied by Messieurs James Wrigley and Sons, and 395 yards or thereabouts from the turnpike-road leading from Bury to Heywood.

And it is intended to authorize the Company to contract from time to time with the said firm, or with any member thereof, as to the use or construction of the last-mentioned branch railway, and the supplying funds for the purpose of constructing the same or any part thereof, or for the working and management thereof or of any part thereof, and the Bill may confirm any such agreement already made.

2. To enable the Company to purchase by compulsion or agreement, certain lands and property in the township and borough of Salford, in the parish of Manchester, forming the site of the New Bailey Prison, together with all buildings and works erected thereon, such site being bounded by Upper Booth-street, New Bailey-street, Irwell-street, and Stanley-street, in the said borough, together with so much of Irwell-street as lies between its junction with Upper Booth-street and its

junction with Stanley-street, and to stop up the same portion of Irwell-street, and to extinguish all rights of way in or over the same.

3. To enable the Company from time to time, at their discretion, and in such manner and subject to such regulations as the Bill shall define, to lay down and use rails and other communications in, over, and across Irwell-street, between the existing goods station of the Company and the site of the New Bailey Prison, intended to be purchased under the powers of the Bill.

4. To enable the Company to purchase, by agreement or compulsorily, certain lands, buildings, and property, or the reversions, rents, or other outstanding interests therein, and which lands, buildings, and property are situate in the township and borough of Salford, in the parish of Manchester and county of Lancaster, and lie between Gore street and the lands and property of the Company abutting upon the Manchester and Bolton line of their railway.

5. To enable the Company to purchase, by agreement or compulsion, certain lands situate at or near Miles Platting, in the parish of Manchester, and forming the site of St. George's Church, churchyard, and burial ground, together with such streets or ways as are in and upon or immediately adjoin the said lands, so far as the said streets or ways are attached, or are appurtenant to or belonging to the said lands; and to extinguish all public rights of way (if any) over the said streets or ways, whether upon the said lands or upon the lands already belonging to the Company; and the bill will enable the Company and the patron and incumbent to the said church and other the parties in whom the said church, churchyard, and burial ground is or may be legally vested to enter into agreements, or will itself contain provisions, with respect to the edifice of the said church, and to the payment of the purchase-money and the application thereof, and may confirm any agreement already made between the said parties, and will extinguish all rights and privileges in or connected with the said church, churchyard, and burial ground, streets, and ways.

6. 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.

7. To extend the time granted by the 27th section of "The Lancashire and Yorkshire Railway (North Lancashire Loop Line and Capital) Act, 1867" (30 and 31 Vic., cap. 136), for the construction of the railway and works authorised by "The Lancashire and Yorkshire Railway (Blackburn and Padiham) Act, 1866" (29 Vic., cap. 44), and also to extend the periods respectively granted by the 24th and 25th sections of the said Act of 1867, for the compulsory purchase of lands and for the completion of the railway and works authorised by the same Act, and to revive the powers granted by the said last-named Act for the compulsory purchase of lands.

8. To provide for the establishment and management for the officers and servants of the Company, of a Fund, or Funds, for Superannuation or other allowances, and to guarantee the good behaviour of those officers and servants, and to prescribe what contributions may or shall be made to such fund

or funds by the said officers and servants, and to enable the Company to participate in the management of such fund or funds, and to contribute thereto, and to pay interest on any balances thereof which may be from time to time in their hands, and to authorise the making and enforcing from time to time of bye-laws, rules, and regulations for the management of any such fund or funds, and with respect to the contributions to be made thereto, and the benefits to be derived therefrom, or otherwise in relation to the said fund or funds.

9. To authorise the Company to raise a further sum of money for the purposes of the intended Act, and for the general purposes of their undertaking, by the creation of new shares with or without a guaranteed or preferential 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 now belonging to the Company, or hereafter to belong to them, or under the control of their directors.

10. 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 Acts, 1863 and 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 repeal, amend, and enlarge for the foregoing purposes the powers and provisions of the following or of any other Acts relating to the Lancashire and Yorkshire Railway Company, that is to say: Local and personal Acts 1 and 2 Wm. IV., cap. 60; 2 Wm. IV., cap. 69; 5 Wm. IV., cap. 30; 6 and 7 Wm. IV., cap. 111; 7 Wm. 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; 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; 32 and 33 Vic., cap. 78; and 33 and 34 Vic., caps. 79, 80, 84, and 141; and also of the North-Western Railway Act, 1857 (20 and 21 Vic., cap. 134), and of any other acts relating to the North-Western Railway Company and to the Midland Railway Company respectively, and interfering with the objects aforesaid; and also of the 21 and 22 Vic., cap. 92, relating to the conveyance of county property; and of the Salford Improvement Act, 1862, the Salford Improvement Act, 1867, and the Salford Improvement Act, 1870, and of the Parish of Manchester Division Act, 1850, so far as may be necessary to repeal, amend, and enlarge all or any of the said Acts of Parliament for the purposes of the said Bill.

11. Duplicate plans and sections describing the lines, situation, and levels, or the proposed works, and the lands, houses, and other property in or through which they will be made, and duplicate plans of the additional lands intended to be purchased under the powers of the Bill, together with

a book of reference to such plans respectively 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 Lancaster, at his office at Preston, and with the Clerk of the Peace for the West Riding of Yorkshire, at his office at Wakefield; 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: 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.

12. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 16th day of November, 1870.

T. A. & J. Grundy & Co., 104, King-street, Manchester, Solicitors for the Bill.

In Parliament.—Session 1871.

Wimbledon and Putney Commons.

(Vesting of Wimbledon Common (including Wimbledon Green and Putney Heath) and Putney Lower Common in a Conservancy Board; Levying of rates; Borrowing of Money; Bye-laws).

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. To confirm any agreement made between the Right Honourable John Poyntz, Earl Spencer, K.G., and certain other parties, whereby the said Earl agrees to convey his estate and interest in Wimbledon Common (in which expression Wimbledon Green and Putney Heath are included), and in Putney Lower Common, all which are hereinafter referred to as the commons, and in the buildings within the ambit of Wimbledon Common, to a body of Conservators to represent public and local interests, whose duty it shall be to keep the commons open and uninclosed, and to protect and preserve the same for purposes of exercise and recreation, or the Bill will itself vest the said commons in the Conservators for the purposes aforesaid. The commons are partly within the Manor of Battersea and Wandsworth, and partly within the Manor of Wimbledon, all in the county of Surrey.

2. The appointment and incorporation of a body of Conservators to be in the first instance in part nominated or designated in the Bill, and partly appointed by members of Her Majesty's Government, and to be subsequently partly so appointed and partly elected in the manner to be defined by the Bill by tenants or occupiers of property within the rateable area proposed to be formed by the Bill; which rateable area is intended to consist of the inclosed lands within the respective ambits of the commons, all lands within an area not exceeding one mile from the outer boundary of Wimbledon Common (including as aforesaid), but exclusively of Richmond Park,

and all lands in the residue of the parish of Putney; the said area being in the parishes of Wimbledon, Wandsworth, and Putney, and of Richmond, Kingston, and Merton, and in the parish or hamlet of Ham or Ham-with-Hatch; such parishes or places being comprised for poor-law purposes, as to Wimbledon in the Kingston Union, as to Putney and Wandsworth in the Wandsworth and Clapham Union, as to Richmond in the Richmond Union, as to Ham or Ham-with-Hatch and Kingston in the Kingston Union, and as to Merton in the Croydon Union.

3. To impose on the overseers of the said parishes, or the guardians of the said unions respectively, the duty of furnishing to the Conservators a list of the electors in their respective unions, and the Bill will contain provisions as to the qualifications of the electors of Conservators, and of the Conservators, and as to the times and methods of election.

4. To enable the Conservators to keep the commons open, uninclosed, and unbuilt on, with such exceptions as the Bill shall define, and to prevent and abate all encroachments thereon, and to prevent the removal therefrom of all turf, gravel, mould, or soil, and the cutting of any gorse, heather, timber, or other trees or shrubs. To enable them to drain, level, and improve and plant the commons; and to build lodges on the same for the preservation thereof, and to enable them from time to time to make, vary, and rescind and to enforce bye-laws, rules, and regulations for the purposes and with respect to the matters aforesaid, subject to such restrictions and confirmation as the Bill shall define, and to impose penalties for the breach of such bye-laws, and the said bye-laws may extend to the prevention of nuisances, and the preservation of order on the commons, the exclusion therefrom of gipses, beggars, and vagabonds, the regulation of persons resorting thereto for sports and games, and all other matters necessary for the maintenance of the said commons as places of recreation and exercise. And the Bill will or may quiet the title to all inclosures of the commons made by leave of the said Earl or his predecessors in title, or to certain of the said inclosures.

5. To enable the Conservators for the purposes of the said Bill, and of any annual or other payments to be made to Earl Spencer under the said agreement or for the redemption of any such annual sum, to impose rates in respect of every dwelling-house of a value to be named in the Bill, and any land rated to the poor-rate with any dwelling-house in the same assessment within the rateable area, such rates being graduated according to a scale of distance or other rule defined in the Bill; and being assessed on and payable by the tenants or occupiers of such dwelling-houses, or being assessed proportionately on each of the parishes, or on each of the four unions hereinbefore mentioned, and the Bill will in the latter cases provide for the payment by the respective overseers of the poor of the said parishes, or by the guardians of the four unions, out of the poor rate for the parish or union of the amounts due from them respectively, and for the recovery by the Conservators of such contributions from the said overseers or guardians, and the levying by the said overseers or guardians of increased rates within the part of their respective parishes or unions comprised within the rateable area. And the Bill will require the overseers of the said parishes, or the guardians of each of the said four unions, to furnish from time to time to the Conservators, at their request, returns of the annual rateable

value of the property subject to the said rates. And the Bill will or may provide for the commutation of any rates payable under the provisions thereof by the payment of a gross sum by the owners, tenants, or occupiers of any property liable for the payment of such rates.

6. To enable the Metropolitan Board of Works to contribute towards the funds of the Conservators either for the general purposes of the conservancy, or for any specific purpose to be defined by the said board, and the powers contained in the twenty-fifth and twenty-sixth sections of the "Metropolitan Commons Act, 1866" (29 and 30 Vict., cap. 122), shall apply to any such contributions.

7. To enable the Conservancy Board to borrow from time to time money upon the security of the rates so to be levied by them, and of any other property belonging to them; and to apply the moneys so to be borrowed, and also any revenue derived by them from their rates, or otherwise, to the purposes of the Bill; and the Bill will for this and for other purposes incorporate with itself the necessary provisions of the Commissioners Clauses Act, 1847.

8. To empower the Poor Law Board to prescribe such regulations as they from time to time think fit with respect to all matters which the Bill requires to be performed by the overseers of parishes or by the guardians of unions, and with respect to the payments to be made by the Conservators in respect thereof.

9. The Bill will vary or extinguish all manorial rights, rights of way, or other rights or privileges which can interfere with its objects; and it will confer other rights and privileges, especially in favour of the National Rifle Association, and of certain corps or regiments of volunteers, and it will contain generally such powers as will enable the Conservators to fulfil the objects of the Bill, namely, the preservation and improvement of the commons, and the maintenance of them as places of exercise and recreation.

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

Dated this 11th day of November, 1870.

Horne and Hunter, 6, Lincoln's-inn-fields,
Solicitors for the Bill.

Dyson and Company, 24, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1871.

Wandsworth Common.

(Vesting of Wandsworth Common (including Plough Green) in a Conservancy Board; Levying of Rates on parishes of Battersea and Wandsworth; Borrowing of Money; Bye-laws.)

APPPLICATION 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 confirm any agreement made between the Right Hon. John Poyntz, Earl Spencer, K.G., and certain other parties, whereby the said Earl agrees to convey his estate and interest (subject to certain exceptions and restrictions) in Wandsworth Common (in which expression Plough Green is included) to a body of Conservators, to represent public and local interests, whose duty it shall be to keep the common open and uninclosed, and to protect and preserve the same for purposes of exercise and recreation; or the Bill will itself vest the common, subject as aforesaid,

in the Conservators. The common is within the manor of Battersea and Wandsworth, and within the parishes of Battersea and Wandsworth, in the county of Surrey.

2. The appointment and incorporation of a body of Conservators, to be in the first instance in part nominated or designated in the Bill, and partly appointed by members of Her Majesty's Government, and to be subsequently partly so appointed and partly elected in the manner to be defined by the Bill, by tenants or occupiers of property within the rateable area proposed to be formed by the Bill, which rateable area is intended to consist of the said parishes of Battersea and Wandsworth, such parishes being comprised for poor law purposes within the Wandsworth and Clapham Union.

3. To impose on the overseers of the said parishes, or on the guardians of the said union, the duty of furnishing to the Conservators a list of the electors in their union; and the Bill will contain provisions as to the qualifications of the electors of Conservators and of the Conservators, and as to the times and methods of election.

4. To enable the Conservators to keep the common, subject to certain exceptions to be defined in the Bill, open, uninclosed, uninclosed, and to prevent and abate all encroachments thereon, and to prevent the removal therefrom of all turf, gravel, mould or soil, and the cutting of any gorse, heather, timber, or other trees or shrubs; to enable them to drain, level, and improve and plant the common, and to build lodges on the same for the preservation thereof; and to enable them from time to time to make, vary, and rescind, and to enforce bye-laws, rules, and regulations for the purposes and with respect to the matters aforesaid, subject to such restrictions and confirmation as the Bill shall define, and to impose penalties for the breach of such bye-laws, and the said bye-laws may extend to the prevention of nuisances and the preservation of order on the common, the exclusion therefrom of gipsies, beggars, and vagabonds, the regulation of persons resorting thereto for sports and games, and all other matters necessary for the maintenance of the said common as a place of recreation and exercise. And the Bill will or may quiet the title to all inclosures of the common made by leave of the said Earl or his predecessors in title, or to certain of the said inclosures:

5. To enable the Conservators for the purposes of the said Bill, and of any annual or other payments to be made to Earl Spencer under the said agreement, or for the redemption of any such annual sums, to impose rates in respect of all property rated to the poor rate, within the rateable area, such rates being either uniform, or graduated and differential, and being assessed either on the tenant or occupier of the rateable property, or to be assessed proportionately on the overseers of the poor of the said parishes, or on the guardians of the said union; and the Bill will in the latter cases provide for the payment by the said overseers, or by the said guardians, out of the poor rate for the said parishes, or for the said union, of the amounts due from them, and for the recovery by the Conservators of such contributions from the said overseers or guardians, and the levying by the said overseers or guardians, of increased rates within the said parishes or union.

And the Bill will require the said overseers, or the said guardians of the said union, to furnish from time to time to the Conservators, at their request, returns of the annual rateable value of the property subject to the said rates. And the Bill will or may provide for the commutation of

any rates payable under the provisions thereof, by the payment of a gross sum by the owners, tenants, or occupiers of any property liable for the payment of such rates.

6. To enable the Metropolitan Board of Works to contribute towards the funds of the Conservators, either for the general purposes of the Conservancy, or for any specific purpose to be defined by the said board, and the powers contained in the 25th and 26th sections of the Metropolitan Commons Act, 1866 (29 and 30 Vict., cap. 122), shall apply to any such contributions.

7. To enable the Conservancy Board to borrow from time to time money upon the security of the rates so to be levied by them, and of any other property belonging to them, and to apply the moneys so to be borrowed, and also any revenue derived by them from their rates or otherwise to the purposes of the Bill; and the Bill will for this and for other purposes incorporate with itself the necessary provisions of the Commissioners Clauses Act, 1847.

8. To empower the Poor Law Board to prescribe such regulations as they from time to time think fit with respect to all matters which the Bill requires to be performed by the said overseers or guardians, and with respect to the payments to be made by the Conservators in respect thereof.

9. To authorize the Conservators, on the one hand, and the London and South Western Railway Company, and the West-end and Crystal Palace Railway Company, or their lessees respectively, on the other hand, to enter into and fulfil any contracts for the conveyance to the Conservators of any land now or heretofore forming part of the common and heretofore purchased or agreed to be purchased by the said companies or either of them, or for any other purpose which the Conservators may deem advantageous. And the Bill will confirm any agreements already made with respect to the matters aforesaid.

10. The Bill will vary or extinguish all manorial rights, rights of way, or other rights or privileges which can interfere with its objects, and it will confer other rights and privileges, and it will contain generally such powers as will enable the Conservators to fulfil the objects of the Bill, namely, the preservation and improvement of the common, and the maintenance of it as a place of exercise and recreation.

11. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 11th day of November, 1870.

Horne and Hunter, 6, Lincoln's-inn-fields,
Solicitors for the Bill.

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

In Parliament.—Session 1871.

Louth Water.

(Incorporation of Company; Construction of Works, Purchase of Land, Capital, Tolls, Rates, Amendment, and Incorporation of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament during the ensuing session, for leave to bring in a Bill to incorporate a Company to be called the Louth Waterworks Company, (hereinafter called The Company), and enable The Company to construct Works for supplying and to supply with water the parish and borough of Louth,

and the parish of Louth Park adjacent thereto. To enable The Company to construct the Works following, or some of them, that is to say:—

1.—A well, or shaft, to be sunk in a certain field in the parish of Hallington, called or known as Hubbard's Hill Bottom and Hubbard's Hill, and numbered 83 and 84 on the parish map of Hallington aforesaid, deposited in the parish church of Raithby.

2.—A conduit, or line of pipes, commencing at the before-mentioned well, and passing through lands in the parish of Hallington aforesaid, and terminating at the pumping station next herein after described.

3.—A pumping station to be situate in certain pieces of land in the parish of Hallington, and numbered 100, 102, and 103 on the parish map aforesaid, or one of them, with all necessary sumphs, shafts, and wells.

4.—A conduit, rising main, or line of pipes, commencing at the pumping station lastly hereinbefore described, and passing partly through the parish of Hallington aforesaid, and thence through the parish and borough of Louth, under an occupation road leading from Hall's Mill to Crow Tree Lane-road, and thence along the last mentioned road to an occupation road called Little Crow Tree Lane-road, and thence along the last mentioned road, and through land belonging or reputed to belong to William Cook and William Parkin, Benjamin Carrat, and Thomas Falkner Allison, and John Lewis Ffytch, Esquires, and terminating in the reservoir next hereinafter described.

5.—A reservoir, with all convenient approaches, embankments, pipes, valves, sluices, drains, conduits, and other works and conveniences connected therewith, situate in the parish and borough of Louth aforesaid, in one or more fields, belonging or reputed to belong to the said Thomas Falkner Allison and John Lewis Ffytch, Esquires, or one of them, being the fields adjoining the mill, known as the "Five Sail Mill," on the south west side of such mill, and abutting on the turnpike road leading from Louth to Horn-castle.

6.—A well, or shaft, with all necessary works and conveniences, at or near to Aswell Spring, situate in a public place or court in the parish and borough of Louth, called Aswell Hole, with power to roof or cover over the existing well there.

7.—A conduit, rising main, or line of pipes from the last-mentioned well, passing wholly through the parish and borough of Louth, along and under a lane known as "Gatherums," and terminating at the pumping engine tenthly hereinafter described.

8.—A well, or shaft, with all necessary works and conveniences, at or near Saint Helen's Spring, a few yards east of Aswell Spring sixthly hereinbefore described.

9.—A conduit, rising main, or line of pipes, from the last-mentioned well, passing wholly through the parish and borough of Louth, and terminating at the pumping engine next herein after described.

10.—A pumping engine or station, with all necessary works and conveniences to be situate on a vacant plot of ground in the parish and borough of Louth, opposite to a place called or known as "Walker-gate Place."

11. A conduit rising main, or line of pipes, commencing at the engine house, lastly hereinbefore described, and passing wholly through the parish and borough of Louth, along and under the streets known as Kidgate, Ugate, and

South-street, and thence along the turnpike-road leading from Louth to Horncastle, and terminating at the reservoir fifthly hereinbefore described, all which works and the lands to be taken for the purposes thereof, are situate in the parish of Hallington and the parish and borough of Louth, in the county of Lincoln.

To enable The Company to intercept, collect, divert, impound, and use the water of the stream or brook called Hallington Beck, at a point 50 yards or thereabouts above the mill dam of Hall's Mill before-mentioned, and at or near the well firstly hereinbefore described, and also the waters of the springs known as the Silver Springs, and adjacent to the pumping station secondly hereinbefore described, and all other springs situate between the well and pumping station firstly and secondly hereinbefore described, and also the waters of the Aswell Spring and Saint Helen's Spring hereinbefore mentioned, which waters so intended to be appropriated directly or derivatively, flow or proceed into the River Ludd or the Louth Navigation, or one of them. To deviate from the lines and levels delineated in the plans and sections to be deposited as hereinafter mentioned to the extent to be defined in the said plans and sections, or to be specified in the intended Act.

To enable The Company to supply water for public and private purposes within the parish and borough of Louth, and the parish of Louth Park, all in the county of Lincoln.

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 turnpike or other roads, highways, footpaths, streets, public places, bridges, tramways, works, pipes, sewers, drains, streams, and watercourses, and to remove and alter telegraph posts in the parishes and places 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.

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 shares or stock, with or without preference, priority, or guarantee, on 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 to levy, collect, and recover tolls, rates, rents, and charges for the supply of water, and to confer exemptions from the payment of tolls, rates, rents, and charges, and to vary or extinguish any existing rights and privileges, and to confer other rights and privileges.

To make proper provision for preventing the waste, illegal use, abstraction, or misuse and

wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto.

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 an Act of the 6th year of the reign of His late Majesty King George the 4th, intituled "An Act for paving, lighting, watching, cleansing, regulating, and otherwise improving the town and parish of Louth, in the county of Lincoln," and any other Act now in force within the proposed limits of supply, 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 parts of Lindsey, 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 21st day of December next.

Dated this 9th day of November, 1870.

Goe, Wilson, & Son, Louth.
Dickson & Lucas, 43 Bedford-
row, London, W.O. } Solicitors.

S. H. Lewin, 1 Upper Charles-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1871.

Sidmouth Railway.

(Incorporation of Company; Power to Construct Works; Compulsory Purchase of Land; Tolls; Power to use portion of South-Western Railway; Arrangements with South-Western Railway Company; Amendment of Acts, and other purposes.)

A PPLICATION will be made to Parliament in the next session for an Act for the following purposes, viz:—

To incorporate a Company (hereinafter called the Company), and to enable the Company to make and maintain the following works, viz:—
(1) A railway (hereinafter called the Railway), with all proper stations, approaches, and works, commencing in the parish of Feniton by a junction with a siding situate on the west side of the Yeovil and Exeter line of the London and South-Western Railway Company (hereinafter called

the South-Western Company) at a point thereon about 12 chains south of the Ottery-road Station-house of that railway, passing through or into the parishes or places of Feniton, Ottery St. Mary, Fen Ottery, otherwise Venn Ottery, Newton Popleford, Tipton, Harford, Otterton, Sidbury, and Sidmouth, or some of them, all in the county of Devon, and terminating in a field in the last-named parish belonging to the trustees of the late G. E. Balfour, Esq., occupied by Thomas Clarke, and numbered 294 on the tithe map of that parish. (2) An approach road with all proper fences, drains, culverts, and works, situate wholly in the parish of Sidmouth, commencing in the aforesaid field, and terminating at or near the western end of York-terrace, Sidmouth.

To enable the Company to make lateral and vertical deviations from the lines and levels of the railway and road laid down on the plans and sections to be deposited, as after mentioned, to the extent to be thereon defined or authorized by the Act; and to stop up, alter, cross and divert, temporarily or permanently, turnpike and other roads and highways, footpaths, railways, streams, rivers, watercourses, and works within the aforesaid parishes or places; to purchase by compulsion or otherwise lands, houses, and other property; to levy tolls, rates, and duties; to alter existing tolls, rates, and duties; to confer, vary, or extinguish exemptions from the payment of tolls, rates and duties; to confer, vary, or extinguish other rights and privileges; to construct and work the railway as a light railway under the provisions relating to light railways, of the "Regulation of Railways Act, 1868," and to provide for repair of the said road by the same persons and means as other public roads in the parish of Sidmouth are legally repairable.

To enable the Company to run over, work, and use with their engines, carriages, and waggons of every description, and their clerks, officers, and servants, so much of the aforesaid siding as is situate between the junction therewith of the railway and the said Ottery-road Station, including that station, together with all sidings, watering places, water, platforms, approaches, turn-tables, and other works and conveniences, connected therewith, upon such terms and conditions, and on payment of such tolls and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill.

To empower the Company and the South-Western Company to enter into agreements and arrangements as to the construction, working, use, management, and maintainance of the railway, 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, apportionment, and distribution of the tolls, rates, and profits arising from the railways and works of the contracting parties or either of them, and the employment of officers, and servants, and to authorize the appointment of joint committees for carrying into effect 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 receive, book through, forward and deliver all traffic of whatever description, to, from, or over their railways, or railways under their manage-

ment or control, from and to the railway, 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 railways, or the railways so under their management or control, and to confer, vary, and extinguish exemptions therefrom.

To make provision for the transfer by the Company of the road, and all the powers of the Company relative thereto, to any public or private bodies or individuals, upon any terms to be agreed upon.

To alter, amend, or repeal the Local and Personal Act, 4 and 5 William IV., cap. 88, and any other Act relating to the South-Western Company; and also the Local and Personal Acts, 25 and 26 Vic., cap. 227; 28 and 29 Vic., cap. 237, and 30 and 31 Vic., cap. 105.

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 Acts, 1845, 1860, 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863."

Duplicate plans and sections, showing the line, situation and levels of the railway and road, and the lands or houses in and through which they may be made, 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 lands or houses, and 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, as published in the "London Gazette," will, on or before the 30th November instant, be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter, and a copy of so much of the said plans, sections, and book of reference, as relates to each parish in or through which the railway and road will be made, or in which any lands or houses proposed to be taken are situate, and a copy of this Notice, as so published, will, on or before the same day be deposited with the Parish Clerk of 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.

On or before the 21st day of December next, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1870.

C. and H. Tahourdin, 1 Victoria-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1871.

Todmorden Gas Company.

(Dissolution of Todmorden Gas Company and Re-incorporation of Shareholders; Extension of Limits, Powers to Manufacture and Supply Gas, and as to Residual Products, &c.; Increase and Regulation of Capital; Powers to Maintain and Enlarge Works; to enter into Agreements with Local Boards and others; to receive Gas Rents, &c.; to Repeal and Amend Acts, and other purposes.)

NOTICE 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 dissolve the Todmorden Gas Company, now incorporated under the provisions of the Joint-Stock Companies Act, 7 and 8 Vic., cap. 110, and as a Limited Company under the provisions of the Joint-Stock Companies Act, 1856, and to release and exempt the said Company from the provisions of those Acts, and to cancel or annul the Deed of Settlement, or other instrument or instruments under which the said Company are at present acting, and to re-incorporate the shareholders into a new Company by the same or another name, and to vest in the re-incorporated Company—hereinafter referred to as "The Company"—the undertaking, lands, works, and buildings, and all or other the real and personal property, estates, 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, and to confer upon the Company further and other powers, rights, authorities, and privileges.

To augment and to fix and regulate the capital of the Company, and, if thought desirable, to capitalize all 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 should be entitled to receive dividends, and to authorize the Company to raise additional capital by the creation of new shares or stock, and, if deemed expedient, to alter the amount of capital, and of all or any of the shares therein, and to create ordinary shares or stock for raising such additional capital and to confer any preference or priority in the payment of the dividend on such preference shares, and to confer other powers, rights, privileges, and advantages in reference to such preferences and priorities, and to confer other powers as to the regulation of capital, the creation of additional capital, the conversion of shares into stock, the raising of money by mortgage or bond, and the creation of debenture stock.

To vest the undertaking, lands, and property of the existing Company, and all lands and property held by any person or persons on their behalf, in the Company, and to authorize the Company to hold, use, and maintain, and from time to time to improve, alter, extend, enlarge, and renew their existing gasworks, gasometers, buildings, apparatus, meters, and other works and conveniences for the manufacture, storing, and supply of gas and residual products, and other purposes upon the lands hereinafter described or some of them (that is to say):

A plot or parcel of land situate near the Swan Inn, at Millwood, in the township of Stansfield, in the parish of Halifax, in the West Riding of the county of York, now belonging to and in the occupation of the existing Company (formerly part of a meadow or close of land called the Shuts or Swan-field), and bounded on the northerly side by other part of the same close belonging to Joseph Ashworth, on the westerly side by Leeming Hall Estate, on the southerly side by the river Calder, and on the easterly side by the land belonging to and occupied by the works of the existing Company.

A plot or parcel of land in the said township of Stansfield, part of a close called the Swan-field, now held by and in the occupation of the existing Company, and bounded on the northerly and easterly sides thereof, respectively, by land (formerly part of the said close) belonging to, or reputed to belong to the late Mr. Richard Ingham, of Hall Royd, and now held by and in the occupation of the existing Company, on the

southerly side by the river Calder, and on the westerly side by the aforesaid land and works of the existing Company.

A plot or parcel of land in the said township of Stansfield abutting on and adjoining to the last-mentioned plot or parcel of land (formerly part of the said close, called Swan-field), held and occupied by the existing Company, and bounded on the northerly and easterly sides thereof respectively by other part of the same close, belonging, or reputed to belong, to the late Mr. Richard Ingram; on the westerly side thereof by the said plot of land lastly hereinbefore described, and held and occupied by the existing Company; and on the southerly side thereof by the same land and the river Calder.

To empower the Company to purchase by agreement, and to hold for the purposes of their undertaking, any other lands which may be necessary for the more convenient laying down and maintaining mains, pipes, and other works and purposes of the Company, and to enable all corporations and public bodies, companies, and persons entitled or interested in any such land, or having any estate or interest therein, to sell and convey the same, and to grant easements upon, in, over, or under the same.

To extend and define the limits or district within which the Company may supply gas, and to confer upon the Company all necessary powers for lighting and supplying gas within all or parts of the several townships of Langfield, Stansfield, and Erringden, in the parish of Halifax, in the West Riding of the county of York, and Todmorden and Walsden, in the parish of Rochdale, in the county of Lancaster, and the several towns, villages, hamlets, and other places within, or partly within, such townships, or any or either of them; and to authorize the Company to manufacture and to store, sell, and supply and light with gas produced from coal and other materials, and to manufacture, sell, and to dispose of coal, coke, tar, and other residual products arising from the manufacture of gas, and to make or convert tar, pitch, ammoniacal liquor and other residuum into dye-wares and other materials, and to sell and deal in the same, and to carry on the general business of a gas company, and also to authorize the Company and all corporations, local boards, and other public bodies, commissioners, companies, and other legal authorities and persons, to make and carry into effect contracts and agreements for supplying gas, and lighting any district, or any public or private roads, railways, canals, wharves, buildings, bridges, or places, or otherwise, upon such terms and conditions as they shall respectively think fit.

To empower the Company to hold and maintain their existing, and from time to time to lay down and maintain other mains, pipes, and other apparatus in, through, upon, across, under, and along any turnpike and other public and private roads, bridges, streets, lanes, canals, navigations, railways, rivers, watercourses, courts, alleys, and all other passages and places, public and private, within all or any of the several before-mentioned townships, hamlets, and other places now supplied or to be supplied with gas by the Company, and for that purpose to break up and interfere with such turnpike and other public and private roads, canals, navigations, railways, rivers, watercourses, bridges, streets, lanes, courts, alleys, and other passages and places, and also with any sewers, drains, pipes, and works in, over, upon, or under the same.

To authorize the Company to hold and acquire licence to use patent rights in relation to the

manufacture and distribution of gas and the utilization of residual products arising from the manufacture of gas, and for protecting the Company against frauds on the part of consumers of gas and other persons, and other powers and provisions for the protection of the Company and its undertaking.

To authorize the Company to manufacture, purchase, or hire gas-meters, and apparatus and fittings, and to sell or let the same, and to levy, receive, and recover rates, rents, and charges for the sale and supply of gas, and for the sale and use of gas-meters and fittings, to continue or alter existing rates, rents, and charges, to confer, vary, or extinguish exemptions from payments of rates, rents, and charges, and to confer, vary, or extinguish all existing and other rights, powers, and privileges which can in any way interfere with any of the objects to be authorized by the said Act, and also to confer, vary, and extinguish other rights, privileges, and exemptions.

To authorize the Company and any corporations, local board authorities, companies, trustees, or other public bodies, authorities, or persons within or adjoining the limits to be authorized by the Act, to make and enter into and carry into effect contracts and agreements for lighting and for supplying all necessary articles and things, and for performing all acts, and services incidental to lighting any public streets, highways, buildings, districts, or places, or for the sale, purchase, hire, or supply of any gas mains, pipes, lamp-posts, and other works, and for such purposes to confer upon such corporations, local boards, and other authorities all such powers as to raising of money, levying of rates, and otherwise, within the districts under their respective control, as may be requisite or necessary for enabling them respectively to carry such contracts and agreements into execution.

To incorporate with the proposed Act, all or some of the powers and 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 Gasworks Clauses Act, 1847, and any Acts, amending such Acts, and any other Acts or provisions of Acts which may be deemed necessary or expedient for effecting the objects aforesaid.

To repeal, alter, and amend, and so far as may be necessary for effecting any of the objects and purposes of the proposed Act or otherwise, all or some of the powers now vested in the several local boards of the district of Todmorden and of the district of Cornholme, under the Local Government Act, 1858, the Local and Personal Acts 1 and 2 Geo. 4, cap. 111, relating to the Todmorden Turnpike-roads; the Acts 34 Geo. 3, cap. 78; 39 and 40 Geo. 3, cap. 46; 44 Geo. 3, cap. 9; 46 Geo. 3, cap. 20; 47 Geo. 3, sess. 2, cap. 81; and 59 Geo. 3, cap. 105—relating to the Rochdale Canal Company; the Acts 9 Geo. 3, cap. 71; 6 Geo. 4, cap. 17; and 4 Will. 4, cap. 12—relating to the Calder and Hebble Navigation, and all other Acts and parts of Acts, affecting the said navigation; and to make other provisions in lieu thereof; and to repeal, alter, vary or extinguish all existing powers rights, privileges, and exemptions connected therewith, or with any lands, works, or property which may be interfered with under the powers of the intended Act, and all other powers, rights, and remedies which can in any way impede or interfere with the said objects, or any of the objects contained in the said intended Act, and to confer, vary, or extinguish other rights, privileges, and exemptions.

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

Dated this 10th day of November, 1870.

Jas. Stansfield, Todmorden, Solicitor.
Durnford and Co., 39, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1871.

Dunstable Gas and Water.

(Repeal of Deed of Copartnership and Reincorporation of Dunstable Gas and Coke Company; Power to Maintain and Improve Gasworks, and to Construct Waterworks and Supply Gas and Water; Money Powers; Agreements with Corporation, Local Authorities, and Others.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing session, by the Dunstable Gas and Coke Company (hereinafter referred to as "the old Company") for an Act for the following purposes, or some of them, viz. :—

To dissolve the old Company and to annul the deed of co-partnership under which they are now carrying on their business, and to incorporate into a Company (hereinafter called "the new Company") the proprietors of the old Company.

To declare, define, and regulate the undertaking, capital, and borrowing powers, and to make provision for the regulation and management of the affairs and proceedings of the new Company, and to authorize them to capitalize or convert into capital moneys raised or expended by the old Company out of their undivided profits or otherwise, and to raise further money by new preferential or ordinary shares and stock in their gas and water undertakings, and by borrowing, and to create and issue debenture stock.

To vest in the new Company all the works, lands, buildings, mains, pipes, property, interests, rights, powers, privileges, easements, licences, benefits of licences, and agreements of the old Company.

To confer upon the new Company the powers, or some of the powers, and to enable them to carry into effect the objects, or some of the objects following (that is to say) :—

To maintain, alter, enlarge, and improve the existing gasworks of the old Company for the manufacture, storing, and supply of gas and residual products, and other purposes, situated on the following two pieces of land, viz. :—

1. Land belonging to and occupied by the Company for the purposes of their gas works, situate in the parish of Houghton Regis, in the county of Bedford, bounded on the east by land belonging to Edward Barnard; on the west by land belonging to the trustees of Samuel Foster, deceased; on the north by the London and North Western Railway, and by land over which the said Company have right of way, as after mentioned; and on the south by part of Brewer's-hill Farm, belonging to Thomas Daniel Cook, and also full right of way as now used on the west side over the plot of land on the north side of the said railway from and to the turnpike road, and under the bridge of the railway, to and from the land before described.

2. Also land occupied by the Company, and upon which their gas-holder now stands, being part of Dog Kennel-close, in the parish of Dunstable, in the county of Bedford, surrounded on all sides by land, part of the said close belong-

ing to Mrs. Mary Brown and William Frederick Brown, Esquire, or one of them, together with a right of way to and from such gas-holder from and to the high road leading from Dunstable to Hockliffe.

To manufacture gas and the several matters and things producible from the residual products arising or resulting from the manufacture of gas, and to store, sell, and dispose of gas, coke, coal, and tar, and other residual and manufactured products, and other matters and things, and to demand and recover rates and rents for the supply of gas, and to carry on the business usually carried on by gas companies, and to acquire and hold patent rights, or take licences to use patent rights for the manufacture and distribution of gas, or the realization or utilization of the residual products from gas, and to maintain, alter, or renew any existing mains and pipes within the limits to be supplied with gas, and to lay down additional mains and pipes.

To manufacture, purchase, or hire gas-meters, fittings, or other gas apparatus, and to sell or let the same.

To construct and maintain the following waterworks, with all necessary approaches, embankments, mains, shafts, pipes, works, and conveniences connected therewith respectively, viz.:

1. A pumping station, with shafts, wells, communications, pipes, and all other necessary works, in the parish of Houghton Regis, in the county of Bedford, on part of a meadow belonging or reputed to belong to Edward Barnard, of Bidwell, in the said parish of Houghton Regis, and in the occupation of George Olney, bounded on or towards the north by land belonging to and occupied by the Company, and also by the London and North Western Railway Company's station, and on the other sides by the remainder of the said meadow.

2. A road or way running by the south-west side of the London and North Western Railway Company's premises from the piece of land lastly described to the high road from Dunstable to Hockliffe, over a meadow belonging or reputed to belong to Thomas Sworder, of Luton, in the county of Bedford, and in the occupation of James Champness, for the purpose of laying pipes from the pumping station to the mains communicating with the reservoir.

3. A reservoir, with all necessary embankments, cuttings, filtering beds, sluices, culverts, pipes, roads, and other works connected therewith on land in the said parish of Dunstable, belonging or reputed to belong to the trustees of the "Poors' Land Charity," and occupied by William Hughes and William Duncombe respectively, bounded on the south by an occupation road leading from the turnpike-road from Dunstable to London, and on all other sides by the property of the said Poors' Land trustees.

4. A conduit or line of pipe, commencing at the aforesaid pumping station, in the said parish of Houghton Regis, thence proceeding to and along High-street North, High-street, and High-street South, in the borough and parish of Dunstable, and by the said occupation road, partly in the said parish of Dunstable and partly in the parish of Kensworth, in the county of Hertford, to the reservoir before described.

To supply water and to levy and collect water rates and rents for the supply of water for domestic, trade, sanitary, and other purposes, and to vary or extinguish exemptions from payment of rates, and to confer other exemptions.

To lay down, maintain, alter, and extend water pipes, and for the purposes of the waterworks to purchase, by compulsion or agreement, and to

take on lease lands, houses, springs, streams, waters, and other hereditaments, and to take, acquire, and create easements over and under any lands and other property.

To supply gas and water for public and private purposes within the borough of Dunstable, and the parishes of Houghton Regis, Chalgrave, Hockliffe, Totternhoe, and Caddington, in the county of Bedford.

To open, break up, and cross, alter, and divert, temporarily or permanently, any streets, roads, highways, lands, footways, squares, open ground, railways, tramways, sewers, drains, watercourses, passages, and other places within the aforesaid limits, so far as may be necessary for the purposes of the intended Act.

To sell or lease any lands, works, and property vested in or purchased by them, and not required for the purposes of their undertakings.

To enter into and carry into effect contracts and arrangements for the supply of gas and water with any corporation local board of health, or other local authority, or the trustees of any turnpike or other road, or any highway board, or the surveyors of any highway, or any bodies or persons, and to vary, suspend, or rescind any such contracts or arrangements, and to enter into and carry into effect other contracts or arrangements in lieu thereof, or in addition thereto; and the Act will confer all necessary powers in that behalf upon such corporations, boards, local authorities, trustees, bodies, and persons, and will enable them to apply for the purposes of any such contract or arrangement any funds or moneys which they have raised or may raise under any Acts of Parliament or otherwise.

The Act will incorporate with itself all or some of the powers and provisions of "The Waterworks Clauses Act, 1847," "The Waterworks Clauses Act, 1863," "The Gasworks Clauses Act, 1847," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Lands Clauses Consolidation Act, 1869," and will confer on the Company all other rights and privileges necessary for carrying into effect the objects of the Act, and will vary and extinguish all such existing rights and privileges as will interfere with any of those objects.

On or before the 30th day of November instant duplicate plans and sections, describing the situation, lines, and levels of the before-mentioned intended waterworks, and the lands and houses required for the purposes thereof, and a book of reference to the plan 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 Bedford, at his office at Bedford, and with the Clerk of the Peace for the county of Hertford, at his office at Hertford; and on or before the same day a copy of the said plans, sections, and book of reference, with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerks of the said parishes of Houghton Regis, Dunstable, and Kensworth, at their respective residences.

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

Dated this 9th day of November, 1870.

William Bell, 27, Great George-street,
Westminster.

In Parliament.—Session 1870–71.

Saint Paul's School, London.

(Repeal of Act; Powers to Alter, Enlarge, and Improve the System of Education at Saint Paul's School, founded by Dean Colet; Divesting of present Governors of existing Powers; Appointment of new body of Governors: Purchase, Sale, or Exchange of Lands by Agreement; Powers for Removal of School, and other purposes.)

A PPLICATION is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to effect the following objects, or some of them, namely:—

1. To alter, amend, or repeal all or some of the provisions of the Act (private) 58 George III, c. 22, intituled "An Act to enable the Trustees of Saint Paul's School, in the city of London, to purchase buildings and land adjoining or near to the said School, for the better accommodation of the Scholars, and for other purposes;" and to annul or modify the powers at present exercised by the existing governing body of the said School (hereinafter called the School), and to provide for the constitution of a new governing body for the School, and to vest in the new governing body the property of the School, and to endow them with all necessary or useful powers for the proper and efficient management of the property of the School, and of the application of the revenues thereof.

2. To enable the said new governing body, or such other authority as Parliament may think fit, to purchase, acquire, hold, sell, convey, and exchange lands by agreement, for the purposes of the School.

3. To confirm any scheme of the Court of Chancery, made or to be made in a suit now pending before that court, wherein Her Majesty's Attorney-General is the informant, and the Wariens and Commonalty of the Mystery of Mercers of the city of London, and others, are the defendants, or to confirm any scheme in the said suit, sanctioned, suggested, or recommended by the said court, and generally to carry into effect the provisions of such scheme, and of any decree or order of the said court made with relation to the School, and to authorize the said court, from time to time, to make orders, for the alteration or amendment of the scheme so to be confirmed.

4. To empower the said new governing body, or such other authority, to sell, pull down, or remove the existing school and school houses and premises in Saint Paul's-churchyard, and erect new school-houses either in or out of the Metropolis, or to enlarge the existing school-houses and premises, and to remove the School.

5. To provide for an increase in the number of scholars to be educated, either in one school or in two schools, and to prescribe rules respecting the manner in which the scholars, or any number of them, may be provided with board and lodging, and to authorize the receipt and fix the amount of capitation fees, or other annual payments, to be made by scholars for board and lodging.

6. To provide for the division of the school into two classes—one class for boys upon the foundation, who will be taught free, but without board or lodging; and the other class for boys not on the foundation, who will pay for their education, board, and lodging.

7. To alter, modify, or annul any of the existing statutes, ordinances, rules, and regulations relating to the School, or the application of the revenues or otherwise, and to revoke or modify, so far as necessary for the purposes of the Bill,

all existing trusts as to the School or the revenues thereof.

8. To enable the new governing body of the School to make new statutes, rules, and regulations for the admission of scholars, the appointment of masters, and the amendment and enlargement of the system and standard of education, and for other purposes to be defined in the Bill.

And notice is hereby given, that the Bill will vary or extinguish all existing powers, rights, privileges, franchises, immunities, or exemptions which would in any manner interfere with the objects of the Bill, or the purposes of the said scheme, and will confer all powers, rights, privileges, franchises, immunities, and exemptions which may be necessary or expedient for carrying the same into effect.

Dated this 16th day of November, 1870.

John P. Fearon, 21, Great George-street, Westminster, Solicitor for Her Majesty's Attorney-General in the Suit Attorney-General v. The Mercers' Company.

In Parliament.—Session 1871.

Great Northern Railway Company.

(Transfer to Company of Powers of Bradford Eccleshill and Idle and of Idle and Shipley Railway Companies; Railways to Dewsbury, Pudsey and Crofton; Works at Bourn; Land at Enfield; Superfluous Lands; Amendment of Acts.)

A PPLICATION is intended to be made by the Great Northern Railway Company to Parliament in the next session thereof for leave to bring in a Bill for the following, or some of following among other purposes:

(1) The transfer to the Great Northern Railway Company of the undertakings, whether completed, in progress, or only authorized of the Bradford Eccleshill and Idle Railway, and of the Idle and Shipley Railway Companies respectively (who are hereinafter called "the two Companies") so as to vest in the Great Northern Railway Company the said undertakings and all the lands and other property, real and personal, belonging to the said two Companies, or either of them, or contracted to be acquired by them, and all the powers granted to the same two Companies, of raising capital, of acquiring lands, and of executing works, and of levying tolls, and all other powers, rights, and privileges of the same two Companies, or either of them, whether with reference to their own undertakings or to the undertakings of other companies or persons, and all the duties and liabilities of the same two Companies; and the Bill will provide for the dissolution of the said two Companies, and will confirm or give effect to any agreements subsisting between the said two Companies, or either of them, and the Great Northern Railway Company with respect to such transfers respectively.

(2) The construction of the railways hereinafter mentioned, or some 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):

Railway No. 1,

Commencing by a junction with the Ossett and Batley branch of the Great Northern Railway at a point forty-seven yards or thereabouts west of the public highway passing under the said Ossett and Batley Branch Railway at Ossett-green, in

the township of Ossett-cum-Gawthorpe, thence passing through Ossett, Ossett-cum-Gawthorpe, Chickenley, Earlsheaton, Soothill, Nether Soothill, and Dewsbury, and terminating in a field in the township and parish of Dewsbury belonging to and in the occupation of Abraham Greenwood and Robert Greenwood, at a point forty-five yards or thereabouts north of the public footpath from Railway-street in Dewsbury to Earlsheaton.

Railway No. 2,

Commencing at the point hereinbefore last described as the terminus of Railway No. 1, and passing through Earlsheaton, Soothill, Upper Soothill, Nether Soothill, and Dewsbury, or some of them, and terminating at or near the site of a cottage and shop in the township and parish of Dewsbury, belonging to the mayor, aldermen, and burgesses of the borough of Dewsbury, and in the occupation of Robert Parkinson, situate near the junction of Wakefield-road with Railway-street, in Dewsbury.

Railway No. 3,

Commencing also at the terminus of Railway No. 1, thence passing through Dewsbury, Soothill, Nether Soothill, Earlsheaton, Saville Town, Thornhill and Thornhill Leas, and terminating by a junction with the Dewsbury and Thornhill branch of the Lancashire and Yorkshire Railway in the township and parish of Thornhill, at a point seventeen yards or thereabouts north of the Headfield signal-box on that branch railway, and at or near the point where the same railway passes under the occupation bridge there.

Railway No. 4,

Commencing by a junction with the railway of the Great Northern Company in their Batley station in the parish of Dewsbury, and extending thence through Soothill, Upper Soothill, Batley, Batley Carr, and Dewsbury, and terminating near and on the north side of Cracken Edge Quarry, in the township of Dewsbury, and parish of Dewsbury, in a field belonging to George Greaves, Henry Greaves, William Wood Wiseman, and the trustees of the late John Greaves, and in the occupation of Sarah Thompson.

Railway No. 5,

Commencing at the last-described terminus of Railway No. 4, and by a junction therewith, and terminating on the east side of Bradford-road, in Dewsbury, near Cracken Edge House, which proposed railway will be wholly in the township and parish of Dewsbury.

Railway No. 6,

Commencing at the point hereinbefore described as the terminus of Railway No. 4, and by a junction therewith, and extending thence through Dewsbury, Soothill, Upper Soothill, and terminating in the township of Soothill, in the parish of Dewsbury, by a junction with the Leeds and Dewsbury branch of the London and North Western Railway at a short distance south of the point where that railway crosses over the public road called Jack-lane.

And for the purposes of the said railway power will be taken to stop up so much of Greaves-road in Dewsbury, as lies between the eastern side of the London and North Western Railway and Cracken Edge-lane, and also to close Bradford-street, and to extinguish all rights of way in or over the same, and to appropriate the soil of the said portion of Greaves-road and of Bradford-street.

Railway No. 7.

Commencing at the Stanningley Station of the Great Northern Railway, in the township of

Pudsey, and parish of Calverley, twenty yards or thereabouts east of the signal-house, and extending thence through Stanningley, Pudsey, Pudsey Low Town, Little Moor, Chappeltown, Far Town, Greenside, and terminating in the township of Pudsey and parish of Calverley, in a field belonging to the Reverend William Lee Howarth, and occupied by Thomas Robinson Thompson, and on the east side of the public footpath from Chappeltown to Far Town.

Railway No. 8.

Commencing by a junction with the Great Northern Railway, in the township of Bramley and parish of Leeds, at a point two hundred and thirty yards or thereabouts east of the bridge carrying the Great Northern Railway over the public highway at Swinnow Moor, and thence through Bramley, Leeds, Pudsey, and Calverley, and terminating in the township of Pudsey and parish of Calverley by a junction with the last-described railway in a field in the last-named township belonging to the Reverend William Lee Howarth, and occupied by William Fenton, such field being near and on the north side of Priestley Mill.

Railway No. 9,

Commencing in the township of Walton, in the parish of Sandal Magna, by a junction with the West Riding and Grimsby Railway, at a point seven hundred and thirty-three yards or thereabouts west of the bridge carrying Santiugley-lane over that railway, and passing thence through Walton, Sandal Magna, and Crofton, and terminating by a junction with the Lancashire and Yorkshire Railway in the township of Crofton and parish of Crofton, at a point one hundred and fifty yards or thereabouts south-east of the bridge carrying the Midland Railway over the said Lancashire and Yorkshire Railway.

All the foregoing works are in the West Riding of Yorkshire.

Railway No. 10,

Commencing by a junction with the Great Northern (Sleaford to Bourn) Railway, at a point marked sixteen miles and six furlongs on the plans deposited with respect to "The Great Northern Railway (Sleaford to Bourn) Act, 1865," and terminating by a junction with the Bourn and Essendine section of the Great Northern Railway, at a point about three chains westward of the turnpike road leading from Bourn to Market Deeping, the whole being in the parish of Bourn, in the parts of Kesteven, in Lincolnshire, and for the purposes of the said new line of railway to divert the road from Bourn to Market Deeping, the said diversion being in the same parish, and commencing in the present road at or about twenty yards north of the entrance gateway to the Great Northern passenger station at Bourn, and terminating in the existing road at a point about two hundred and twenty yards south of the crossing of the said road by the Spalding and Bourn Railway.

(3.) To enable the Company to abandon so much of the authorized line of the Great Northern Railway (Sleaford to Bourn) as lies between the point marked on the plans deposited with respect to "The Great Northern Railway (Sleaford to Bourn) Act, 1865," as sixteen miles and six furlongs, and the termination of the said railway, the whole being in the said parish of Bourn, and to make in the stead thereof a line of railway commencing at the said point (sixteen miles six furlongs) and terminating by a junction with the Spalding and Bourn Railway at or near a point about three chains east of the turnpike

road leading from Bourn to Market Deeping. The said works will be entirely in the said parish of Bourn.

(4.) To enable the Company to purchase by agreement, or compulsorily, certain lands and property situate in the parish of Enfield, bounded on the eastward and for the most part on the southward by the Great Northern Railway Station and works, on the northward by the road called Windmill-hill, leading from Enfield to Barnet, and having a frontage to the said road of about sixty yards.

(5.) To extinguish all rights of way, sewerage, and other rights or easements existing or claimed in, through, or over a certain triangular piece of land in the township and parish of Bradford, which piece of land is bounded on the west by land belonging to the Corporation of Bradford, on the north-east by Hammerton-street, and on the south by land belonging to the Great Northern Railway Company, and forming part of the goods station of the same Company; and to rescind and annul all contracts or agreements creating or relating to such rights.

(6.) The purchase by the Great Northern Railway Company of lands and houses, compulsorily or by agreement, for all or any of the foregoing purposes, and the levying of tolls, rates, and charges, in respect of the works authorized by the Bill.

(7.) The extension of time for the sale of superfluous lands belonging to the Great Northern Railway Company.

(8.) To enable the Great Northern Railway Company, for the purposes aforesaid, to raise additional capital by shares, or by stock, and by loan, and to attach to the shares or stock so raised any preference or priority of dividend or interest which the Bill may define over the existing shares or stock of the Great Northern Railway Company, and to authorize the same Company to convert the capital or any part of the capitals of the two Companies, or of either of them, into capital of the Great Northern Railway.

(9.) The Bill will alter, vary, or extinguish all rights and privileges inconsistent with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railway Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will alter and extend, and if needful, repeal the powers and provisions of "The Bradford, Eccleshill, and Idle Railway Act, 1866," (29 and 30 Vict., cap. 114), and "The Idle and Shipley Railway Act, 1867," (30 and 31 Vict., cap. 179), and will also amend and extend the powers and provisions of "The Great Northern Railway Act, 1846," (9 and 10 Vict., cap. 71), and any other Acts relating to the Great Northern Railway Company, or the capital thereof.

(10.) Duplicate plans and sections describing the lines, situation, and levels of the proposed lines of railway and works, and the lands, houses, and other property, in or through which they will be made, and duplicate plans of the additional lands intended to be taken under the powers of the Bill, or which may be required for the purposes of the Bill, together with a book of reference to such plans respectively 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 published maps, with the proposed railways 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 West Riding of Yorkshire, at his office at Wakefield; with the Clerk of the Peace for the parts of Kesteven in Lincolnshire, at his office at Stamford; and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions-house, Clerkenwell-green; 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 for the purposes thereof, and a copy of this Notice, will be deposited with the parish clerk of each such parish, at his residence, and, in case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

(11.) Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 12th day of November, 1870.

Johnston, Farquhar, and Leech, 65 Moor-gate-street, E.C., Solicitors to the Great Northern Railway Company.

Barr, Nelson, and Barr, Leeds, Solicitors to the Bradford, Eccleshill, and Idle, and Idle and Shipley Railway Companies.

In Parliament.—Session 1871.

Brecon and Merthyr Tydfil Junction Railway. (Construction of Cardiff Branch and Cardiff Junction; Abandonment of authorized Pont-lottyn Junction Ystrad Junction and Caerphilly Junction; Stoppage of Roads at Dowlais; Further Powers as to superfluous Lands; Use of Rhymney Railway; Amendment of Acts.)

THE Brecon and Merthyr Tydfil Junction 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:—

(1.) To enable the Company to make and maintain the short branch 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):

(Cardiff Branch.)—A railway commencing by a junction with the Rumney and Newport section of the Brecon and Merthyr Railway at a point in the parish of Bedwas, in the county of Monmouth, at or near the quarter-mile post near Frood, ten and a quarter miles from the commencement of the said section at Bassalleg, near Newport, and terminating in the hamlet of Vann, in the parish of Bedwas, in the county of Glamorgan, by a junction with the Caerphilly Branch Railway of the Company at or near the bridge which carries an occupation road over that branch railway 440 yards or thereabouts from the Caerphilly terminus thereof.

(Cardiff Junction.)—A railway commencing at or near the termination of the said intended Cardiff Branch Railway, and terminating by a junction with the authorized Cardiff line of the Rhymney Railway Company, at or near a point thereon 160 yards or thereabouts

north of the northern mouth of the tunnel of that railway under the Caerphilly mountain, at which point the hamlet of Vann, in the parish of Bedwas, in the county of Glamorgan, joins the parish of Rudry, in the same county, and which said intended railways will be situate in the parishes or places following, or some or one of them, that is to say:—Bedwas, in the county of Monmouth; Bedwas, Vann, Eglwysilan, Rudry, and Caerphilly, in the county of Glamorgan.

(2.) To authorize the Company to abandon the formation of the railway described in the 7th section of the Brecon and Merthyr Railway (New Lines) Act, 1864, (27 and 28 Vic., cap. 304), and therein called the "Pontlottyn Junction," and described as intended to commence in the parish of Gelligaer, in Glamorganshire, and to terminate in the parish of Bedwellty, in Monmouthshire, and also to abandon the Ystrad Junction described in the same section as intended to commence in the parish of Bedwas, in Monmouthshire, and to terminate in the parish of Llanfabon, in Glamorganshire, and also to abandon the Caerphilly Junction, described as intended to commence in the same parish of Bedwas, in Monmouthshire, and to terminate in the hamlet of Vann, in the parish of Bedwas, in Glamorganshire, and to relieve the Company from all penalties and forfeitures, and from all other liabilities incident to the abandonment.

(3.) To enable the Company to stop up that part of the public road leading from Pant to Dowlais and Merthyr Tydfil, which lies between the north-west end of Victoria-street, Dowlais, and the north end of Ivor-street, Dowlais, and for which another road has been substituted by the Company, and to vest such last-mentioned road in the Local Board of Health, and to vest in the Company so much of the soil of the said disused portion of road as lies within their existing fences and the residue thereof in the Dowlais Iron Company, or in other the owners of the lands adjoining thereto.

(4.) To enable the Company to stop up that part of the same road across the Morlais Dingle, as lies between the present railway crossing near the Rifleman's Arms Inn, at Pant, and another railway crossing near the Old Weighing House of the Dowlais Iron Company, and for which another road has been substituted by the Company, and to vest such substituted road in the Local Board of Health, and to vest in the Company so much of the soil of the said disused portion of road as lies within their existing fences, and the residue in the owners of the lands adjoining thereto. The said portions of road intended to be stopped up are situated in the parish of Merthyr Tydfil, in the county of Glamorgan.

(5.) To empower the Company to purchase and acquire by agreement the absolute fee simple and inheritance of and in any lands and buildings now held by them on any tenure less than fee simple.

(6.) To extend the time for the sale of all or any lands acquired by the Company, which are not now, or eventually may not, be required for the purposes of their undertaking, and to confer other powers on the Company in relation thereto.

(7.) 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.

(8.) 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, and for the general purposes of their authorized undertakings, and to extend to the capital which they shall apply to the purposes of the Bill, the 25th section of the "Brecon and Merthyr Railway Act, 1867," whereby the Company were authorized to appropriate the profits of particular portions of their undertaking to the payment of dividend upon the capital, by means whereof these portions were constructed.

(9.) To enable the Company, on the one hand, and the Rhymney Railway Company on the other hand, from time to time, so enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended 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 intended railways; the payments to be made and 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 authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

(10.) To enable the Company and all Companies and persons lawfully using the railways of the Company, or any part thereof, to run over and use, with their engines and carriages of every description, and with their clerks, officers, and servants for traffic of every description, and any destination, 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, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected therewith respectively (that is to say):

(a) So much of the Rhymney Railway as lies between the railways to be authorized by the Bill, and the stations of the Rhymney Railway Company at Cardiff, and the use of the same stations, or any other stations the Rhymney Railway Company may make at Cardiff.

(b) The Bargoed Rhymney Branch Railway, and with respect to the said railway, to vary or repeal the provisions contained in the 12th section of the Rumney and Brecon and Merthyr Railways Act, 1863.

(11.) 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 Acts, 1863 and 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 for the foregoing purposes the powers and provisions of the following, and of any other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company, namely:—The 22 and 23 Vict., cap. 68; 23 and 24 Vict., cap. 17; 24 and 25 Vict., caps. 10, 227, and 235; 25 and 26 Vict., cap. 184; 26 and 27 Vict., caps. 80, 196, and 202; 27 and 28 Vict., caps. 265 and 304; 28 and 29 Vict., caps. 285 and 324; and also any Acts relating to the Rhymney Railway Company which may interfere with the objects of the Bill, and especially the Rhymney Railway (Northern Lines) Act, 1864, and the heads of arrangement contained in the schedule to the same Act, bearing date the 4th of June, 1864, which heads of arrangement are confirmed by the 23rd section of the said Act, and are also confirmed by the 28th section of the Brecon and Merthyr Railway (New Lines) Act, 1864; and form a schedule to that Act.

(12.) 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 Glamorgan, at his office at Cardiff; 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 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 case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

(13.) Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 15th day of November, 1870.

J. R. Cobb, Solicitor for the Bill.

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

East London Railway.

(Abandonment of parts and alteration of Levels of other parts of authorized Railways—Power to acquire easements for and further powers as to mode of Construction of authorized lines not abandoned—Alteration of Agreement with London and St. Katherine Docks Company—Amendment of Acts—And other purposes.)

NOTICE is hereby given that the East London Railway Company (hereinafter called "The Company") intend to apply to Parliament in the ensuing session for an Act for all or some of the following purposes (that is to say)—

To authorize the abandonment of the following railways and portion of railway (that is to say)—

So much of the Railway No. 1 (Main Line) described in and authorized by the East London Act (1865) (hereinafter called the "Act of 1865") as extends from its authorized commencement to the point where it was intended to be constructed under the Main Line of the Great Eastern Railway all in the parish of St. Matthew Bethnal-green in the county of Middlesex. The whole of the Railway No. 1 (Great Eastern up Junction) and of the Railway No. 2 (Brick-lane Junction) described in and authorized by the East London Railway (Additional Powers) Act 1866.

To authorize an alteration of the levels of the said Railway No. 1 (Main Line) between the said point where that Railway is authorized to be constructed under the main line of the Great Eastern Railway in the parish of St. Matthew Bethnal-green, and the point where the same railway is intended to join the existing railway of the Company at the north end of their station at Wapping, in the parish of St. John at Wapping, all in the county of Middlesex, and also of the levels of the Railway No. 2 (City Branch), described in and authorized by the Act of 1865, between the point where that railway is intended to be constructed under Anglesea-street, in the parish of St. Matthew Bethnal-green, and its authorized termination by a junction with the said Railway No. 1 in the parish of St. Mary Whitechapel, in the same county. Such alterations being intended to be made from, in, through, or into the several parishes or places of St. Matthew Bethnal-green, Mile-end New-town, Mile-end Old Town, St. Dunstan, Stepney, St. Mary Whitechapel, St. George's-in-the-East, St. Paul Shadwell, and St. John at Wapping, all in the county of Middlesex.

To empower the Company in constructing the said last mentioned portions of railways to deviate from the levels thereof as proposed to be authorized by the intended Act to such an extent as may be prescribed by such Act anything contained in the "Railways Clauses Consolidation Act, 1845," to the contrary notwithstanding.

To empower the Company for the construction of the said last-mentioned portions of their authorized railways to purchase and acquire by compulsion or agreement, easements or rights only in, over, or under, all or any of the lands which they are authorized to purchase and take for the purposes thereof and to enable and require all persons entitled to or interested in the said lands to sell and grant such easements or rights and to relieve the Company from the obligation to purchase the whole of any property of which they may require to take a part only, and to authorize the Company to underpin or otherwise secure buildings which may be rendered insecure by any of the works of the Company and which they may not desire to purchase for the purpose of their undertaking.

To confer further and other powers upon the Company with reference to the laying out and construction of the said last mentioned portions of their authorized railways or parts thereof and to alter and amend or repeal and rescind any of the provisions of the Act of 1865, and of an agreement thereby confirmed and made between certain parties therein called the promoters of the one part and the London and Saint Katharine Docks Company of the other part, and of the terms of arrangement scheduled thereto, and to empower the Company, notwithstanding anything in the said agreement or terms of arrangement contained to exercise in and upon the property of the said Docks Company all or any of the powers of the Lands Clauses Consoj-

dation Act, 1845, and of the Railways Clauses Consolidation Act, 1845, and such other powers as may be conferred upon them by the intended Act, and in other respects to relieve the Company from all or some of the provisions, restrictions, obligations, and penalties imposed upon them by the said agreement and terms of arrangement, and to vary or extinguish any existing rights and privileges which it may be necessary to alter, amend, repeal or rescind, vary or extinguish for any of the purposes of the intended Act and to authorize and confirm other agreements with reference to all or any of the matters aforesaid and to confer other rights and privileges.

To alter, vary, amend and extend or to repeal the local and personal Acts following relating to the Company (that is to say)—The East London Railway Act, 1865, the East London Railway (Additional powers) Act, 1866; the East London Railway (Various powers) Act, 1868; the East London Railway (Further powers) Act, 1870; and any other Act or Acts relating to the Company.

And Notice is Hereby Further Given, That on or before the 30th day of November in the present year plans and sections of the said portions of railways the levels of which are proposed to be altered under the powers of the intended Act and a published map showing the general course or direction thereof and a book of reference to the said plans, 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 Middlesex, at his office at the Sessions House, Clerkenwell, and that on or before the same day a copy of this Notice published as aforesaid and of so much of the said plans, sections, and book of reference as relates to each of the several parishes or places in or through which the said portions of railways are proposed to be altered as aforesaid will be deposited as follows (that is to say), as regards the parish of St. Matthew Bethnal-green, in the county of Middlesex, with the clerk of the vestry of that parish, at his office in Church-street, Bethnal-green, as regards the hamlet of Mile-end Newtown, in the said county, with the clerk of the District Board of Parishes of Whitechapel district, at his office in Great Alie-street, as regards the Hamlet of Mile-end Old Town, St. Dunstan Stepney, in the said county, with the clerk of the vestry of the said hamlet, at his office in Bancroft-road, in the said hamlet, as regards the parish of St. Mary, Whitechapel, in the said county, with the clerk of the District Board of parishes of Whitechapel district, at his office in Great Alie-street, in the said parish, as regards the parish of St. George's-in-the-East, in the said county, with the clerk of the vestry of that parish, at his office at the Vestry-hall, Cable-street, in the said parish, as regards the parish of St. Paul Shadwell, in the said county, with the clerk of the District Board of parishes of Limehouse district, at his office in Whitehorse-street, Commercial-road, and as regards the parish of St. John at Wapping, in the said county, with the said clerk of the District Board of Parishes of Limehouse district, at his office in Whitehorse-street aforesaid, and that on or before the 21st day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1870.

Wilson, Bristows, and Carpmael, 1, Copthall-buildings, E.C., Solicitors for the Bill.

Board of Trade—Session 1871.

Taunton Gas Light and Coke Company.

(Application for Provisional Order for Powers to raise additional Capital for the purpose of maintaining and continuing Gas Works and Works connected therewith; erecting New Works, and other purposes).

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, by the Taunton Gas Light and Coke Company (hereinafter called the Company), as promoters for a Provisional Order under the Gas and Water Works Facilities Act, 1870, for all or some of the following purposes (that is to say):

1. To enable the Company to raise additional capital by shares and by borrowing, for the purpose of enlarging their existing works and erecting new works on the lands now belonging to the Company, and to enlarge their works, and erect new works accordingly, and to lay additional mains and pipes throughout their district.

2. The lands above mentioned are situate in the borough of Taunton and county of Somerset, and the district of the Company in which the above works are to be carried out, comprises the parishes of Taunton, Saint Mary Magdalen, Taunton Saint James, Wilton, Bishop's Hull, West Monkton, Staplegrove, and Trull, in the county of Somerset.

3. To enable the Company to apply such capital in payment for additions and improvements already made to their works.

4. The works for the above purposes will consist of a new engine house, pumps, purifiers, tar tank, retorts, coal store, condensers, meter house and additional mains, and all other works necessary and convenient for carrying on the business of the Company in connection therewith.

5. To incorporate with the intended order all or some of the provisions of "The Gas Works' Clauses Act, 1847," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869."

6. On or before the 30th day of November, 1870, a map, shewing the lands to be used for the new gas works, and proper plans and sections of the works to be erected thereon, 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 Somerset, at his office at Wells, in such county, and at the office of the Board of Trade at Whitehall.

7. Printed copies of the draft Provisional Order, when deposited and printed copies of such Order when made, will be furnished to all persons applying for the same at the price of one shilling each, at the Office of the Company, situate at Tangier, in the borough of Taunton aforesaid.

8. All persons desirous of making any representation to the Board of Trade or of bringing before them any objection respecting this application may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 1st day of January, 1871, and copies of their objections must at the same time be sent to the promoters.

Dated this 17th day of November, 1870.

H. Channing, Taunton, Solicitor to the Company.

S. H. Lewin, 1, Upper Charles-street, Westminster, Parliamentary Agent.

Session 1871.

Liverpool Improvement and Waterworks. (Construction of new and widening and altering of existing Streets. Stopping up of Streets and extinguishment of Rights of Way. Construction of Open Cutting and laying of Pipes. Construction of Conduit. Powers to Purchase Lands. Powers to raise Money. Powers to levy Rates. Power to levy increased Domestic Water Rent outside Borough. Provision as to application of Funds. Composition for Rates. Powers to make By-Laws. Provisions for protection of Corporation in Actions and other Proceedings against them. Amendment of Building Act and Sanitary and other 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 authorize the execution of the following street improvements, namely:—

In the parish and borough of Liverpool, in the county of Lancaster.

(a.) 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.

(b.) 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.

In the township of Kirkdale, in the parish of Walton-on-the-Hill, in the said borough.

(c.) To widen Smith-street from its junction with Kirkdale-road to a point 46 yards or thereabouts northwards.

(d.) 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.

(e.) 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.

(f.) 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.

(g.) 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 on 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.

2. 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.

3. 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 county of Lancaster.

4. To authorize the Corporation to make, form, and maintain an open cutting over the existing tunnel, aqueduct, or main pipe, called the Hilton House Tunnel, forming part of the works executed by the Corporation under the powers of "The Liverpool Corporation Waterworks Act, 1847," commencing at a point over the said existing tunnel, aqueduct, or main pipe, where the same crosses under the Adlington and West Houghton turnpike road, and immediately adjoining the south side of the said turnpike road, in the township of Blackrod and parish of Bolton-le-Moors, and terminating at a point eight and a half chains or thereabouts southward from the most southwardly shaft in the said tunnel, in the township of West Houghton and parish of Dean, all in the county of Lancaster; and if necessary at any time after the passing of the said Act, to lay one or more pipe or pipes, with all necessary

junctions, valves, works, and conveniences, in the said tunnel or aqueduct, and for the purposes aforesaid to take and use, by compulsion or agreement, temporarily or permanently, the lands shown upon the deposited plans.

In the townships of Hindley, Abram, and Ince, in the parish of Wigan, in the county of Lancaster.

5. To authorize the Corporation to construct, lay down, and maintain, with all necessary embankments, bridges, pipes, junctions, valves, works, and conveniences connected therewith, a line of conduit or main pipe for the purpose of conveying water, commencing in the said township of Hindley by a junction with the existing conduit or main pipe of the Corporation at a point thereon eight chains or thereabouts southward of the public-house called "The Bird i' th' Hand," thence passing in a southwardly direction through the said township of Hindley, the township of Abram, and the township of Ince, and terminating by a junction with the existing conduit or main pipe of the Corporation in a field called "Great Waterspool," in the said township of Ince, in the occupation of John Robinson, and at a point three and a half chains or thereabouts from the northwardly side of the towing-path of the Wigan and Leigh Canal, and for the purposes aforesaid to take and use, by compulsion or agreement, temporarily or permanently, the lands shown upon the deposited plans.

6. 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.

7. To empower the Corporation to purchase by compulsion or agreement, and to acquire easements in 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 £98,000 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 £15,000 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, with power from time to time to amend, vary, or repeal such bye-laws, and make new bye-laws in lieu thereof, and to impose penalties for the breach or non-observance of such bye-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 or some of the purposes of the said intended Act.

16. To empower the Corporation to prescribe the line in which any house or building, or any addition thereto, shall be erected, and to appropriate any land which the owner may be thereby prevented from building upon, for the purpose of widening, extending, or otherwise improving any street in the said borough, upon making compensation as provided by the intended Act, and to apply the corporate funds, or any moneys applicable to street improvements, in payment of such compensation.

17. 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 the water rent in respect of premises not exceeding the net annual value of 13*l.*, 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.

18. To enlarge, alter, amend, or repeal section 48 of "The Liverpool Corporation Waterworks Act, 1862," and any other sections of the said Act, the amendment of which shall be consequent upon such amendment of the 48th section thereof, so as to provide that dwelling-houses and compound and lock-up premises respectively beyond the limits of the borough shall be charged for the purposes of the domestic water rent two pounds ten shillings per centum on the net annual value thereof, in addition to the water rent with which such premises are respectively chargeable within the borough, instead of one pound five shillings per centum as now provided by the said Act, and to empower the occupiers of such property liable for and charged with the payment of such rents and charges to deduct part thereof from any rent payable in respect of such property, provided that the domestic water rent shall not exceed five pounds per centum upon the rack-rental of any such dwelling-house beyond the borough with a proportionate limit in respect of lock-up premises and compound premises.

19. To enlarge, alter, amend, or repeal all or any of the provisions of "The Liverpool Corporation Waterworks Act, 1862," so as to authorize and empower the Corporation to demand for a supply of water for domestic purposes beyond the borough a water rent in respect of any dwelling-house not exceeding five pounds per centum on the gross annual value, or the rack rental thereof, and a water rent in respect of any lock up premises or compound premises proportionate to the said water rent, and to empower the occupiers of such property liable for and charged with the payment of such rents and charges to deduct part thereof from any rent payable in respect of such property.

20. To empower the Corporation to contract with any other Corporation or the Local Board of Health of any district within the limits of the water supply of the Liverpool Corporation Waterworks for a supply of water in bulk for domestic or other purposes within their borough

or district, or part thereof, upon such terms and for such period as may be mutually agreed upon.

21. To enlarge, alter, amend, or repeal sections 18 and 151 of the "Liverpool Sanitary Act, 1846," and sections 13 and 48 of the "Liverpool Improvement Act, 1853," so as to authorize the Corporation to levy a rate or to increase the general rate leviable under the "Liverpool Sanitary Act, 1846," in order to raise an annual sum for the purpose of paying the rental of the portion of the municipal offices in the said borough, occupied for sanitary purposes.

22. To enlarge, alter, amend, or repeal sections 13 and 48 of the "Liverpool Improvement Act, 1853," so as to authorize the application of the proceeds of the sale of the public offices of the Corporation in Cornwallis-street and Duke-street, in the said borough, in repayment of moneys borrowed under the "Liverpool Sanitary Act, 1846," and to authorize the payment for the site of the municipal offices in the said borough out of the capital personal estate of the Corporation.

23. To enlarge, alter, or amend the Act (local and personal) 5 Victoria, chap. 44, commonly called the Building Act, so as to authorize the justices of the peace for the said borough to decide and determine questions in relation to the construction or alteration of buildings, or the relaxation of the provisions of the said Act, and also power to impose penalties, to enforce compliance with the orders, reports, or determinations of the justices of the peace, under the jurisdiction proposed to be conferred by the intended Act.

24. 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.

25. 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 as to notices of laying out streets and erecting and altering buildings, and as to approval of plans thereof, and to impose penalties upon any person offending against the provisions of the intended Act.

26. 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 dwellings, so as to provide an open area at the rear as well as the front of such dwellings.

27. 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, and to recover in a summary manner all moneys which may become due to the Corporation in respect of such easements.

28. 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.

29. To enlarge, repeal, alter, or amend section 88 of the Liverpool Sanitary Act, 1846, so as to impose penalties upon any person making any vault, cellar, or arch contrary to the provisions thereof.

30. 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.

31. 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.

32. 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 Amendment 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 and other moneys are by the said Acts, or one of them, directed to be recovered.

33. 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 passing of the intended Act with respect to presentments already made, and for three years from the dates of the respective presentments hereafter to be made under the said Acts, instead of three years from the passing of the said Act.

34. To enlarge, repeal, alter, or amend the Liverpool Sanitary Amendment Act, 1864, so as to provide that compensation moneys paid in respect of demolition of buildings shall for all purposes be considered to be purchase-moneys, and that any person having power of sale over the buildings to be demolished shall be entitled to receive such compensation moneys.

35. To enlarge, alter, amend, or repeal section 203 of "The Liverpool Sanitary Act, 1846," so as to authorize the Corporation to make by-laws for regulating the times and mode of removal of manure from stables and shippens within the borough, with power from time to time to rescind, vary, or repeal such bye-laws and make new bye-laws in lieu thereof, and to enforce penalties for the breach or non-observance of such bye-laws.

36. 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.

37. 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.

38. 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.

39. 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.

40. 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 800*l.* 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*l.* 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.

41. 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*l.*

42. 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, ashes, and rubbish, shall be applied to the credit of the same rate.

43. 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 portion 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.

44. To enlarge, repeal, alter, or amend section 149 of the 5 and 6 Victoria, chap. 106 (local and personal), so as to prohibit the standing of carriages and vehicles in streets for a longer time than is necessary for the purpose of loading or unloading, or taking up or setting down passengers.

45. 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.

46. 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.

47. 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.

48. 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.

49. 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.

50. To provide that no writ or process shall be sued out against, or served upon the Corporation, or any committee, or any member thereof, or any officer or person whomsoever acting under the direction of the said Corporation or Committee, for anything done or intended to be done under the provisions of any local or general Act, until the expiration of one month next after notice in writing shall have been delivered to them or him, or left at their or his office, or usual place of abode, clearly and explicitly stating the cause of the action, and the

name and place of abode of the intended plaintiff, and of his attorney or agent in the cause; and upon the trial of any such action, the plaintiff shall not be permitted to go into evidence of any cause of action which is not stated in the last mentioned notice; and unless such notice be proved the jury shall find for the defendant; and every such action shall be brought or commenced within six months next after the accrual of the cause of action, and not afterwards, and shall be laid and tried in the county or place where the cause of action occurred, and not elsewhere; and the defendant shall be at liberty to plead the general issue, and give the local or general Act, and all special matter in evidence thereunder; and the Corporation, committee, or person to whom any such notice of action is given as aforesaid, may tender amends to the plaintiff, his attorney or agent, at any time within one month after service of such notice; and in case the same be not accepted may plead such tender in bar, and (by leave of the court) with the general issue or other plea or pleas; and that if upon issue joined upon any plea pleaded to the whole action, the jury find generally for the defendant, or if the plaintiff be nonsuited, or discontinued, or if judgment be given for the defendant, then the defendant shall be entitled to full costs of suit, and have judgment accordingly; and in case amends have not been tendered as aforesaid, or in case the amends tendered be insufficient, the defendant may, by leave of the court, at any time before trial, pay into court under plea, such sum of money as he may think proper and (by the like leave) may plead the general issue or other plea or pleas.

51. To enact and provide that Greenwich time shall for all purposes be deemed and considered legal and actual time in the borough of Liverpool.

52. 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 Improvement 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."

53. 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, 1870.

Joseph Rayner, Town Clerk of the borough of Liverpool, Solicitor for the Bill.

In Parliament.—Session 1871.

Burnley Borough Improvement.

(Enlargement of Borough—Rearrangement and increase of Wards—Repeal, amendment, and consolidation of Acts—Alteration of limits and rents for Gas and Water Supply—Alteration of Market Limits—Acquisition and regulation of Fairs—Improvement of Rivers Brun and Calder—Providing Town Hall, Public Clocks, Libraries, Museums, Parks, and Wash-houses—Further Powers for Sewerage, Drainage, and Improvement of Borough and Paving, Improvement and Regulation of Streets and Buildings—Police Regulations and Sanitary Improvements—Appointment of Paid Auditor—Bye-laws—Purchase, Sale, and Exchange of Lands—New and Altered Rates and Borough Fund—Increase of Borrowing Powers—Extension of time for Payment of Money Borrowed—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 (hereinafter referred to as the intended Act), and that the objects of the intended Act will be those or some of those which are hereinafter stated; and that in this notice the term "the Corporation" means the Mayor, Aldermen, and Burgesses of the Borough of Burnley; the term "the Borough" means the present Municipal Borough of Burnley, and the term "the Extended Borough" means the Borough as proposed to be extended by the intended Act.

The objects of the intended Act are all or some of the following objects (that is to say):—

To extend the borough by adding thereto, and incorporating therewith the whole of those parts of the Parliamentary borough of Burnley which are not within the borough, and to make the boundaries or limits of such Parliamentary borough as they are described in and defined by the second schedule to "The Boundary Act, 1868," the boundaries or limits of the extended borough; and to make the whole area included within those boundaries or limits the extended borough; and to extend to the Corporation, with respect to the whole of that area, all the powers and authorities conferred upon them with respect to the borough by the Charter of Incorporation of the borough, and the several Acts now in force regulating Municipal Corporations, and the Acts now in force relating to the borough.

To divide or to provide a competent authority for the dividing of the extended borough into eight or some other number of Wards, either by continuing unaltered the present or old Wards into which the borough is divided, and dividing the area proposed to be added to the borough into other Wards; or by cancelling and annulling the old Wards, or some or one of them, and dividing the extended borough into Wards, wholly new, or partly new and partly old, or in some other manner.

To continue or to add to the present number of Aldermen and Councillors of the Borough, and to assign or provide for the assigning to each Ward of the extended Borough of a given number of Aldermen and Councillors, either by appointment of the Aldermen and Councillors for the time being to the respective Wards, or by vacating their respective offices, and providing for new elections of Aldermen and Councillors, or otherwise; and to provide for and regulate the first appointment or election, and all subsequent appointments or elections of Aldermen, Councillors, and Ward Assessors for the extended Borough; and the rotation in which the Aldermen and Councillors shall respectively retire from office; and to provide for the preparation and revision of all Burgess Lists for the extended Borough; and for all things incident to objects stated in this paragraph; and generally to make provision for the distribution

of the extended Borough into Wards; and for apportioning an Alderman or Aldermen and Councillors to each Ward; and for regulating all Municipal Elections within the extended Borough.

To modify, alter, and amend the said Charter so far as may be necessary or be deemed expedient for the purpose of giving effect to the objects aforesaid; and to cancel or repeal any parts thereof which may be inconsistent with such objects, or any of them.

To grant to the area to be added to the Borough exemptions from payment of County rates and Highway and other rates within the townships in which such area is now situate, and to restrain the trustees of the several turnpike roads within such area from collecting any toll within such area or laying out any money on portions of such roads within such area, and to alter, repeal, or amend some of the powers and provisions of the several Acts of Parliament relating to all or some of the following Turnpike Trusts, viz.:—The Blackburn, Addingham, and Cocking End Trust; The Accrington and Burnley Branch of the Blackburn, Addingham, and Cocking End Trust; The Burnley and Todmorden Trust; The Burnley and Edenfield Trust; and the Rochdale and Burnley Trusts.

To make all other provisions and regulations necessary or expedient for effecting the proposed extension of the Borough.

To make provision for the maintenance and repair at the joint expense of the Corporation and the Township of Habergham Eaves or otherwise of all Township Roads in that Township abutting upon any of the boundaries of the extended Borough.

To alter, amend, repeal, consolidate into one Act, incorporate or apply to the extended Borough, all or some of the provisions of the following Acts, viz.: The Burnley Improvement Act, 1854; The Burnley Market Act, 1865; and the several Acts or portions of Acts incorporated therewith respectively; The Public Health Act, 1848, The Local Government Act, 1858; The Local Government Act, 1858, Amendment Act, 1861; The Common Lodging Houses Acts, 1851 and 1853; The Public House Closing Act, 1864; The Gunpowder Act, 1860; The Petroleum Acts, 1862 and 1868; The Act 23 and 24 Victoria, chapter 84, for preventing the adulteration of articles of food or drink; and any other public general Acts having for object the promoting or protection of the public health, the prevention of diseases, the removal of nuisances, the local government of towns and populous districts, the seizure of diseased and unwholesome meat, the application, or utilisation, or distribution of sewage or sewage matter, the making or amending of laws relating to sewer authorities, or the making or amending of any Sanitary and Local Government Laws or regulations, and to provide for the better management, regulation, paving, lighting, watching, watering, cleansing, draining, sewerage, and otherwise improving of the extended Borough.

To rescind and make void all past resolutions of the Council of the Borough, adopting the whole or any parts of The Public Health Act, 1848; The Local Government Act, 1858; The Local Government Act, 1858 Amendment Act, 1861; The Common Lodging Houses Acts, 1851 and 1853; and The Public House Closing Act, 1864, or otherwise to discontinue the operation thereof within the Borough.

To contract and define the limits within which the Corporation shall be compellable to supply gas and water, hereinafter called the Gas and Water Limits, so that the same shall comprise the extended Borough only, and to empower the Corpora-

tion to supply gas and water to persons outside the Gas and Water Limits, and to confer further powers upon the Corporation with respect to the manufacture and supply of gas, and the supply of water within and without the Gas and Water Limits, and the laying down, making, and maintaining of mains, pipes, and other works in relation thereto respectively, and the protection and proper use of the gas and water and the pipes and other property of the Corporation.

To repeal a certain provisional order of the Home Secretary dated the 27th day of June, 1864, limiting the price of gas supplied by the Corporation, and the Local Government Supplemental Act, 1865, confirming the same, and to repeal, reduce, or otherwise vary existing rents and charges for the supply of gas and water respectively, and to authorise the Corporation to levy, demand, and recover the same, or higher or lower rents and charges respectively, and to confer further powers with respect to the recovery thereof, and to confer exemptions from the payment of such rents and charges respectively.

To authorise the Corporation to require security to be given by every occupier for the payment of the rent for the gas to be supplied to him, and of the meter rent for every meter to be supplied to him before he is entitled to have the pipes provided and laid on, or to have a supply of gas or of meters furnished, and to fix or provide for the fixing of the amount and nature of such security, and to authorise the Corporation to allow interest on any such security which may consist of a money deposit.

To authorise the Corporation to levy and recover from time to time a rate as and for a lamp rate upon the owners and occupiers, or owners or occupiers or any of them respectively of houses, lands, tenements, and hereditaments within the extended borough, situate within a certain distance to be prescribed by the intended Act from any public lamp for the time being lighted by the Corporation, and to make provision for the application for such rate, and otherwise with respect thereto.

To contract and define the limits of the powers of the Corporation with respect to Markets, so that the same shall comprise the extended Borough only; and to confer further powers upon the Corporation with respect to Markets.

To provide for the vesting in the Corporation, by purchase, lease, or otherwise, of rights and franchises of holding fairs within the extended Borough, and of taking tolls thereat.

To empower the Corporation to fix, and from time to time to alter, the times and duration of holding fairs within the extended Borough.

To make provision for the holding in the Market and Market Places of the Corporation, or in such other places or streets as the Corporation may from time to time appoint, and not elsewhere, of all fairs held within the extended Borough; and for imposing penalties upon all persons selling or exposing for sale elsewhere within the extended Borough than the said places, any cattle (which term in this notice includes any horse, mare, gelding, foal, or filly, bull, cow, heifer, ox, calf, ass, mule, ram, ewe, wether, lamb, goat, kid, or swine); implements, wood, hay, straw, or other commodities, at any fair within the extended Borough without the licence of the Corporation; and to vary, alter, and extinguish existing fairs and franchises and rights and privileges relating to existing fairs within the extended Borough.

To confer on the Corporation, with respect to markets and fairs, 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.

To confer upon the Corporation all powers, rights, and privileges incident to the ownership of fairs, or convenient for carrying on the same, and to make all provisions usually contained in Acts for establishing fairs, and to confirm agreements relating to any of the objects of the intended Act.

To authorise the Corporation from time to time to let for any periods to be prescribed by the intended Act, the whole or any part of the stallages, rents, and tolls to be receivable in respect of markets and fairs, or either of them, within the extended borough.

To empower the Corporation to grant licenses for the sale or exposure for sale of any commodity in any place in the extended Borough 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 license, and to revoke any such license, and to make regulations with respect to such licenses.

To empower the Corporation to provide and regulate knackers' yards and slaughterhouses, and to license or regulate, prohibit, or restrict the use of any private slaughterhouses and knackers' yards now existing or hereafter to be established, and to make regulations as to animals therein, and to restrict the slaughter of animals elsewhere than in public or licensed slaughterhouses and knackers' yards.

To authorise the Corporation to pitch, form, or otherwise improve all or any portions of the beds, waterways, or courses, and banks of the Rivers Brun and Calder within the extended Borough; and to construct sluice gates or other works in all or any weirs or dams now existing or hereafter to be placed therein respectively, for the passage of flood waters or other purposes; and to prescribe or authorise the Corporation to prescribe the height and sectional area of arches to be erected over such rivers; and to prohibit the forming of holes or trap doors in any arches over such rivers; and to make other provisions for the prevention of ashes and other rubbish being thrown or deposited in such rivers.

To enable the Corporation to provide, erect, and maintain a Town Hall and Public Clocks.

To empower the Corporation to acquire, erect, and maintain libraries and museums, and schools of science and art, and other institutions.

To empower the Corporation to provide parks and places of public recreation; and to acquire by purchase, lease, or otherwise, lands either within or beyond the limits of the extended Borough for those purposes; and to lay out, fence, drain, and ornament such lands, or some part thereof; and to erect and construct suitable buildings thereon; and to supply gas and water thereto gratuitously or otherwise, for ornamental or other purposes.

To enable the Corporation to purchase or establish and to maintain and regulate public baths and washhouses, and public bathing places, and public drying grounds, for the use and accommodation of all the inhabitants of the extended Borough and others.

To vest in the Corporation all sewers and drains (whether public or private) within the extended Borough, and to prevent the misuse thereof; and to vest in the Corporation further powers and authorities in relation to sewerage and drainage; and to enable them to exercise the same either beyond or within the extended Borough; and to make and do all works and things necessary for

the effectual exercise of the powers and authorities aforesaid; and to make more effectual provision for the scavenging of the extended Borough, and the streets, yards, and other places, houses, and other buildings therein.

To enable the Corporation to construct new sewers and drains, with reservoirs, sluices, engines, and works for cleansing the sewers and drains; and to make further provision with respect to the acquisition and the use and occupation of lands, whether within or without the extended Borough, for purposes connected with the sewerage of the extended Borough, or with the utilization of the sewage thereof.

To enable the Corporation to enlarge, alter, and improve, or demolish and discontinue existing sewers and drains; and to make or compel the making and keeping in repair of house drains and sanitary conveniences; and to prescribe and regulate the levels, foundations, and basement stories of houses and buildings to be erected or rebuilt; and to enable the Corporation to charge the expenses of or occasioned by any of the before-mentioned works (other than main drainage works) upon the owners, lessees, and occupiers, or any of them respectively, of the property affected by the works, or otherwise to provide for those expenses.

To make effectual provision for the paving, improving, and maintaining of the streets within the extended Borough; and to vest in the Corporation all existing and future roads, streets, footpaths, courts, ways, and public places, and the materials thereof; to enable the Corporation to stop up, divert, or otherwise alter streets and roads; to provide that all existing and future roads, streets, footpaths, courts, ways, and public places, whether dedicated to the public or not, or whether highways or not, shall be sewered, drained, levelled, paved, flagged, channelled, metalled, or otherwise made good; and to provide for the making or forming of footpaths; and to charge the expenses and costs incurred and to be incurred in respect thereof, upon property within the extended Borough, and upon owners, lessees, and occupiers, or any of them respectively of property, and to provide for the more easy recovery thereof and of interest thereon.

To empower the Corporation to enter into and carry into effect agreements with owners of and other persons interested in any lands or houses for or in reference to the purchase, alteration, or removal of houses or buildings in the line of, or abutting upon, or adjoining to any street, or which might conveniently be altered or removed for the purpose of widening or improving any street; and for or in reference to the widening of such streets accordingly; or to purchase or acquire any lands within the extended borough; for any purpose connected with the making, opening, widening, or improvement of streets.

To empower the Corporation to regulate the laying out of streets within the extended Borough; and to prescribe the level of every such street; and the line, length, and width thereof, and the lines of frontage, and the heights and elevations of houses or buildings in such streets or abutting thereon or near thereto.

To provide for the naming and altering of the names of existing and future streets, and the numbering and altering the numbers of the house and buildings therein.

To empower the Corporation to authorise any house or building to be set forward, or to take down or set back any house or building for improving the line of any street; to prevent, remove, or alter projections, obstructions, and dangerous openings, in, upon, under, or abutting upon any street, highway (including turnpike roads), or public places; and to prevent, limit, or regulate

the displaying or keeping of goods for sale, in or upon any street, highway, or public place, or on any land adjoining, or near thereto, or the selling of goods from shops or places to persons standing or being outside thereof in or upon any street or footpath.

To prevent, or empower the Corporation to prevent, the opening outwards of doors or gates, and to make or authorise regulations in respect of the opening thereof.

To make provision for the protection of the streets, sewers, mains, and other property of the Corporation from injury by mining, or other underground operations, or by the abandonment of mines, or other underground works, and for the recovery of damages and expenses in respect of any such injury, and for the imposition of penalties in respect thereof.

To prevent or authorise the prevention of the construction of bridges, gangways, or passages over, and of vaults or cellars under or opening into any street or highway within the extended Borough; and to make or authorise regulations with respect to bridges, vaults, and cellars.

To apply all or some of the foregoing provisions and regulations, as to streets, houses, and buildings, to streets, houses, and buildings, whether made or erected before or after the passing of the intended Act.

To provide or authorise provision by the Corporation for the construction of buildings and pipes, and other things attached to buildings, in such way as to prevent fire, for the supplying of buildings with fresh air, and sufficient space for ventilation; and for regulating lodging houses, and the condition and cleanliness thereof, and the number of persons dwelling or sleeping therein, and for preventing the letting of cellars or underground rooms, or other improper or insufficient places as dwelling places, and for the closing thereof.

To empower the Corporation to remove, pull down, repair, rebuild, or otherwise deal with ruinous or dangerous buildings, and to recover the expenses thereof from the owner, lessee, or occupier, and to sell the materials of any buildings so removed or pulled down.

To regulate, or empower the Corporation to regulate, the heights, elevations, dimensions, materials, and construction of houses, and of factory and other chimneys, and of all other buildings.

To empower the Corporation to prohibit, restrict, prevent, or abate or otherwise regulate brick and tile making, or other dangerous, offensive, or noisome trades, manufactories, and businesses, smoke and noisome gases, offensive noises, itinerant shows, dangerous animals, street music, offences against decency and morality, and other nuisances.

To make further provision for the maintenance of a fire brigade and engines, and the levying of rates and charges for the use thereof.

To regulate, or to empower the Corporation to regulate, inspect, and license, or regulate, or inspect or license, public houses, coffee houses, lodging houses, theatres, music houses, tea gardens, and places of public resort or entertainment, and the keepers or managers thereof respectively, brokers, bill posters, porters, and drovers, marine store dealers, scavengers, hackney carriages, and animals plying or plied for hire, and their proprietors, drivers, keepers, and attendants, and to provide for the regulation of the standings of such carriages and animals.

To make further and more effectual provision for the sanitary improvement of the extended Borough, and for the prevention and removal of nuisances (whether partly within and partly without the extended Borough, or wholly therein), contagious diseases, and over-crowding of dwellings,

and the keeping of animals, and other such matters and things as may be offensive or prejudicial to health, and for regulating the exercise of trades, and the draining, cleansing, and improving of water-courses, ditches, drains, and other like things, forming any part of the boundary line of the extended Borough.

To empower the Corporation to regulate the traffic through the streets of the extended Borough, and to prescribe the routes to be taken between different points by persons, animals, and vehicles, and to prevent unreasonable obstructions.

To empower the Corporation to pull down, remove, abate, prevent, or put an end to any building, erection, nuisance, act, matter, or thing, made, caused, or done, in contravention of any of the provisions of the intended Act.

To confirm the franchise or right of the Corporation of appointing a public bellman or town crier for the Borough, and to prescribe or authorise the Corporation to prescribe his fees and perquisites, and to prohibit any person not so appointed exercising such office within the extended Borough.

To make provision with respect to the appointment and remuneration by the Corporation of an auditor or auditors of the Corporation accounts.

To make further provision as to the signature, authentication, and proof of the byelaws, summonses, orders, notices, and assessments of the Corporation and other instruments, and as to the service, publication, notice, or delivery thereof, and as to appeals against the same, and to authorise the giving (in lieu of personal service) of a general notice by advertisement in a local newspaper or otherwise, and to prevent or punish the forging, fabrication, unauthorized use or misuse of the signatures or names of the members or officers of the Corporation, or any of them, or of the style of the Corporation.

To repeal, alter, or amend, or to empower the Corporation to repeal, alter, or amend, any existing bye-laws, or to apply all or any of them to the extended Borough, and to empower the Corporation to make and alter bye-laws and regulations for all or any of the purposes of the intended Act, and to impose or authorise the imposition of penalties for breach or non-observance of such bye-laws and regulations and to provide for the recovery and application of such penalties.

To attach penalties to all acts and things done, omitted, or suffered in contravention of the provisions of the intended Act.

To make further and better provision respecting appeals, petitions, applications, and other proceedings to and before Courts of Quarter Sessions in respect of matters relating to the extended Borough, or any of the inhabitants thereof.

To empower the Corporation to refer any matters in difference to arbitration, and to do all things necessary or proper for giving effect to the reference and award.

To empower the Corporation to acquire lands, houses, and buildings for all or any of the purposes of the intended Act, or for the better performance and exercise of any duty or power imposed on or vested in the Corporation under the intended Act or otherwise.

To vary and extinguish all existing rights and privileges connected with any lands, houses, or buildings to be purchased or taken for the purposes of the intended Act, and all other rights and privileges which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges.

To empower the Corporation to sell, or dispose of, or to let upon lease for building, agricultural, or other purposes any lands and buildings from time to time, belonging to or vested in the Corporation,

or in which they have any estate or interest, and to sell and dispose of the reversion of any lands and buildings so let upon lease.

To authorise the breaking up, crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, tramways, streets, bridges, canals, rivers, and streams.

To authorise the Corporation, for all or any of the purposes of the intended Act, to construct bridges for carriage or footways over, or tunnels under, or to carry mains and pipes over or under railways and canals respectively.

To enable the Corporation to alter, stop up, divert, and appropriate the site of streets, roads, ways, courts, yards, passages and places, which may be unnecessary or inconvenient, and to extinguish rights or other privileges over or connected with the same.

To enable the Corporation to exercise all or any of the powers and authorities under the intended Act, as well beyond as within the extended Borough.

To enable the Corporation, for all or any of the purposes of the intended Act, to levy new or increased Borough, Improvement, or other rates and assessments upon the owners and occupiers, or owners and occupiers, or any of them respectively, of houses, lands, tenements, and hereditaments within the extended Borough, and compel payment of such rates and assessments, and continue or alter rates and assessments which they are now authorised to take, and continue, confer, vary, or extinguish, exemptions from the payment of rates and assessments.

To provide for and authorise the consolidation into one or more funds of all rates, rents, tolls, revenue, moneys, and property of the Corporation (except the Cemetery Rate and any Lamp Rate), and to apply the same as a common fund for the payment of the expenses of the execution by the Corporation of the Municipal Corporation Acts, and of the intended Act, and to make other provisions with respect to the application of such fund or funds.

To empower the Corporation to apply to all or any of the purposes authorised by the intended Act any funds, rates, or moneys, under their power or control.

To empower the Corporation to borrow money for all or any of the purposes authorised by the intended Act, or any other Act, on the credit of the lands, hereditaments, and property of the Corporation, and of the Borough rate, and Borough fund, and of the rates or assessments, market and other tolls, stallages, rents, and other payments to be levied, raised, or taken under the intended Act, or of any or either of those properties, funds, or securities, and to increase the present borrowing powers of the Corporation for all or any of the purposes of their existing powers, and to provide for the payment and discharge by the Corporation of the mortgage, and other debts and liabilities of the Corporation existing at the passing of the intended Act, with interest and costs, and for extending the time for the repayment of all or any of such debts and liabilities, and to make provision for the payment of the expenses to be incurred in this intended application to Parliament.

And notice is hereby further given, that printed copies of the Bill will be deposited on or before the 21st day of December next, in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1870.

A. B. Creeke, Town Clerk, Burnley.

C. & H. Tahourdin, 1, Victoria-street, Westminster, Parliamentary Agents.

North Metropolitan Railway.

(Extension of Time for Purchase of Lands and Construction of Works—Agreements with Midland Railway Company and Midland and South-Western Junction Railway Company, with respect to Junctions—Working and Traffic Agreements with Great Western and Midland Railway Companies—Division of Undertaking and Capital of Company into Separate Sections—Amendment of Acts.)

NOTICE is hereby given, that the North Metropolitan Railway Company (hereinafter referred to as "the Company") intend to apply to Parliament in the ensuing session for an Act for all or some of the following purposes (that is to say):—

To extend the respective periods now limited for the compulsory purchase of lands, and for the completion of the portions of railway and the railways following (that is to say):—

So much of the railway authorized by the "North Metropolitan Railway Act, 1866," and therein distinguished as the main line, as lies between the authorized commencement thereof and the junction therewith of the deviation thereof authorized by, and first described in, the "North Metropolitan Railway Act, 1867."

The three railways authorized by the said Act of 1866, and therein distinguished as the Great Western Junction, the North Western Down Junction, and the North Western Up Junction.

To constitute the said railways and portion of railway a separate section or undertaking of the Company, and to assign or appropriate to such section or undertaking a separate portion of the authorized share capital and borrowing powers of the Company, so that such portion of capital and borrowing powers shall be applied only to the purposes of such section or undertaking, and so that the profits arising upon such section or undertaking shall be applied only to the payment of charges and liabilities arising in respect thereof, and of dividends and interest upon the portion of capital raise and moneys borrowed in respect thereof, and to make such other provision with respect to the keeping of separate accounts, and otherwise, as may be expedient for giving effect to the purposes aforesaid.

To empower the Company on the one hand, and each or either of them, the Midland Railway Company and the Midland and South-Western Junction Railway Company on the other hand, to make and enter into and carry into effect agreements with respect to the effecting of junctions between the railways of the Company and the railways of the other Companies respectively and with respect to the mode in which and the points at which and by whom such junctions shall be effected, and with respect to the maintenance thereof, and the working of the signals connected therewith, and with respect to the defraying and appropriation of the cost of or connected with such junctions and signals, and other matters aforesaid, and to confirm and give effect to any agreement entered into with respect to any of the matters aforesaid.

To empower the Company on the one hand, and the Midland Railway Company and the Great Western Railway Company, or either of them, on the other hand, to make and enter into and carry into effect agreements with respect to the user, working, management, and maintenance of the railways and portion of railway of the Company so constituted a separate section or undertaking and the conduct of the traffic thereon, and with respect to the payments to be made in reference thereto, and with respect to the division

and apportionment of the receipts arising from such traffic, and with respect to the interchange, forwarding, and delivery of traffic passing over the railways of the Companies parties to any such agreement, and to confirm and give effect to any agreement entered into in relation to any of the matters aforesaid.

And, for the purposes aforesaid, it is intended, if need be, to alter, amend, and extend or 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:—The "North Metropolitan Railway Act, 1866;" the "North Metropolitan Act, 1867;" and the "North Metropolitan Railway (Extension of Time) Act, 1870;" and the several local and personal Acts following, that is to say:—

Acts relating to the Midland Railway Company (that is to say), 7 and 8 Vict., cap. 18, and any other Act or Acts relating to that Company.

Acts relating to the Midland and South-Western Junction Railway Company (that is to say), 27 and 28 Vict., cap. 190, and any other Act or Acts relating to that Company.

Acts relating to the Great Western Railway Company and their undertaking (that is to say), 5 and 6 William IV, cap. 107; the "Great Western Railway Act, 1851;" the "Great Western (Birmingham and Chester Railways) Act, 1854;" the "Great Western Railway (Capital) Act, 1861;" the "Great Western Railway (West Midland Amalgamation) Act, 1863;" the "Great Western Railway (South Wales Amalgamation) Act, 1863;" the "Great Western Railway (Vale of Neath Amalgamation) Act, 1866;" the "Great Western Railway (Wycombe Railway Transfer) Act, 1866;" the "Great Western Railway (Various Powers) Act, 1867;" the "Great Western Railway Act, 1868;" the "Great Western Railway Act, 1869;" the "Great Western Railway Act, 1870;" the "Great Western Railway (Hereford and Gloucester Canal Vesting) Act, 1870;" and any other Act or Acts relating to that Company.

On or before the 21st day of December, 1870, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1870.

Wilson, Bristows, and Carpmael, 1, Copt-hall-buildings, E.C., Solicitors for the Bill.

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 rail-

way 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 maintainance 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. 106; 30 and 31 Vic., cap. 85; 31 and 32 Vic., cap. 109; 32 and 33 Vic., cap. 136; and 33 and 34 Vic., cap. 103, 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 21st day of December next.

Dated this 16th day of November, 1870.

Aberdare Gas.

(Repeal of Deed of Constitution of Aberdare Gas Company, and Re-incorporation of that Company—Supply of Gas to Aberdare and surrounding district—Power to acquire and hold lands, and maintain, improve, and construct Gas Works—Money Powers—Agreements with District Boards and others—Power to Aberdare Local Board of Health to acquire Gas Works—Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next Session by the Aberdare Gas Company (hereinafter referred to as "the Old Company"), for an Act for the following purposes, or some of them, viz.:—

To dissolve the Old Company, and to annul the deed of settlement under which they are now carrying on their business, and to incorporate into a Company (hereinafter called "the New Company") the proprietors of the Old Company.

To declare, define, and regulate the undertaking, capital, and borrowing powers, and to make provision for the regulation and management of the affairs and proceedings of the New Company, and to authorize them to capitalize or convert into capital, moneys raised or expended by the Old Company out of their undivided profits, or otherwise, and raise further money by new preferential or ordinary shares and stock in their undertaking, and by borrowing, and to create and issue debenture stock.

To vest in the New Company all the works, lands, buildings, mains, pipes, property, interests, rights, powers, privileges, easements, licenses, benefits of licenses, and agreements of the Old Company.

To confer upon the New Company the powers, or some of the powers, and to enable them to carry into effect the objects, or some of the objects following (that is to say):—

To maintain, alter, enlarge, and improve the existing Gas Works of the Old Company, for the manufacture, storing, and supply of gas, and residual products, and other purposes, and to erect and maintain other gas works upon the lands hereinafter described, or some part or parts thereof (that is to say):—

Land occupied by the Old Company's Gas Works, and other apparatus and buildings, and lands used in connection therewith, situated in the parish of Aberdare, in the county of Glamorgan, bounded on the north by land belonging or reputed to belong to Griffith Davies, on the east by the Taff Vale Railway, and on the west and south in part by land belonging to or reputed to belong to David Davies, Lewis Davies, and

Frederick Davies, and Richard Williams, in other part by a house and land belonging or reputed to belong to Richard Thomas Roberts, and Lewis Theophilus Roberts.

To purchase by compulsion or agreement, and to hold the piece of land before described, and also to purchase by agreement, or to take by agreement on lease, and hold other lands and houses, and easements in and over lands in the parish of Aberdare, for the purposes of the Act.

To supply with gas for public and private purposes, and for purposes of trade and business and other purposes, so much of the said parish of Aberdare as lies within a radius of a mile and a-half from the mile-mark opposite the Aberdare Post-office in Commercial-place.

To manufacture gas, and the several matters and things producible from the residual products arising or resulting from the manufacture of gas, and to sell and dispose of gas, coke, coal, and tar, and other residual and manufactured products and other matters and things, and to carry on the business usually carried on by gas companies, and to acquire and hold patent rights, or take licenses to use patent rights, for the manufacture and distribution of gas, or the realization or utilization of the residual product from gas, and to maintain, alter, or renew any existing mains and pipes within the limits to be supplied with gas, and to lay down additional mains and pipes, and for those purposes to open, break up, and cross, alter, and divert any streets, roads, highways, lanes, footways, bridges, squares, open ground, railways, canals, tramways, sewers, drains, mill streams, watercourses, passages, and other places, within the limits of supply.

To manufacture, purchase, or hire gas meters, fittings, or other gas apparatus, and to sell or let the same.

To enter into, and carry into effect, contracts and arrangements for the supply of gas with any local board of health or other local authority, or the trustees of any turnpike or other road, or any highway board, or the surveyors of any highway or any corporations, bodies, or persons, and to vary, suspend, or rescind any such contract or arrangement, and to enter into and carry into effect other contracts or arrangements in lieu thereof, or in addition thereto, and the Act will confer all necessary powers in that behalf upon such boards, local authorities, trustees, corporations, bodies, and persons, and will enable them to apply for the purposes of any such contract or arrangement any funds or moneys which they have raised or may raise under any Acts of Parliament or otherwise.

To demand and take rates, rents, and charges for the sale and supply of gas, and the sale and hire of gas meters, apparatus, and fittings.

To sell or lease any lands, works, and property vested in or purchased by them, and not required for the purposes of the undertaking.

To sell the undertaking to the Aberdare Local Board of Health, and to enable that board to acquire the same on such terms as may be agreed upon or settled by arbitration, or defined by the Act.

And the Act will or may incorporate with itself "The Gas Works Clauses Act, 1847," "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," or some parts of those respective Acts, and will vary or extinguish all rights and privileges which would interfere with its objects, and will confer other rights and privileges.

And the Act will alter, amend, or repeal all or some of the provisions of the local and personal Acts, 15 and 16 Vict., cap. 28; 21 and 22 Vict., cap. 18; and 32 and 33 Vict., cap. 102.

Duplicate plans of the lands intended to be taken compulsorily, with a book of reference thereto, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November, 1870, be deposited with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and a copy of the same plans, book of reference, and Notice, will, on or before the same day, be deposited with the clerk of the parish of Aberdare, at his residence.

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, 1870.

C. H. and F. James, 23, Canon-street, Aberdare, Solicitors for the Aberdare Gas Company.

In Parliament—Session 1871.

Wharves and Warehouses, Steam Power and Hydraulic Pressure Company.

(Incorporation of Company—Powers to acquire Lands by Agreement—To take and use Water from the River Thames, and to return the same under Penalties—To break up Streets, levy Tolls, Rates, and Charges—Arrangements with Corporations and Companies and other Persons.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to confer on the Company to be incorporated thereby, and hereinafter called "the Company," the following powers, or some of them:—

To acquire by agreement, and hold for the purpose of their undertaking, lands, buildings, and other properties in the counties of Middlesex and Surrey, or one of them, and to make, maintain, and work a system of steam engines to generate hydraulic pressure for the dissemination of motive power to waterside and land cranes, used for the purpose of raising and loading goods, and also for working dock gates and other machinery.

To temporarily take and use, for the purposes aforesaid, water from the River Thames, not exceeding a daily quantity, to be specified by the Act, between and at the hereafter mentioned points, or at such points as will be defined by the Act, and to compel the Company to return such water under penalties.

To open and break up the surface of, and to alter and otherwise interfere with streets, roads, highways, public and private roads, footpaths, pavements, vaults, and thoroughfares, and other lanes within the places aforesaid; and to alter and otherwise interfere with the gas-pipes, water-pipes, sewers, and drains beneath the surface thereof, for the purpose of laying down such pipes, mains, and apparatus as may be necessary for the purpose of the undertaking, and for the purpose of maintaining, repairing, removing, renewing, altering, or reinstating the same, or of substituting others in lieu thereof, with powers of access thereto at all reasonable times, for all or any of the purposes as aforesaid.

The district over or within which the powers are sought to be conferred by the proposed Act, will be between a point 100 yards west of Black-

friars-bridge for its western extremity, and the west side of the tower of London for its eastern extremity on the Middlesex side, and across Blackfriars-bridge and between a point 100 yards west of the same for its western extremity, and the western side of the Surrey Canal Docks for its eastern extremity on the Surrey side, and also will extend to a distance and over an area not exceeding 600 yards measured inland between these points, from the centre of the River Thames on both sides of the river, and across and including Blackfriars-bridge and the Tower-subway.

To authorize the levying and recovering by the Company and others of rates, rents, and charges, and to authorize compositions for the same, and to confer, vary, and extinguish rights and privileges, and the raising of money by the Company and others for all or any purpose of the intended Act.

To alter, vary, and extinguish all rights and privileges which would interfere with the objects of the said intended Act, and to confer, vary, and extinguish other rights and privileges.

The Act will, so far as may be necessary, vary, alter, or repeal all or some of the provisions of the Acts relating to the Conservators of the River Thames.

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

Dated this 11th day of November, 1870.

In the Matter of "The Gas and Water Works Facilities Act, 1870."

(Powers to construct Waterworks for supply of and to supply Burgess Hill and Saint John's Common, Sussex, with Water—and to take Rates.)

NOTICE is hereby given, that it is the intention of the Burgess Hill and Saint John's Common Water Company, Limited, to apply to the Board of Trade for a Provisional Order, in pursuance of "The Gas and Water Works Facilities Act, 1870."

1. For power to construct and maintain water works and works connected therewith, and to supply water in the districts of Burgess Hill and Saint John's Common, and other places in the parishes of Ditchling, Keymer, and Clayton, in the county of Sussex, for power to acquire lands by agreement for the purposes of the Company, and to demand and take rates in respect of the water supplied.

2. It is intended to apply for power in the Provisional Order to sink a well, and construct works and reservoir, in the valley known as the "Coombe," in the parish of Ditchling, and to lay water mains and pipes, and to fix hydrants in the portion of the public road leading from the Toll-gate on the Ditchling-road, in the parish of Ditchling, to the aforesaid Coombe.

To lay water mains and pipes, and to fix hydrants in the aforesaid road, from the north boundary of Ditchling parish, thence by the public road leading by the Newland Farm House, Ockley Farm House, Broad-street Farm House, Burgess Hill, and Station-road, to the London-road, up to the boundary dividing Keymer and Clayton parishes, at the last-named point, also branch mains, pipes, and hydrants in the main

road from Keymer-street to Ditchling, to the boundary of Keymer parish, in the said road, and in the main road leading from Keymer to Hassock's-gate Station, to the west boundary of the premises known as the "Oaklands," in the occupation of W. Brigden, Esq., the whole of which roads are in the parish of Keymer.

Also to lay water mains, pipes, and hydrants on the London-road, south of the west end of Station-road, to a distance of 450 yards, and on the north of the west end of Station-road, to a distance of about 500 yards, which two distances and road lie in the parish of Clayton, and form the northern boundary of Clayton parish in the London-road, at the last-named distance, also in the road, running west at a distance of about 110 yards south of Royal George Inn, and in length about 550 yards, also in the road, running west from the London-road by the Royal George Inn to a distance of 550 yards from the said inn, also in the road running north and south between the last-named road and the road known as West-street, and also in the road known as West-street from the boundary of Clayton and Keymer parishes which is about 45 yards at the east end from the London-road, and from thence to a distance of 450 yards westward under a portion of Fairfield-road, the whole of which distances and roads lie in the parish of Clayton.

And also to lay water mains and pipes, and fix hydrants in the following roads, which are wholly in the parish of Keymer:

In the London-road, from the north boundary of Clayton to a distance of 250 yards north of the west end of Lye-lane, and portion of a field-road, also to the east end of Lye-lane, to meet Cants-lane, and thence to Burgess-hill.

Also in all roads lying and being bounded by Lye-lane on the north, Cants-lane on the east, Station-road on the south, and the London-road on the west, also the road running north from Lye-lane to the houses known as "Ganders" Cottages.

3. The names of the parishes in which the proposed works will be made are Ditchling, Keymer, and Clayton, all in the county of Sussex.

4. On or before the 30th November, 1870, a copy of this advertisement, and a plan and section of the proposed works will be deposited for public inspection in the office of the Clerk of the Peace for the county of Sussex, situate at Lewes in the said county, and also at the office of the Board of Trade.

5. Printed copies of the draft Provisional Order, when deposited with the Board of Trade, and of the Provisional Order, when made, will be obtainable at Clifton Cottage, Saint John's Common, in the parish of Clayton, in the county of Sussex.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 1st day of January next ensuing, and copies of their objections must at the same time be sent to the applicants, at 58, Ship-street, Brighton.

Dated this 17th day of November, 1870.

Black, Freeman, and Gell, No. 58, Ship-street, Brighton, Solicitors for the applicants.

In Parliament—Session 1871.

Knightsbridge Improvements.

(Removal of Barracks; Acquisition of Lands and Houses by Compulsion or Agreement; and other purposes).

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session, for an Act to authorise the Lords Commissioners of Her Majesty's Treasury (hereinafter referred to as the Treasury), to remove the Barracks at Knightsbridge, and to acquire, by compulsory purchase or otherwise, certain lands, houses, tenements, and hereditaments, in the parish of Saint Margaret, in the city and liberty of Westminster, in the county of Middlesex, bounded on the north and west by part of Hyde-park, on the south by the highway called Knightsbridge, and on the east by a house and stables known at Hyde-park-house, Albert-gate, Knightsbridge, and in the occupation of Captain Thomas Leyland, which said boundaries and properties are more particularly described and shown on the plans hereinafter mentioned, and to pull down and remove any of such houses and tenements, and appropriate the sites thereof, and also the ways, courts, yards, gardens, and other spaces of ground described on such plans within the limits aforesaid as may be determined by the Treasury or by the intended Act; and to empower the Treasury to set apart, or sell or lease the site for such purposes, and upon such terms and conditions as may be approved of by the Treasury, and to confer all such other powers or privileges, and to vary or extinguish all such existing rights and privileges in any way connected therewith as may be necessary for carrying into effect the abovementioned objects.

And notice is hereby further given, that duplicate plans, describing the situation of the lands, houses, and tenements, as proposed to be purchased, with a book of reference thereto, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county, and that on or before the same day a copy of the said plans and book of reference and Gazette notice will be deposited with the Clerk of the Westminster District Board of Works, such district including the parishes of Saint Margaret and Saint John the Evangelist, Westminster, at his office in Great Smith-street, Westminster.

Dated this 16th day of November, 1870.

By order of the Lords Commissioners of Her Majesty's Treasury.

Wyatt and Hoskins, No. 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1871.

Brixton Prison.

(Acquisition of Lands in the county of Surrey.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the Lords Commissioners of Her Majesty's Treasury (hereinafter referred to as the Treasury), to acquire, by compulsory purchase or otherwise, certain lands, houses, tenements, and hereditaments in the parish of St. Mary, Lambeth, in the county of Surrey, bounded on the north in part by a road or street called Prison-road, and in part by Brixton Prison; on the west by Brixton Prison and partly by Lyham-road, up to and including a

No. 23682.

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house and garden, No. 16, Poynton's cottages, occupied by Sarah Stone; on the south in part by the wall dividing the aforesaid No. 16, Poynton's cottages from the house and garden in the occupation of Charles Swain, in part by the northern boundary wall of garden ground adjoining thereto, in the occupation of Thomas Daniels and Agnes Morrah, and in part by the northern boundary walls of the houses and gardens situate on the northern side of New Park-road; and on the east in part by the boundary walls of the houses and gardens situate on the northern side of New Park-road aforesaid, in part by the western boundary walls of houses and gardens situate on the western side of Brixton-rise, from the point where New Park-road joins the said Brixton-rise to a house and grounds known as Fairlawn, in the occupation of Richard Carpenter, Esq., and in part by Brixton-rise from the southern boundary of the said house and grounds known as Fairlawn to Prison-road aforesaid, all in the parish of St. Mary, Lambeth, in the county of Surrey; which said boundaries and properties are more particularly described and shown on the plans hereinafter mentioned; and to pull down and remove the said houses, tenements, and hereditaments, and appropriate the sites thereof, and also any roads, ways, courts, yards, gardens, and other spaces of ground described on such plans within the limits aforesaid, for the purposes of the said prison, or as may be determined by the Treasury or by the intended Act; and to confer all such other powers or privileges, and to vary or extinguish all such rights and privileges in any way connected therewith as may be necessary for carrying into effect the objects aforesaid.

And notice is hereby further given, that duplicate plans describing the situation of the lands, houses, and tenements so proposed to be purchased, with a book of reference thereto, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Surrey, at his office, in North-street, Lambeth, in that county; and that on or before the same day a copy of the said plans and book of reference and Gazette notice will be deposited with the vestry clerk for the parish of Lambeth, at his office, at Kennington-green, in the said county.

Dated this 16th day of November, 1870.

By order of the Lords Commissioners of Her Majesty's Treasury;

Wyatt and Hoskins, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1871.

Whitby Gas.

(Re-incorporation of Whitby Gas Company Limited, with Powers to maintain Works and light Whitby and Ruswarp with Gas.)

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:—

1. To incorporate, by the same or some other name, the Whitby Gas Company Limited (hereinafter referred to as "The Company"), and to confer upon the Company all necessary powers and authorities for carrying into effect the objects of the Bill.

2. To dissolve the Company as it now exists, and to cancel the memorandum and articles of association under which the Company are now acting.

3. To confer upon the Company powers for lighting with gas the parishes and places of Whitby and Ruswarp, in the North Riding of Yorkshire.

4. To authorise the Company to hold lands and to maintain their existing works, and to alter, enlarge, and improve such works, and to erect additional works on the lands, or any part of the lands, now belonging to or held by or on behalf of the Company, and upon any lands which may be purchased or taken by them under the powers of the Bill; and to enable them to manufacture gas and any residual products arising in the manufacture of gas, and to sell and dispose of gas, coke, coal tar, and other residual and manufactured products, matters, and things.

The lands to be held and used for the manufacture of gas and for gas works, and for the manufacture and sale of residual products arising from the manufacture of gas or of the materials used therein, are the lands now belonging to the Company, and on which the gas works of the Company have been erected, or immediately adjoining thereto, and are situate in the township of Ruswarp, and consist of freehold land forming part of the Batts (and containing 6000 square yards or thereabouts), and are bounded as follows:—On the north by the North-Eastern Railway; on the south by the River Esk; and on the east by property belonging to the North-Eastern Railway Company.

And the land to be held and used by the Company for the purpose of maintaining thereon a gasholder, is a piece of freehold land (belonging to the Company, and in the occupation of John Brown Nicholson in part, and of John Battersby in the remaining part), containing 564 square yards or thereabouts, and situate on the east side of Church-street, Whitby.

5. To enable the Company to acquire and hold patent rights, and licenses to use or exercise patent rights, and to carry on the business usually carried on by Gas Companies, or which is or may become incident thereto; and to maintain, alter, or renew any existing mains and pipes within the limits to be supplied with gas; and to lay down and maintain mains and pipes in, through, across, along or under streets, roads, lanes, railways, rivers, canals, waters, bridges, and other passages and places within the limits of the Bill; and to break up and interfere with such streets, roads, lanes, bridges, and other passages and places, and also with any sewers, drains, and pipes in, over, or under the same.

6. To empower the Company to manufacture, purchase, or hire gas meters, fittings, and other gas apparatus, and to sell or let the same, and to levy and collect rates, rents, and charges for the sale and supply of gas and gas meters and fittings, and other gas apparatus, and to alter the existing rates, rents, and charges.

7. To authorize the Company and all or any of the Commissioners, Trustees, Local Boards, or other Local 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 streets, roads, quays, harbours, places, or buildings within such limits upon such terms and conditions as they shall respectively agree upon, and if necessary to enable such Commissioners, Trustees, Local Boards, or other Local Authorities for any of the purposes aforesaid, to appropriate and apply any funds belonging to them respectively or under their control and to raise monies by rates, and by borrowing upon the credit thereof.

8. To authorize the Company to purchase additional lands and from time to time to sell and dispose of lands.

9. To alter and regulate the capital of the Company and its distribution into shares, and its appropriation amongst the Shareholders, and to enable the Company to raise further capital by shares, stock, borrowing on mortgage or bond and debenture stock, or any of those means, and to attach if they think fit to such shares or stock, or any part thereof a preference or priority of dividend over the existing or ordinary shares of the Company.

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 Gas Works Clauses Act, 1847," and it will confer upon the Company all other rights and privileges necessary for carrying into effect the objects of the Bill, and it will vary and extinguish all such existing rights and privileges as may interfere with the attainment of any of those objects.

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

Dated this 9th day of November, 1870.

Tom Turner, Beverley, Solicitor.
Dyson and Co., 24, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1871.

Mersey Docks and Harbour Board (No. 1).
(Construction of New Floating Bridge on North Side of George's Basin, to, and Extension of, Prince's Landing Stage and incidental Works; Filling up of Prince's Passage and Seacombe Basin; Compulsory Purchase of Lands and Extinguishment of Public or other Rights over Lands belonging to the Board; Removal and Appropriation of Landing Stage in Low-water Basin at Birkenhead; Further Borrowing Powers; Appropriation for Particular Traffic or Specific Purposes of any Works or Property of the Board; Tolls, &c.; Commutation of Tolls, &c.; Agreements with and other Provisions affecting Birkenhead Improvement Commissioners, and Ferry Owners and Lessees; Provisions as to Accounts of the Board; Definition of their Borrowing Powers; Prescribing application of certain Moneys; Amendment of Acts).

NOTICE is hereby given that application will be made to Parliament next session by the Mersey Docks and Harbour Board (hereinafter called "the Board") for leave to bring in a Bill for the purposes, or some of the purposes following, that is to say:—

To authorize the Board to close the passage from the George's Basin to the Prince's Dock and the Seacombe Basin, in the parish of Liverpool, and to construct and maintain in that parish the works hereinafter described, or some of them or some part or parts thereof respectively (that is to say):—

No. 1. A roadway or incline supported on pontoons, so as to rise and fall with the tide, with a solid slipway or platform to receive such pontoons when aground, commencing at a point about 100 feet from and northwestward of the north-east corner of the George's Basin, running thence in a westwardly direction, and terminating upon and at the southern end of the Prince's Landing Stage, as proposed to be extended under the Bill, as hereinafter mentioned.

2. Two retaining walls, to be situate on the north and south sides respectively of the said roadway or incline, to be authorised by the Bill, which retaining walls will commence respectively at the eastern end of such roadway or incline, and terminate respectively at or near the present river wall.

3. An extension of or addition to the Prince's Landing Stage, from its south end, for a distance of about 200 feet, in a southerly direction, with all necessary alterations in connection therewith of the existing stage.

4. A tunnel or covered way underneath the northernmost of the two retaining walls to be authorised by the Bill running for the whole length of the said wall, parallel with and along the north side of the roadway or incline, to be authorised by the Bill, with an outlet to the River Mersey, for the purpose of access to, and examining, repairing, or changing the pontoons supporting such roadway or incline, such tunnel or covered way having also communication with the slipway under the roadway or incline, to be authorised by the Bill, by means of arched openings, at proper intervals.

To authorise deviations from the lines and levels of the proposed works.

To empower the Board to take or purchase by compulsion or agreement any lands or hereditaments required for the purposes of the intended works, or of the Bill, or any easement, interest, or right over or in any lands or hereditaments, and to vary or extinguish all public, private, or other rights and privileges incidental thereto, or connected therewith, or connected with, or exerciseable over any of the quays, lands, or property now belonging to the Board.

To authorise and empower the Board to remove the whole or any part of the landing stage now in the low water basin at Birkenhead, and to use and appropriate the whole or some part or parts of that landing stage for the purposes of the works proposed to be authorised by the Bill.

To empower the Board for any of the purposes of the proposed works and of the Bill to apply the income and any other moneys of the Board, and to borrow and from time to time to re-borrow further money by bonds or otherwise.

To authorise the Board upon such terms, and subject to such conditions, pecuniary or otherwise, as they may think proper, or as may be prescribed by the Bill, from time to time to appropriate, either permanently or temporarily, the whole or any part of the proposed works, and of any other works or property of the Board, for the purposes of any particular class or classes of traffic, either exclusively or otherwise, or for any specific purpose, and from time to time to vary or modify any appropriation so made.

To authorise the Board to levy tolls, rents, rates, and dues upon persons, goods, wares, merchandise, cattle, ships, vessels, boats, carts, carriages, and other vehicles using or passing over or frequenting or resorting to the proposed works, or any of them, or any part or parts thereof respectively, or any other the works or property for the time being of the Board, and to alter or vary the tolls, rates, and dues which the Board are now authorised to take.

To enable the Board and any other corporation, company, person, or persons to compound or extinguish any tolls, rents, rates, or dues payable or to become payable to the Board for such gross annual or other payments or sums, and upon such other terms and conditions as may be agreed upon.

To enable the Board on the one hand, and the Birkenhead Improvement Commissioners, and the owners or lessees for the time being of the ferries now existing or hereafter to be established across the River Mersey, or any one or more of such bodies and persons on the other hand, from time to time to enter into and carry into effect or to rescind or vary contracts, agreements, and arrangements with regard to any of the matters or purposes aforesaid, or the use for the purposes of the traffic of any ferries, or for any other purposes of the proposed works, or any of them, or any part or parts thereof respectively, and the tolls, rates, and charges to be paid upon or in respect thereof.

To provide and declare that all goods, wares, and merchandise carried in lighters, flats, barges, or other vessels from any portion of the proposed works to any other portion of the docks, quays, and estate of the board on either side of the River Mersey, and vice versâ, shall be free from all rights or claims (if any) on the part of the owners or lessees of any ferry or ferries now or hereafter to be established across the River Mersey.

To amend or repeal the provisions, or some of the provisions of "The Mersey Dock Acts Consolidation Act, 1858," as to the annual and other accounts to be kept, prepared, and printed by the Board, and to make further and other provisions with reference to the accounts to be kept by the Board, and especially (but not exclusively) to authorise the Board to carry to and include in their annual accounts all or any sums due (although not payable) to or from the Board up to the date of the respective account, and a proportionate part of all rents, interest on borrowed moneys, and other sums payable to or by the Board at fixed or other periods, occurring either previously or subsequently to the period embraced by the respective account.

To alter and prescribe the period to be included in the annual and other accounts of the Board, and to make other provisions with respect to the time and mode of keeping such accounts.

To declare and define the extent of the borrowing powers of the Board with reference especially to sections 4, 5, and 6 of "The Mersey Docks (Money) Act, 1859," providing for the yearly application of the surplus of rates over payments as a sinking fund, and the extinguishment from time to time to the extent of such surplus, of the borrowing powers of the Board, and, if need be, to restore and revive the borrowing powers of the Board which may have been extinguished by the operation of those sections, so that the Board may have power to borrow the same amount which they would be authorised to borrow if those sections had provided for the application as a sinking fund of the balance of debits and credits, in lieu of the surplus only of actual receipts over actual payments.

To prescribe and regulate the application of any moneys which may from time to time hereafter be received by the Board as the consideration for or in connection with the sale by them, or the extinguishment of any part or parts of the town and anchorage dues leviable by the Board.

To vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

To amend or repeal, so far as may be necessary for the purposes of the Bill, the provisions or some of the provisions of the following local and personal Acts of Parliament, that is to say:— 20 and 21 Vic., cap. 162; 21 and 22 Vic., caps 90 and 92; 22 Vic., cap. 20; 23 and 24 Vic

cap. 150 ; 24 and 25 Vic., cap. 188 ; 26 Vic., cap. 54 ; 27 and 28 Vic., cap. 213 ; 29 Vic., cap. 84 ; 29 and 30 Vic., cap. 103 ; and 30 and 31 Vic., cap. 206, relating to the Board ; and 3 Wm. IV., cap. 63 ; 1 and 2 Vic., cap. 33 ; 5 Vic. (Session 2), cap. 5 ; 6 and 7 Vic., cap. 13 ; 7 and 8 Vic. cap. 32 ; 9 and 10 Vic., cap. 28 ; 13 and 14 Vic., cap. 3 ; 21 and 22 Vic., caps. 85 and 121 ; 26 and 27 Vic., cap. 106 ; and 30 and 31 Vic., cap. 92, relating to the Birkenhead Improvement Commissioners.

And notice is hereby further given that on or before the 30th day of November instant, duplicate plans and sections of the intended works, together 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 palatine of Lancaster, at his office at Preston, in that county, and that on or before the said 30th day of November instant, a copy of the said plans, sections, and book of reference, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of Liverpool, at his residence.

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

Dated this 14th day of November, 1870.

A. T. Squarey, Dock Solicitor, Liverpool.

J. Dorington and Co., 29, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1871.

Richmond Sewage.

(Repeal or Amendment of certain provisions of the Thames Navigation and Thames Conservancy Acts—Extension of time for requiring discontinuance of flow of Sewage into the Thames—Enlargement of powers of Thames Conservators, Board of Trade, and the Vestry of Richmond in relation to Sewage—Purchase of lands by agreement—Agreements as to Crown lands—Rating powers—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session by the vestry of the parish of Richmond, in the county of Surrey, (hereinafter called the Vestry), for leave to bring in a Bill for all or some or one of the following among other purposes, that is to say :

To repeal, alter, or amend sections 63, 64, 65, and 66 of the Thames Navigation Act, 1866, section 3 of the Thames Conservancy Act, 1867, and section 7 of the Thames Navigation Act, 1870, or some or one of those sections, so far as the same relate to or affect the flow or passage of sewage of the parish of Richmond, in the county of Surrey.

To extend the time within which the Conservators of the River Thames shall have required or may be authorized to require the vestry to discontinue the flow or passage of sewage into the River Thames, or into any river, stream, cut, dock, canal, or watercourse communicating therewith, and to relieve the vestry from penalties under the said Acts and every of them.

To confer upon the said Conservators and the Board of Trade, and the Vestry further powers in relation to the River Thames and the sewage and sewers and drains within the said parish.

To authorize the Vestry by agreement to purchase, lease, or hire lands for the collection, conveyance, deodorization, and utilization of sewage, and the discharge of the overflow thereof, and to execute works for those purposes.

To authorize the Vestry and the Commissioners of Her Majesty's Woods, Forests, and Land Revenues to enter into and carry into effect agreements for the purchase and use for any of the purposes aforesaid, of Crown lands to be specified in the said Bill and other lands under the charge of the said Commissioners.

To enable the Vestry to make and levy rates and charges, and to raise money on security of rates and charges for any of the purposes aforesaid and of the Bill, and to enlarge the powers of the Vestry in relation to the making and levying of rates within the said parish.

The Bill will incorporate all necessary provisions of "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The Lands Clauses Consolidation Act, 1869;" and it will repeal, alter, or amend and enlarge, as far as may be necessary or desirable for the purposes aforesaid, the powers or provisions of "The Thames Navigation Act, 1866," "The Thames Conservancy Act, 1867," and "The Thames Navigation Act, 1870," and all other Acts relating to the Conservators of the River Thames, and also an Act passed in the sixth year of the reign of His late Majesty King George the 3rd, chapter 72, intituled "An Act for the Relief and Employment of the Poor, and for repairing the Highways, paving, cleansing, lighting, and watching the Streets and other places in the Town and Parish of Richmond, in the County of Surrey;" and for removing and preventing Annoyances, Obstructions, and Incroachments therein; and for shutting up a Road from the late Horse Ferry at Kew to West Sheene Lane, near Richmond Green; and for amending and keeping in repair the Road from Kew Bridge to Richmond;" and also an Act passed in the 25th year of the reign of His said Majesty King George the 3rd, chapter 41, intituled "An Act to repeal part of an Act, passed in the sixth year of His present Majesty, for the relief and employment of the poor of the parish of Richmond, in the county of Surrey, and other purposes in the said Act mentioned, and for making new provisions for the relief and employment of the poor, for the repairs of the highways, the paving, cleansing, lighting, and watching the streets, and other places, in the town and parish of Richmond aforesaid; for the removal and prevention of annoyances, obstructions, and encroachments therein; for inclosing certain commons or waste lands within the said parish, for the use of the poor, and to enable the Vestrymen of the said parish to erect a Workhouse thereon; and to purchase land for a Burial Ground, and also to enable His Majesty to shut up a lane within the said parish, called "Love Lane," and all other Acts relating to the parish of Richmond.

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

Dated this 15th day of November, 1870.

R. Alexr. Smith, Richmond, Surrey,
Vestry Clerk, Solicitor for the Bill.

London Street Tramways.
(Caledonian-road Extension.)

(Construction of Street Tramways from King's-cross to Camden-road, *via* Caledonian-road—Compulsory user of Streets, &c.—Tolls—Provisions for use of Tramways and Streets traversed—Agreement 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 the Board of Trade, for a Provisional Order, authorizing the London Street Tramways Company, who are hereinafter referred to as "the Company," to construct and maintain the street tramways described in this Notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively, that is to say:

(1 and 1a.) A Tramway (No. 1), and a Tramway (No. 1a), commencing respectively in Camden-road, in the parish of St. Mary, Islington, in the county of Middlesex, at a point three and a quarter chains or thereabouts from and north-east of the north-east corner of the Congregational Chapel, situate at the junction of Camden-road and Caledonian-road (Tramway No. 1 there forming a junction with Tramway No. 9, authorized by the "London Street Tramways Act, 1870," and Tramway No. 1a there forming a junction with Tramway No. 9a, authorized by the same Act), and thence passing respectively in a southwesterly direction along the Camden-road, into and along the Caledonian-road, and terminating respectively in the Caledonian-road, in the parish of St. Mary, Islington aforesaid, at a point about three quarters of a chain or thereabouts north of the junction of the last-mentioned road with the Pentonville-road.

The proposed Tramways, Nos. 1 and 1a, will be wholly situate in the parishes of St. Mary, Islington, and St. James and St. John, Clerkenwell, both in the county of Middlesex, or one of them.

The centre line of the proposed Tramway, No. 1, will be throughout on the east side, and the centre line of the proposed Tramway, No. 1a, will be throughout on the west side of the imaginary centre lines of the respective streets through which they are intended to pass, and the centre line of each tramway will be throughout at the distance of four feet six inches from the imaginary centre line of the street, except that (1) from a point in the Caledonian-road, five chains north of the north end of the Thornhill-bridge, carrying that road over the Regent's canal, the centre line of each tramway will gradually approach the imaginary centre line of the street until, at the north end of the said bridge, they respectively attain the distance of three feet from such imaginary centre line, and in crossing that bridge, the centre line of each tramway will be three feet from the said imaginary centre line; and from the south end of the said bridge, the centre line of each tramway will again gradually diverge from the said imaginary centre line of the street until, in the length of four chains, they respectively again attain the distance of four feet six inches from the said imaginary centre line; and (2) from a point one and a quarter chains from its termination the centre line of each tramway will gradually approach until, in the length of three quarters of a chain, it reaches the centre of the street, and thence to its termination, each tramway will be laid along the centre of the street.

(2.) A Tramway (No. 2) commencing in Cale-

donian-road, in the parish of Saint Mary, Islington aforesaid, by a junction with the proposed Tramways, Nos. 1 and 1a, at their termination, as above described, and passing thence by a curved line in a south-westerly direction into and along the Pentonville-road, and terminating in that road, in the parish of Saint Pancras, in the county of Middlesex, by a junction with the Tramway, No. 16, as authorized by "The London Street Tramway Act, 1870," at a point two chains or thereabouts west of the junction of Caledonian-road with Pentonville-road.

The proposed Tramway No. 2, will, at its commencement, be laid in the centre of the Caledonian-road, thence it will be laid in a curved line, so that, in the length of one and a quarter chains from its commencement, the centre line of the tramway will be at the distance of four feet six inches from and on the north side of the imaginary centre line of the Pentonville-road, and will continue at the last-mentioned distance from the said imaginary centre line for a further length of half a chain, and thence will gradually approach, until, in the further length of half a chain, it intersects the said imaginary centre line, and thence will again gradually diverge in a south-westerly direction from the said imaginary centre line to the termination of the Tramway, where it will be four feet six inches from and on the south side of the said imaginary centre line.

(3.) A Tramway (No. 3), commencing in the Caledonian-road, in the parish of St. Mary, Islington, aforesaid, by a junction with the proposed Tramways (Nos. 1 and 1a), at their termination as above described, and thence passing, by a curved line, in a south-easterly direction, into and along the Pentonville-road, and terminating in that road, in the parish of St. Pancras aforesaid, at a point about two and a quarter chains eastward of the junction of Caledonian-road and Pentonville-road.

The proposed Tramway No. 3 will, at its commencement, be laid in the centre of the Caledonian-road, and thence it will be laid in a curved line, so that in the length of one and a quarter chains from its commencement the centre line of the tramway will be at the distance of four feet six inches from and on the north side of the imaginary centre line of the Pentonville-road, and will continue at the last-mentioned distance from the said imaginary centre line for a further length of half a chain, and thence will gradually approach, until, in the further length of half a chain, it intersects the said imaginary centre line, and thence will again gradually diverge in a south-easterly direction from the said imaginary centre line to the termination of the tramway, where it will be four feet six inches from and on the south side of the said imaginary centre line.

The proposed tramways will respectively pass or be made from, through, or into the parishes of St. Pancras, St. Mary, Islington, and St. James and St. John, Clerkenwell, all in the county of Middlesex, or some or one of them.

The proposed Provisional Order will incorporate with itself, the whole or some of the provisions of part II and part III of the "Tramways Act, 1870," with such variations therein as may be deemed necessary or expedient, and will contain powers for effecting the objects, or some of the objects, and for conferring on the Company the powers or some of the powers following, that is to say:—

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, renewing, altering or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the said Provisional Order.

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 provide for and regulate the user, by the Company, for the purposes of the said Provisional Order, of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

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 said Provisional Order, 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 the 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 the Metropolitan Board of Works, 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 provisional order.

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.

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.

And the Provisional Order 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 will so far as may be necessary repeal or amend the provisions or some of the provisions of "The London Street Tramways Act, 1870."

And notice is hereby further given, that duplicate plans and sections of the proposed street tramways and works, and a copy of this Notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, at the Office of the Board of Trade, with the Metropolitan Board of Works, at their office at Spring-gardens, and also for public inspection 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 and sections as relate to each of the parishes 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, as regards the parish of St. Mary, Islington, with the Vestry Clerk of that parish, at his office at Upper-street, Islington; as regards the parish of St. Pancras, with the Vestry Clerk of that parish, at his office at King's-road, in that parish, and as regards the parish of St. James and St. John, Clerkenwell, with the Vestry Clerk of that parish, at his office at Upper Rosoman-street, Clerkenwell,

The draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order, when deposited, and of the Provisional Order, when made, will be furnished (at the price of one shilling for each copy), to all persons applying for them at the Office of Messieurs J. Dorington and Co., 29, Great George-street, Westminster.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 1st day of January, 1871.

Dated this 14th day of November, 1870.

Ashurst, Morris, and Co., 6, Old Jewry, and 22, Abingdon-street, Westminster, Solicitors for the intended Order.

J. Dorington and Co., 29, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1871.

London Street Tramways.
(Euston-road Extension.)

(Construction of Street Tramways in the Parishes of St. Pancras and St. Mary, Islington—Compulsory user of Streets, &c.—Tolls—Provisions for use of Tramways and Streets traversed—Agreement 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 the Board of Trade, for a Provisional Order, authorizing the London Street Tramways Company, who are hereinafter referred to as "the Company," to construct and maintain the street tramways described in this Notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively, that is to say:

A Tramway, No. 1, and a Tramway, No. 1a, commencing respectively in the Hampstead-road, in the parish of St. Pancras, in the county of Middlesex (Tramway No. 1, by a junction with Tramway No. 9, and Tramway No. 1a, by a junction with the Tramway No. 9a, authorized by the London Street Tramways Act, 1870), at a point about half a chain north of the junction with that road of Euston-road, and passing thence respectively by a line curving to the south-eastward into and along Euston-road and Pentonville-road, and terminating respectively in the last-mentioned road (Tramway No. 1, in the parish of St. Mary, Islington, in the county of Middlesex, by a junction with the Tramway No. 14 and Tramway No. 1a, authorized by the London Street Tramways Act, 1870, in the parish of St. Pancras aforesaid, by a junction with the Tramway No. 16, by the said Act authorized), at a point $3\frac{1}{4}$ chains west of the junction with that road of the Caledonian-road.

The centre line of the proposed Tramways Nos. 1 and 1a, will respectively be throughout at the distance of 4 feet 6 inches from (Tramway No. 1 being on the left, and Tramway No. 1a on the right hand side, proceeding from the commencement to their termination respectively) the imaginary centre line of the respective street, through which they are intended to pass, except that in passing the safety crossing in the Euston-road, immediately to the eastward of Euston-square, and also in passing the safety crossing in the same road, immediately to the westward of Skinner-street, the centre line of each tramway will be 7 feet from the imaginary centre line of the road, the difference between that distance and the distance of 4 feet 6 inches from the said imaginary centre line being in each case made up on each side of the respective safety crossing in the length of half a chain.

And it is proposed by the said Provisional Order 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, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the said Provisional Order.

The proposed Provisional Order will incorporate with itself, the whole or some of the pro-

visions of part II and part III of the "Tramways Act 1870," with such variations therein as may be deemed necessary or expedient. And the Provisional Order will contain powers for effecting the objects or some of the objects, and for conferring on the Company the powers or some of the powers following, that is to say:—

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 provide for and regulate the user by the Company for the purposes of the said Provisional Order, of any paving metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

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 Provisional Order, 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 the Metropolitan Board of Works, 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 Provisional Order.

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.

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 afore-

said, 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.

And the Provisional Order 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 will, so far as may be necessary, amend or repeal the provisions or some of the provisions of "The London Street Tramways Act, 1870."

And notice is hereby further given that duplicate plans and sections of the proposed street tramways and works, and a copy of this Notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, at the Office of the Board of Trade, with the Metropolitan Board of Works, at their office at Spring-gardens, and also for public inspection 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 and sections as relates to such of the parishes in which the proposed tramways will be situate, 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: with the clerk to the Vestry of the parish of St. Pancras, at his office at King's-road, in the said parish, and with the clerk to the Vestry of the parish of St. Mary, Islington, at his office at Upper-street, Islington.

The draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order, when deposited, and of the Provisional Order, when made, will be furnished (at the price of one shilling for each copy) to all persons applying for them at the Office of Messieurs J. Dorington and Co., 29, Great George-street, Westminster.

All persons desirous of making any representations to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letters addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 1st day of January, 1871.

Dated this 14th day of November, 1870.

Ashurst, Morris, and Co., No. 6, Old Jewry, and No. 22, Abingdon-street, Westminster, Solicitors for the Intended Order.

J. Dorington and Co., No. 29, Great George-street, Westminster, Parliamentary Agents,

In Parliament—Session 1871.

Mersey Docks and Harbour Board (No. 2.)

(Filling up of George's Basin, Prince's Passage, and Seacombe Basin—Construction of Road and Incline on site of George's Basin, and New Landing Stage to connect Prince's and George's Landing Stages and New Bridge to Prince's Pier—Graving Dock, and other incidental works—Compulsory Purchase of Lands and Extinguishment of Public or other Rights over Lands belonging to the Board—Removal and Appropriation of Landing Stage in Low Water Basin at Birkenhead—Powers to Corporation of Liverpool, Birkenhead Improvement Commissioners, Ferry Owners, and Lessees, and other Companies and persons to contribute to undertaking under the Bill, and apply and raise monies therefor—Further Borrowing Powers to Mersey Board—Appropriation for particular traffic or specific purposes of any Works or property of the Board—Tolls, &c.—Commutation of Tolls, &c.—Agreements with, and other provisions affecting other Corporations, bodies, and persons aforesaid—Provisions as to accounts of the Board—Definition of their Borrowing Powers—Prescribing application of certain monies—Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament next Session by the Mersey Docks and Harbour Board (hereinafter called "the Board"), for leave to bring in a Bill for the purposes, or some of the purposes following, that is to say:

To authorize the Board to close and fill up the whole, or some part or parts, of the George's-basin and the Seacombe-basin, and the passage from the George's-basin to the Prince's-dock, all in the parish of Liverpool, and to construct and maintain in that parish the works hereinafter described, or some of them, or some part or parts thereof respectively, that is to say:

1. A roadway or incline supported in part on pontoons so as to rise and fall with the tide, with a solid slipway or platform to receive such pontoons when aground, commencing at or near the eastern end of the George's-basin aforesaid, and terminating upon the landing stage hereinafter mentioned, and proposed to be authorized by the Bill.

2. A floating landing stage supported on pontoons placed between and to connect the Prince's Landing Stage and the George's Landing Stage with any requisite alterations in connection therewith of the existing landing stages.

3. Two retaining walls, to be situate on the northern and southern sides respectively of the roadway or incline to be authorized by the Bill, and which retaining walls respectively will commence at or near the eastern end of such roadway or incline, and terminate at or near the present river entrance to the George's-basin.

4. A tunnel or covered way on the southern side of, and running parallel with, the solid slipway or platform above-mentioned, to be used for the purpose of access to, and examining, repairing, or changing the pontoons supporting the roadway or incline above-mentioned, which said tunnel or covered way will have an outlet on the River Mersey, and communications with the solid slipway or platform above-mentioned, by means of arched openings at proper intervals, and will commence at or near the eastern end of the George's basin, and will terminate in the face of the new river wall on the southern side of the roadway or incline to be authorized by the Bill.

5. A bridge to connect the floating landing stage or platform to be authorized by the Bill, with the existing quay or river wall at or near the south-west corner of the existing Seacombe Basin.

6. A graving dock upon the site of the existing passage from George's Basin to Prince's Dock.

To authorize deviations from the lines and levels of the proposed works.

To empower the board to take or purchase by compulsion or agreement, any lands or hereditaments required for the purposes of the intended works, or of the Bill, or any easement, interest, or right over or in any lands or hereditaments, and to vary or extinguish all public, private, or other rights and privileges incidental thereto, or connected therewith, or connected with, or exercisable over, any of the quays, lands, or property now belonging to the board.

To authorize and empower the board to remove the whole or any part of the landing stage now in the low water basin at Birkenhead, and to use and appropriate the whole or some part or parts of that landing stage for the purposes of the works proposed to be authorised by the Bill.

To empower the board for any of the purposes of the proposed works, and of the Bill, to apply the income and any other monies of the board, and to borrow, and from time to time to re-borrow further money by bonds or otherwise.

To authorize the board upon such terms, and subject to such conditions, pecuniary or otherwise, as they may think proper, or as may be prescribed by the Bill, from time to time, to appropriate either permanently or temporarily the whole or any part of the proposed works, and of any other works or property of the board for the purposes of any particular class or classes of traffic, either exclusively or otherwise, or for any specific purpose, and from time to time to vary or modify any appropriation so made.

To authorize the board to levy tolls, rents, rates, and dues upon persons, goods, wares, merchandise, cattle, ships, vessels, boats, carts, carriages, and other vehicles using or passing over, or frequenting or resorting to the proposed works, or any of them, or any part or parts thereof respectively, or any other the works or property for the time being of the board, and to alter or vary the tolls, rates, and dues which the board are now authorized to take.

To enable the board or any other Corporation, company, person or persons to compound or extinguish any tolls, rents, rates, or dues payable or to become payable to the board, for such gross annual or other payments or sums, and upon such other terms and conditions as may be agreed upon.

To authorize and empower the mayor, aldermen, and burgesses of the borough of Liverpool (hereinafter called "the Corporation") and the Birkenhead Improvement Commissioners (hereinafter called "the Commissioners"), and the owners or lessees for the time being of any ferry or ferries now existing, or hereafter to be established across the River Mersey, or any one or more of them or any other corporation or persons to contribute any sum or sums of money either in gross or by way of rent charge upon any land or property of the contributing Corporation, Commissioners, or persons towards the cost of the works hereinbefore described, or towards any part or parts of such works, and to transfer to and vest in the board any land or other property belonging to the Corporation, Commissioners, or persons aforesaid, or any of them, and for the purpose of any such contribution, or for the purposes of any agreement or arrangement

under the Bill, or for any other purposes of the Bill from time to time to apply their respective corporate or other funds, property, or revenue, and to borrow and charge further sums upon the security of their respective lands, hereditaments, and property, and of any tolls, rates, duties, rents, or other income belonging to them respectively, or under their respective power or control.

To enable the board on the one hand, and the Birkenhead Improvement Commissioners and the owners or lessees for the time being of the ferries now existing or hereafter to be established across the River Mersey, or any one or more of such bodies and persons, on the other hand, from time to time to enter into and carry into effect, or to rescind or vary contracts, agreements, and arrangements with regard to any of the matters or purposes aforesaid, or the use for the purposes of the traffic of any ferries or for any other purposes of the proposed works, or any of them, or any part or parts thereof respectively; and the tolls, rates, and charges to be paid upon or in respect thereof.

To provide and declare that all goods, wares, and merchandize carried in lighters, flats, barges, or other vessels, from any portion of the proposed works to any other portion of the docks, quays, and estate of the board, on either side of the River Mersey, and vice versa, shall be free from all rights or claims (if any) on the part of the owners or lessees of any ferry or ferries now or hereafter to be established across the River Mersey.

To amend or repeal the provisions or some of the provisions of the Mersey Dock Acts Consolidation Act, 1858, as to the annual and other accounts to be kept, prepared, and printed by the Board, and to make further and other provisions with reference to the accounts to be kept by the Board, and especially (but not exclusively) to authorize the Board to carry to and include in their annual accounts all or any sums due (although not payable) to or from the Board, up to the date of the respective account, and a proportionate part of all rents, interest on borrowed monies, and other sums, payable to or by the Board at fixed or other periods accruing either previously or subsequently to the period embraced by the respective account.

To alter and prescribe the period to be included in the annual and other accounts of the Board, and to make other provisions with respect to the time and mode of keeping such accounts.

To declare and define the extent of the borrowing powers of the Board with reference especially to sections 4, 5, and 6 of the Mersey Docks (Money) Act, 1859, providing for the yearly application of the surplus of rates over payments as a sinking fund, and the extinguishment from time to time to the extent of such surplus of the borrowing powers of the Board, and if need be to restore and revive the borrowing powers of the Board which may have been extinguished by the operation of those sections, so that the Board may have power to borrow the same amount which they would be authorized to borrow if those sections had provided for the application as a sinking fund of the balance of debits and credits in lieu of the surplus only of actual receipts over actual payments.

To prescribe and regulate the application of any monies which may from time to time hereafter be received by the Board as the consideration for or in connection with the sale by them or the extinguishment of any part or parts of the town and anchorage dues leviable by the Board.

To vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

To amend or repeal, so far as may be necessary for the purposes of the Bill, the provisions or some of the provisions of the following local and personal Acts of Parliament (that is to say),—20 and 21 Vict., cap. 162; 21 and 22 Vict., caps. 90 and 92; 22 Vict., cap. 20; 23 and 24 Vict., cap. 150; 24 and 25 Vict., cap. 188; 26 Vict., cap. 54; 27 and 28 Vict., cap. 213; 29 Vict., cap. 84; 29 and 30 Vict., cap. 193; and 30 and 31 Vict., cap. 206, relating to the Board; and 21 Geo. 2, cap. 24; 26 Geo. 3, cap. 12; 1 Geo. 4, cap. 13; 5 Vict., cap. 26; 5 and 6 Vict., cap. 106; 6 and 7 Vict., cap. 109; 7 and 8 Vict., cap. 51; 9 and 10 Vict., cap. 127; 10 and 11 Vict., cap. 261; 13 and 14 Vict., cap. 80; 15 and 16 Vict., cap. 3; 17 and 18 Vict., caps. 14 and 15; 18 and 19 Vict., cap. 155; 21 and 22 Vict., cap. 80; 22 and 23 Vict., cap. 132; 23 and 24 Vict., cap. 12; 24 and 25 Vict., caps. 42 and 104; 25 and 26 Vict., caps. 107 and 126; 27 and 28 Vict., caps. 72 and 73; 28 and 29 Vict., caps. 20 and 278; 29 and 30 Vict., cap. 126; and 30 and 31 Vict., cap. 168 relating to the Corporation of Liverpool; and 3 William 4, cap. 68; 1 and 2 Vict., cap. 33; 5 Vict., session 2, cap. 5; 6 and 7 Vict., caps. 13 and 24; 7 and 8 Vict., cap. 32; 9 and 10 Vict., cap. 28; 13 and 14 Vict., cap. 3; 21 and 22 Vict., caps. 85 and 121; 26 and 27 Vict., cap. 106; and 30 and 31 Vict., cap. 92, relating to the Birkenhead Improvement Commissioners.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the intended works, together 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 of the county palatine of Lancaster, at his office at Preston, in that county; and that on or before the said 30th day of November instant, a copy of the said plans, sections, and book of reference, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of Liverpool, at his residence.

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

Dated this 14th day of November, 1870.

A. T. Squarey, Dock Solicitor, Liverpool.
J. Dorington and Co., 29, Great George street, Westminster, Parliamentary Agents.

In Parliament—Session 1871.

Lambeth Waterworks.

(New Works; Extension of District; Improved Source of Water Supply; Purchase of Land; Application of authorized Capital and Loans to the New Works; Additional Powers; Extension of Rating and other Powers of existing Acts to the extended District; 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 in order to obtain an Act to effect all or some of the following objects, viz.:

To confer upon the Company of Proprietors of Lambeth Waterworks (hereinafter called "The Company") all or some of the following powers:

To construct and maintain all or some of the following works, or some part or parts thereof, viz.:

A conduit or aqueduct commencing in the River Thames, in the parish of West Molesey, otherwise West Moulsey, in the county of Surrey, at a point about 902 yards, measuring along the course of the river, to the westward of the western end of a certain island in the River Thames, called Platts Ait, and terminating in an intended reservoir, next hereinafter described near the River Thames, in the same parish, at a distance of about 53 yards from the first-mentioned point, where the said conduit or aqueduct commences in the River Thames.

A reservoir near the River Thames, at the termination of the last-mentioned conduit or aqueduct, in the said parish of West Molesey, otherwise West Moulsey, on land in the occupation of George Edmonds, to receive the water flowing from the River Thames through the said conduit or aqueduct.

A conduit or aqueduct commencing from and out of the said intended reservoir, on the opposite side to where the said first-mentioned conduit is intended to enter the said intended reservoir, in the parish of West Molesey, otherwise West Moulsey aforesaid, passing thence into or through the parishes of West Molesey, otherwise West Moulsey, East Molesey, otherwise East Moulsey, Thames Ditton, and Long Ditton, and terminating by a junction with the existing eastern subsiding reservoir, of the Company, in the parish of Long Ditton, all in the county of Surrey.

All necessary works and conveniences pertaining to or convenient, or proper to be constructed, in connection with the other works in this notice referred to, mentioned, or described.

The lands intended to be purchased and the works proposed to be constructed will be situate in or pass through or into the several parishes, townships, extra-parochial and other places of West Molesey, otherwise West Moulsey, East Molesey, otherwise East Moulsey, Thames Ditton, and Long Ditton, or some of them, all in the county of Surrey.

And it is intended by the said Bill, to authorize the Company to divert, take, use, and appropriate for the purposes of their undertaking, the waters of the River Thames, from or near the above-mentioned point, in the parish of West Molesey, otherwise West Moulsey aforesaid.

And it is intended by the said intended Bill to apply for powers and authorities for all or some of the following purposes, that is to say:—

To authorize the Company to make, lay down, and maintain all necessary embankments, dams, sluices, cuts, channels, conduits, drains, mains, pipes, wells, ponds, tanks, engines, buildings, and other works and conveniences necessary and proper for carrying out the objects and purposes of the said Bill.

To authorize the Company to lay down and maintain conduits, aqueducts, pipes, drains, culverts, and other works, in, under, along, or across streets, roads, public highways, rivers, streams, bridges, and other places, and for any of the purposes of the said Bill, to cross, break up, alter, divert, or stop up either temporarily or permanently roads, highways, streets, squares, alleys, footpaths, public places, bridges, canals, towing paths, railways, tramways, sewers, drains, streams, and watercourses in the before-named parishes and places.

To authorize the Company to purchase compulsorily houses, lands, and hereditaments, and to purchase or acquire easements or rights in, over,

under, through, and along any private roads or private lands and streams, shown on the deposited plans for the purposes of the said Bill, and to purchase by agreement other lands, easements, and hereditaments, and to vary, alter, or extinguish all or any rights, privileges, or disabilities connected with any houses, lands, streams, and hereditaments, or other property, or the owners, lessees, or occupiers thereof, authorized to be taken or acquired under the said Bill.

To authorize the Company in constructing the works to be authorized by the said Bill to deviate from the line of works shown on the deposited plans hereinafter mentioned to the extent of the limits of deviation shown on those plans, and otherwise to deviate in the construction of the works as shall be defined by the said Bill.

To repeal and extinguish all existing powers, authorities, rights, privileges, and exemptions which would in any manner interfere with the execution of the powers to be conferred by the said Bill, and to confer, vary, and extinguish other rights, privileges, and exemptions.

To authorize the Company to apply any of their present authorized capital and loans towards the execution and carrying out of the works and objects of the said Bill.

To extend the limits of the district within which the Company are authorized to supply water to the whole of the aforesaid parishes of West Molesey, otherwise West Moulsey, and East Molesey, otherwise East Moulsey, and to extend the powers of the Company to break up streets, roads, and public places in the extended district, and to lay down and construct therein and thereunder aqueducts, pipes, and all other necessary or proper works, and to levy tolls, rates, and duties, within the extended district, and generally to extend all or some of the provisions of the Acts of Parliament relating to the Company to such extended district.

To prescribe the periods for balancing the books and closing the register of transfers of the Company.

To make provisions respecting written notices to the Company for discontinuing water supply—qualifications and disqualifications of directors—jurisdiction of judges and justices—contents of summonses and warrants of distress—and as to operation of penal enactments.

To incorporate and include in the said Bill, with or without modifications thereof, all or some of the powers and provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Waterworks Clauses Act, 1847," "The Railway Companies Arbitration Act, 1859," and all other powers and provisions usual in Bills of a like nature, or necessary or expedient for effecting the objects and purposes of the said Bill.

To alter, amend, repeal, vary, or enlarge, so far as may be deemed necessary or expedient for effecting the objects and purposes of the said Bill, the provisions of the following local and personal Acts of Parliament, or some of them, relating to the Company; viz.:—"The Lambeth Waterworks Act, 1848," "The Lambeth Waterworks Act, 1856," and "The Lambeth Waterworks Act, 1869."

Duplicate plans of the said intended conduits, aqueducts, and other works to be authorized by the said Bill, and of the lands and houses in and through which the same are intended to be made, and of the lands and houses intended to be taken, or which may be taken, for the purposes of the said Bill, and duplicate sections to such plans, showing the lines, situations, and levels of the said intended works, together with 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, 1870, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office, in North-street, Lambeth, in the county of Surrey; and on or before the said 30th day of November, 1870, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended works are proposed to be made, or any lands proposed to be taken, are situate, and also 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 place of abode.

On or before the 21st day of December, 1870, printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1870.

Bell and Stewards, 49, Lincoln's-inn-fields.

Muswell Hill Estate and Railways.

Abandonment of Railway No. 2, and part of Railway No. 1, authorised by "The Muswell Hill Estate and Railways Act, 1866"; Extension of Time for completion of the rest of the Undertaking authorized by same Act; Amendment of Act.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to extend the time limited by "The Muswell Hill Estate and Railways Act, 1866," for the compulsory purchase of lands, with respect to so much of the Railway authorized by the said Act, and therein called Railway No. 1, as lies between the commencement of the said Railway, near the building called the Alexandra Palace, and the authorized junction therewith of the railway authorized by the same Act, and therein called Railway No. 3, and also with respect to the said Railway No. 3.

Also to extend the time limited by the said Act for the construction and completion of the said part of the said Railway No. 1, and of the said Railway No. 3, and the abandonment or relinquishment of the construction of the remaining part of the said Railway No. 1, and of the Railway authorised by the same Act, and therein called Railway No. 2.

Also to make provision for releasing or indemnifying the Muswell Hill Estate and Railway Company (Limited), from or with respect to any pecuniary forfeiture, penalties, or loss which they may have incurred or sustained by reason or in consequence of the non-completion of the railways authorized by the said Act, or any of them, or any part or parts thereof respectively, or any works connected therewith, and to repeal or amend certain of the provisions of the said Act, and to vary or extinguish all existing rights and privileges which might interfere with 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, or some of them, will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this 17th day of November, 1870.

Markby and Tarry, 57, Coleman-street, London, Solicitors.

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

Euston, St. Pancras, and Charing-cross Railway.

(Construction of Railways from the London and North Western Railway, at Euston Station, and the Midland Railway near St. Pancras Station, to the Charing-cross Railway at Charing-cross, and streets between Oxford-street and Leicester-square, and between Leicester-square and Castle-street; Special Provisions as to Powers of Deviation, Construction of Shafts, &c., Underpinning Buildings, Purchase, Sale, and Disposition of Lands, Incorporation of Company; Powers of Construction of proposed Works to Company to be Incorporated, London and North Western, Midland, and South Eastern Railway Companies, and Metropolitan Board of Works, or any of them; Arrangements with and between, and Powers of Contribution, Subscription, and Guarantee, and Raising and Application of Moneys to and other Provisions affecting the London and North Western, Midland, and South Eastern Railway Companies, and Metropolitan Board of Works; Provisions as to Vesting of Lands in Metropolitan Board of Works; Amendment or Repeal 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 following, or some of the following, among other purposes, that is to say:—

To make and maintain the following railways, or some or one of them, or some part or parts thereof respectively, with all proper and necessary stations, sidings, approaches, communications, works, and conveniences connected therewith or incidental thereto respectively, that is to say:—

A railway (hereinafter referred to as Railway No. 1) commencing in the parish of St. Pancras, in the county of Middlesex, by a junction with the London and North Western Railway in the Euston Station, at or near a point (situated between the parcels office on the western side of the station and the western booking-office) 117 yards or thereabouts, measured in a north-westerly direction, from the centre of Drummond-street, and 30 yards or thereabouts, measured in a north-easterly direction, from the centre of Whittlebury-street, and terminating in the parish of St. Martin-in-the-fields, in the said county, by a junction with the Charing-cross Railway of the South Eastern Railway Company at a point on the northernmost brick pier of the Charing-cross Bridge, beneath the signal-bridge; which said intended railway (No. 1) will be made or pass from, in, through, or into the several parishes following, or some of them, that is to say, St. Pancras, St. Marylebone, St. Giles-in-the-fields, St. Anne, Soho, and St. Martin-in-the-fields, all in the county of Middlesex.

A railway (hereinafter referred to as Railway No. 2) to be wholly situate in the said parish of St. Pancras, in the said county, commencing by a junction with the railway or branch connecting the Midland Railway with the Metropolitan Railway at or near a point beneath Brewer-street, and distant 73 yards or thereabouts, measured in a northerly direction from the point of intersection of that street and Chapel-street, and terminating by a junction with the intended Railway No. 1, at or near to the house No. 1, Melton-street, in the occupation of Patrick Hill and others.

A railway (hereinafter referred to as Railway No. 3) to be wholly situate in the said parish of St. Pancras, in the said county, commencing by

a junction with the London and North Western Railway in the Euston Station, on the eastern side thereof, at a point (adjoining the arrival platform) 175 yards or thereabouts, measured in a north-westerly direction, from the centre of Drummond-street, and 65 yards or thereabouts, measured in a south-westerly direction from the centre of Seymour-street, and terminating by a junction with Railway No. 2, in Euston-mews, at or near the stables and premises situate at the rear of the house No. 27, Euston-square.

To make and maintain the said intended railways wholly or partly as underground railways.

To make and maintain the following streets, or one of them, or some part or parts thereof respectively, with all necessary and proper roadways, footways, approaches, drains, culverts, and other works and conveniences connected therewith, and with power to make subways under the same respectively, that is to say:—

A street (No. 1) to be wholly situate in the parishes of St. Anne, Soho, and St. Giles-in-the-fields, in the said county, commencing on the southern side of Oxford-street, at a point 6 yards or thereabouts, measured in a westerly direction, from the north-western corner of Crown-street, and terminating on the northern side of Leicester-square at a point 11 yards or thereabouts, measured in a westerly direction, from the south-western corner of Leicester-place.

A street (No. 2) to be wholly situate in the parish of St. Martin-in-the-fields, in the said county, commencing at or in the south-east corner of Leicester-square, and terminating on the western side of Castle-street at a point 10 yards or thereabouts, measured in a northerly direction from the point of intersection of the western side of Castle-street and the northern side of Orange-street.

To cross, stop up, alter, remove, divert, or otherwise interfere with, either temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths, or places, railways, tramways, rivers, bridges, wharves, quays, landing places, market places, sewers, culverts, drains, pipes, telegraphs, pneumatic tubes, or other works or conveniences within or adjoining the aforesaid parishes or places, or any of them, and to appropriate and use the same, and the subsoil and under surface thereof, for the purposes of the intended works, and also to appropriate and use the under surface of any streets, roads, squares, passages, or places under or along which any of the proposed works are intended to be made, and in connection with the intended streets, or either of them, and as part of the works, and within the parishes and places before mentioned, or any of them; to make and maintain junctions and communications with any existing streets which may be intersected or interfered with by or be contiguous to the line of the intended streets, or either of them, and to alter the line or levels of any existing streets, roads, or ways, for the purpose of connecting the same with the intended streets, or either of them.

To make and maintain shafts or openings from the surface of any road, street, or square to any portion of the proposed railways constructed under the surface thereof, subject to such provisions and limitations as may be contained in the Bill.

To deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned to such extent as may be authorized

by, or determined under, the powers of the Bill, and whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

To underpin or otherwise secure or strengthen any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings may not be required for the purposes thereof.

To purchase, by compulsion or agreement, lands, houses, and other property and easements and other rights in or over any lands, houses, or other property for the purposes of the intended works, and to purchase by compulsion or agreement the whole of the lands, houses, and other property in the parishes aforesaid, shown on the plans hereinafter mentioned, and to vary and extinguish all rights and privileges connected with such lands, houses, and other property.

To sell and convey, demise and lease, let or otherwise dispose of any lands and hereditaments, or any right or interest in any lands and hereditaments purchased or acquired under the powers of the Bill, and which may not be required for the intended works or other the purposes of the Bill.

To levy tolls, rates, and duties for the use of the intended railways and works, and to grant exemptions from the payment of such tolls, rates, and duties.

To incorporate a Company (hereinafter referred to as the Company) for the purpose of making and maintaining the intended railways, streets, and works, and other the purposes of the Bill, or any or either of them, or to authorize the London and North Western Railway Company, the Midland Railway Company, and the South Eastern Railway Company, hereinafter referred to as the three Companies, and the Metropolitan Board of Works, and the Company, or any two or more of them jointly, or any one of them alone, to exercise and execute the powers and objects of the Bill, or some part or parts thereof, or to authorize the exercise and execution thereof, partly by one or more of the said Companies and Board, and partly by any other or others of them.

To authorize the three Companies and the Company, or any two or more of them, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by any or either of the contracting Companies of the intended railways, streets, and works, the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of the intended railways, the payments to be made, and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that 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 or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, 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.

To empower the three Companies and the Company, or any or either of them on the one hand, and the Metropolitan Board of Works on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the construction and maintenance of the intended railways, streets, and works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, the contribution of funds, and any incidental matters; and to sanction and confirm any such contracts, agreements, or arrangements which now are or which prior to the passing of the Bill may be entered into, and to authorize or provide for the vesting in the Metropolitan Board of Works, upon terms to be agreed on or prescribed by the Bill, of any lands or other property purchased or acquired under the powers of the Bill, and the maintenance thereof by the said Board for the use of the public as places of recreation or ornamental ground, or otherwise.

To authorize the three Companies and the Metropolitan Board of Works, or any of them, to subscribe and contribute funds towards the making and maintaining of the intended railways, streets, and works, or any or either of them, or any part or parts thereof respectively, and to take and hold shares in the capital of the Company, and to guarantee to or for the Company, interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of the purposes of the Bill to apply their respective funds and revenues, and (so far as relates to the three Companies or any of them) to raise more money by the creation of new shares or stock in their respective undertakings either with or without preference, priority, or guarantee, in payment of interest or dividend, and by borrowing, and either as part of their respective general share and loan capitals, or wholly or partially, as a separate share and loan capital charged primarily or exclusively on the intended railways and works, and the tolls, rates, and duties received upon or in respect thereof, and to enable the Metropolitan Board of Works, for all or any of the purposes of the Bill, to raise further moneys by rates and on mortgage or bond, or otherwise, and to authorize the three Companies or any of them to appoint directors of the Company.

To incorporate with the Bill all or some of the 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," with such variations, modifications, and exceptions as may be deemed expedient, or as may be contained in the Bill.

To alter, amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the powers and provisions of the Acts of Parliament following, or some of them, that is to say:—Local and Personal Acts, 9 and 10 Vict., caps. 204 and 231, and all other Acts relating to or affecting the London and North Western Railway Company; 7 and 8 Vict., cap. 18, 27 and 28 Vic., cap. 231, and all other Acts relating to or affecting the Midland Railway Company; 6 Wm. IV, cap. 75, 26 and 27 Vict., cap. 115, and all other Acts relating to or affecting the South Eastern Railway Company; 16 and 17 Vic., cap. 186, 27 and 28 Vic., cap. 260, 31 and 32 Vic., cap. 109, and all other Acts relating to or affecting the Metropolitan Railwa

Company; 22 and 23 Vic., cap. 137; 27 and 28 Vic., cap. 130, and any other Acts relating to or affecting the Pneumatic Dispatch Company (Limited); the Acts 26 and 27 Vic., cap. 46, and the other Acts relating to the London coal and wine duties; "The Metropolis Management Act, 1855;" "The Metropolis Management Amendment Act, 1856;" "The Metropolis Management Amendment Act, 1862;" "The Metropolitan Main Drainage Act, 1858;" "The Metropolitan Main Drainage Extension Act, 1863;" "The Metropolitan Improvement Act, 1863;" "The Thames Embankment Act, 1862;" "The Thames Embankment (North and South) Act, 1868;" "The Thames Embankment (North) Act, 1870;" and any other Acts relating to or affecting the Metropolitan Board of Works and the local management of the Metropolis, and all other Acts (if any) which may relate to or be affected by the objects of the Bill.

The Bill will vary or extinguish all rights and privileges which would in any manner impede or interfere with its objects, will alter rates, tolls, and duties, will vary and extinguish exemptions from rates, tolls, and duties, and will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

Duplicate plans and sections describing the situation, lines, and levels of the intended railways, streets, and 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 intended lines of railway delineated thereon, so as to show their 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 Middlesex, at his office at the Sessions House, Clerkenwell; 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 or through which the intended railways, streets, and 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 as follows:—

As regards the parish of St. Pancras, with the vestry clerk of that parish, at his office, at the Vestry Hall, King's-road; as regards the parish of St. Marylebone, with the vestry clerk of that parish, at his office at the Court House, Marylebone-lane, Oxford-street; as regards the parish of St. Anne, Soho, with the clerk of the Strand District Board of Works, at his office, 5, Tavistock-street, Covent-garden; as regards the parish of St. Giles-in-the-fields, with the clerk of the St. Giles District Board of Works, at his office, No. 199, High Holborn; as regards the parish of St. Martin-in-the-fields, with the vestry clerk of that parish, at the Vestry Hall, St. Martin's-lane; 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 further given, that on before the 21st 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, 1870.

Henry Toogood, 16, Parliament-street, Westminster.

Wilkins, Blyth, and Marsland, 10, St. Swithin's-lane, City.

In Parliament.—Session 1871.

The Waterford and Central Ireland, and The Kilkenny Junction Railway Companies.

(Deviations from the authorized Central Ireland Railways between Maryborough and Geashill; Abandonment of the authorized Central Ireland Railways between those places and of Railway D; Extension of time for purchase of lands for, and for construction of the remainder of the Central Ireland Railways; Purchase of additional lands on the Kilkenny Junction Railway; Amalgamation of the Waterford and Central Ireland and the Kilkenny Junction Railway Companies; Further Money Powers to them; Arrangements, Regulation, and Appropriation of their Capitals, Money Powers, and Income; Arrangements between them and the Great Western Railway Company; 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, videlicet:—

To authorize the making and maintenance of the following deviations from the lines of the Central Ireland Railways, authorized by the Central Ireland Railways Act, 1866, with stations, sidings, approaches, and other conveniences (to wit):

A Deviation Railway (No. 1), commencing in the townland of Knockmay, in the parish of Borris in Queen's County, by a junction with the Kilkenny Junction Railway, at or near Conaberry Hill, and at a point on that railway 85 yards from and to the south of the mile post indicating 58½ miles from Waterford, and passing from, in, through, or into the townlands, parishes, and places of Knockmay in the parish of Clonenagh and Clonagheen Knockmay, Maryborough, Clonminam, Rossleaghan, Clonreher, Clonsoghey, parish of Borris; Clonrook, Cappagh North, Rosnagad, O'Moores Forrest, in the parish of Clonenagh and Clonagheen; Derrycloney in the parish of Ardea; Mountmellick, Townparks, parish of Rosenallis (all in the Queen's County) or some of them, and terminating in the townland of Townparks and parish of Rosenallis, at a point on the road from Mountmellick to Rosenallis 42 chains or thereabouts to the westward of the junction of that road with the road leading from Mountmellick to Ballyfin and Mount-rath.

A Deviation Railway (No. 2), commencing in the said townland of Townparks and parish of Rosenallis, by a junction with the intended Deviation Railway (No. 1), at or near its termination as aforesaid, and passing from, in, through, or into the townland, parishes, and places of Townparks, Graigue, parish of Rosenallis; Forrest, Upper Dernacart, Garrymore, Coolavoran alias Coolagh, and Derrymullen, parish of Castlebrack (all in Queen's County), or some of them, and terminating in the said townland of Coolavoran alias Coolagh, and Derrymullen, by a junction with the Railway B, authorized by the Central Ireland Railways Act, 1866, in or near field numbered 71 in that townland, on the plans

of that railway, deposited with the Clerk of the Peace for Queen's County, and referred to in that Act.

To cross, stop up, alter, or divert temporarily or permanently, streets, courts, alleys, squares, and other places, roads, ways, footpaths, railways, tramways, telegraphs, bridges, rivers, streams, canals, aqueducts, pipes, sewers, drains, and watercourses within or adjoining the aforesaid townlands, parishes, and places or any of them.

To purchase by compulsion and otherwise lands, houses, and other property, for the purposes of the deviation railways and works, and other purposes of the intended Act.

To levy tolls, rates, and charges upon, or in respect of the intended deviation railways and works, to alter those authorized to be levied by the several Companies named in this notice, or some of them, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and charges respectively.

To authorize the abandonment of the following railways, or portions of railway, authorized by the Central Ireland Railways Act, 1866, and of the works connected therewith, viz.:

1. The whole of the Railway (A) authorized by that Act.
2. The Railway (B) authorized by that Act, from its authorized commencement up to the termination of the intended Deviation Railway No. 2, hereinbefore described.
3. The whole of the Railway (D) authorized by that Act.

To extend the time now limited by the Central Ireland Railways Act, 1866, and by a Warrant of the Board of Trade, dated 26th July, 1869, for the compulsory purchase of lands and houses for the purposes of the Railways C (from Geashill to Mullingar), E (The Geashill Junction with the Great Southern and Western Railway), and so much of Railway B as is not abandoned, as aforesaid, and of the works connected therewith respectively, and also to extend the time limited by the same Act and Warrant for the completion of those railways and portions of railway and works, and to relieve the Waterford and Central Ireland and the Kilkenny Junction Railway Companies, and any Company to be formed by the amalgamation of those Companies, from all penalties for the non-completion, within the time limited by the same Warrant and by the Central Ireland Railways Act, 1866, of all or any of the railways by that Act authorized.

To authorize the purchase, by compulsion or by agreement, of additional lands and houses for the purposes of the existing Kilkenny Junction Railway and works connected therewith, which lands and houses are situate as follows:—

1. Lands and houses in the townland of Leggetsrath West, parish of St. John and county of the city of Kilkenny, at or adjacent to the westward side of the Kilkenny Station.
2. Lands and houses in the townland of Maryborough, parish of Borris, in Queen's County, at or near to the Maryborough Station, and bounded on the north-west by the Kilkenny Junction Railway.

To authorize the Waterford and Central Ireland Railway Company and the Kilkenny Junction Railway Company (hereinafter called the Two Companies), or any Company to be formed by the amalgamation of the two Companies (hereinafter called the Amalgamated Company), or either of those Companies, jointly or severally to make and maintain the deviation railways and works, or any part of the deviation railways and works

to be sanctioned, and to exercise the powers, or any of the powers to be conferred by the intended Act.

To authorize the two Companies, or either of them, or the Amalgamated Company, for the objects, or any of the objects of the intended Act, or of their existing Acts, or of the Central Ireland Railways Act, 1866, to apply their corporate funds and revenues, and to raise more money by creating new preferential and ordinary shares or stock in their undertakings, with or without special privileges, and by borrowing on mortgage, or otherwise, and to grant annuities or rent charges; and to repeal or amend so much of the Central Ireland Railways Act, 1866, as provides for their raising money by ordinary shares or ordinary stock, for the purposes thereof, and as relates to a joint committee.

To authorize the amalgamation and consolidation upon such terms as may be agreed upon, or provided in the intended Act of the two Companies, and their undertakings, capitals, mortgage, and other debts and liabilities, stocks, shares, proprietaries, revenues, railways, works, and conveniences, constructed or to be constructed, lands, property, estate, and effects, rights, powers, and privileges, agreements, and benefit of agreements, present or future, and to confer upon the Amalgamated Company a new name.

To sanction and give effect to contracts or arrangements between the two Companies and the Great Western Railway Company, or any two of those Companies, with reference to the conduct and management of the traffic to, from, and over the railways and works of all or any of them, or any part thereof, or any railway worked or used by any of them, the interchange, collection, accommodation, transmission, and delivery of traffic, coming from, or destined for all or any of such railways (including any transit by sea), the rents, contributions, and payments, rebates, reductions, and allowances, now or hereafter to be paid, allowed, and made by, to, or between any or either of the said Companies, and any incidental matters, and the confirming, rescinding, or varying of existing contracts or arrangements.

To authorize the appropriation, for the purposes of the Central Ireland Railways, and the proposed deviations and works, or of any part thereof, of all or any rents, contributions, rebates, allowances, or other moneys paid or payable by any Company to the two Companies, or either of them, or the amalgamated Company, and the mortgaging or other disposition of such moneys. And also to authorize the appropriation for those purposes of the income from the Central Ireland Railways, and the said deviations and works, and of rebates and allowances, or other payments in respect of traffic passing over the same and over other railways of the two Companies, or of either of them, or of the amalgamated Company; and to authorize the two Companies, or the amalgamated Company, to make or grant such last-mentioned rebates, allowances, and payments, and the mortgaging or other disposition of such moneys.

To authorize, in certain events, the appropriation of the funds and income of the Central Ireland Railways, and the said deviations and works beyond a certain amount to the undertakings and purposes of the two Companies, or of the amalgamated Company.

To vary or extinguish all rights and privileges of mortgagees or bondholders, or holders of preference shares or stock, of either of the two Companies, and all other rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

To amend the (local) Acts of Parliament following, viz., 8 and 9 Vict., cap. 87; 11 and 12 Vict., cap. 61; 13 and 14 Vict., cap. 62; 14 and 15 Vict., cap. 141; 21 and 22 Vict., cap. 48; and 31 and 32 Vict., cap. 141, relating to the Waterford and Central Ireland Railway Company; 23 and 24 Vict., cap. 153; 24 and 25 Vict., cap. 232; 27 and 28 Vict., cap. 300; 30 and 31 Vict., cap. 159, relating to the Kilkenny Junction Railway Company. The Central Ireland Railways Act, 1866, 5 and 6 William 4, cap. 107; 18 and 19 Vict., cap. 98; 26 and 27 Vict., cap. 198; and any other Acts relating to the Great Western Railway Company.

On or before the 30th day of this present month of November, the following documents will be deposited for public inspection, and each deposit will include a copy of this notice, as published in the Dublin Gazette, viz.:

(a.) Plans and sections of the intended deviation railways and works, with a book of reference to the plans, describing the lands and houses intended to be taken for the purposes of such railways and works, and a published map, with the lines of the intended deviation railways delineated thereon, and also plans of the additional lands and houses which may be taken as aforesaid, with a book of reference to those plans will be deposited at the offices of the clerks of the peace for Queen's County, at Maryborough aforesaid; for the county of Kilkenny, at Kilkenny; and for the county of the city of Kilkenny, at Kilkenny.

(b.) A copy of so much of the said plans, sections, and book of reference as relates to each parish or place in or through which the intended deviation railways and works will be made, or in which any of the said additional lands and houses are situate, will be deposited as follows, viz.:—For the several parishes or places of Clonenagh and Clonagheen, Borris, Ardea, Rosenallis, Castlebrack, and Maryborough (which are in the Poor Law Union of Mountmellick), with the clerk of that Union, at his office at the Poor Law Union Workhouse at Mountmellick; and for the parish of St. John and townland of Leggetsrath West (which are in the Poor Law Union of Kilkenny) with the clerk of that Union, at his office at the Poor Law Union Workhouse at Kilkenny.

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

Dated this 9th day of November, 1870.

S. F. Noyes, 1, Broad Sanctuary, Westminster, Solicitor for the Bill.

J. Dorington and Co., 29, Great George-street Westminster, Parliamentary Agents.

In Parliament.—Session 1870.—71.

Albert Bridge.

(Revival of Power and Extension of Time for 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 Albert Bridge Company, for leave to bring in a Bill and to pass an Act to revive, continue, and enlarge the powers granted

by "The Albert Bridge Act, 1864," and "The Albert Bridge Act, 1869," to extend the time limited for the completion and opening for public use of the bridge and works authorised by "The Albert Bridge Act, 1864," and "The Albert Bridge Act, 1869," and otherwise to alter, amend, extend, enlarge, or repeal, all or any of the powers and provisions of the said Acts, and of any other Act or Acts capable of impeding or interfering with the objects aforesaid.

And notice is hereby further given, that printed copies of the intended Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1870.

Mayhew, Salmon, and Whiting, No. 30, Great George-street, Westminster, Solicitors to the Company.

In Parliament—Session 1871.

The Watermen's Company and the Thames Conservancy.

A Bill for amending the Acts relative to the Election of the Master, Wardens, and Assistants of the Watermen and Lightermen's Company; and for other purposes.

NOTICE is hereby given, that application is intended to be made in the ensuing session for leave to bring in a Bill and to pass an Act for all or some of the following, among other purposes; viz.:

1. To alter and vary the constitution and mode of election of the Master, Wardens, and Assistants of the Watermen and Lightermen's Company.

2. To enact that the Master, Wardens, and Assistants shall be elected by all the registered Freemen of the said Company.

3. That such elections shall be taken by ballot.

4. That the said Company shall have power to elect two representatives as members of the Thames Conservancy Board.

5. That the mode of such elections shall be regulated by Bye-Laws, under the superintendence and control of the Board of Trade.

To vary and extinguish all existing rights and privileges which would interfere with the objects of the said Bill, and to confer other rights and privileges; and the said Bill will incorporate with itself the necessary provisions of "The Watermen's and Lightermen's Amendment Act, 1859;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Companies Clauses Act, 1863;" "The Thames Conservancy Acts, 1857 and 1864;" "The Thames Acts 1857 to 1870; and other general Acts, with such alterations and modifications as may be necessary, so far as may be necessary for all or any of the objects and purposes of the said intended Bill, the above-mentioned public local or personal Acts will be repealed, altered, or amended, and all other Acts of Parliament, in any way relating to the Watermen's Company and the Thames Conservancy, will be repealed, altered, or amended.

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 12th day of November, 1870.

Merriman and Co., 28, Queen-street, Chancery-lane, E.C., and 2, Poet's-corner, Westminster, Solicitors for the Bill.

Pimlico, Peckham, and Greenwich Street
Tramways.
(Blackheath and Lewisham Extensions, &c.)

(Construction of Street Tramways at Blackheath, Lewisham, and Shooter's Hill—Compulsory user of Streets, &c.—Tolls—Provisions for use of Tramways and Streets traversed—Agreement with and powers to Metropolitan Board of Works, Street Authorities, &c.—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, for a Provisional Order, authorizing the Pimlico, Peckham, and Greenwich-street Tramways Company, who are hereinafter referred to as "the Company," to construct and maintain the street tramways described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively, that is to say—

(1) A Tramway No. 1, commencing in the Blackheath-road, in the parish of Greenwich, in the county of Kent, by a junction with the Tramway No. 4a, authorized by the "Pimlico, Peckham, and Greenwich-street Tramways Act, 1870," at a point $2\frac{1}{2}$ chains or thereabouts, west of the north-west corner of the George and Dragon Tavern, situate at the junction of Lewisham-road with Blackheath-hill, and passing thence in an easterly direction along the Blackheath-road, into and along the Lewisham-road, and terminating in that road, in the parish of Lewisham, in the county of Kent, opposite or nearly opposite the end of Cock Shed-lane, Rushey-green. At the commencement of the proposed Tramway No. 1, its centre line will be 4 feet 6 inches from and on the south side of the imaginary centre line of Blackheath-road and thence will gradually approach until in the length of half a chain it reaches the said imaginary centre line, and thence for a further length of half a chain the tramway will be laid along the centre of Blackheath-road aforesaid, and thence the tramway will pass by a line curving to the south-eastward into the Lewisham-road, and will be laid along the centre of that road to the termination of the tramway, except that (A), at a point about $4\frac{1}{2}$ chains southward of the junction of Morden-hill with Lewisham-road, the centre line of the tramway will gradually diverge eastward from the imaginary centre line of the road, until in the length of half a chain it will attain the distance of 4 feet from and on the eastern side of the said imaginary centre line, and will continue at that distance from and on that side of the said imaginary centre line for the length of one quarter of a chain, and thence will again gradually approach until in the further length of half a chain it again reaches the centre of the road; and (B), at a point about one and a half chains northward of the junction of Avenue-road with Lewisham-road, the centre line of the tramway will gradually diverge to the eastward from the imaginary centre line of the road until, in the length of three-quarters of a chain, it attains a distance of four feet six inches from and on the east side of the said imaginary centre line, and will continue at that distance from and on the same side of the said imaginary centre line for the length of half a chain, and thence will again gradually approach until, in the further length of three-quarters of a chain, it again reaches the centre of the road; and (C), at a point one and a half chains or thereabouts, south of the most

southerly entrance to Lewisham parish church-yard from the Lewisham-road, the centre line of the tramway will gradually diverge to the eastward from the imaginary centre line of the road until, in the length of three-quarters of a chain, it attains a distance of four feet six inches from and on the east side of the said imaginary centre line, and will continue at that distance from and on the same side of the said imaginary centre line for the length of half a chain, and thence will again gradually approach until, in the further length of three-quarters of a chain, it again reaches the centre line of the road; and (D), at a point one and a quarter chains south of the junction of Willow-walk with Lewisham-road, the centre line of the tramway will gradually diverge to the eastward from the imaginary centre line of the road until, in the length of three-quarters of a chain, it attains a distance of four feet six inches from and on the east side of the said imaginary centre line, and will continue at that distance from and on the same side of the said imaginary centre line for the further length of half a chain, and will thence gradually approach until, in the further length of three-quarters of a chain, it again reaches the centre of the road.

(1a.) A short junction tramway (No. 1a), half a chain in length wholly situate in the Blackheath-road, and in the parish of Greenwich aforesaid, commencing by a junction with the tramway No. 4, authorized by the Pimlico, Peckham, and Greenwich Street Tramways Act, 1870, at a point 9 feet northward of the point of commencement as above described of the proposed tramway No. 1, and terminating by a junction with that proposed tramway at a point half a chain east of its commencement. The centre line of the proposed tramway No. 1a, will at its commencement be 4 feet 6 inches from and north of the imaginary centre line of Blackheath-road, and will thence gradually approach until at the termination of the tramway it reaches the centre of the street.

(2.) A short junction tramway (No. 2), 51 yards or thereabouts in length, and wholly situate in the parish of Greenwich, in the county of Kent, commencing in the open space out of which Blackheath-hill, Blackheath-road, South-street, and Lewisham-road run at a point one and a half chains or thereabouts, from and north of the northern end of the George and Dragon public house at the corner of Blackheath-hill and Lewisham-road, and proceeding thence in a southerly direction across the open space aforesaid, into and along Lewisham-road, and terminating in that road by a junction with the proposed tramway No. 1, above described.

(3.) A tramway or passing place (No. 3), wholly in the Lewisham-road and parish of Lewisham aforesaid, commencing and terminating by junctions with the proposed tramway No. 1, the point of commencement being about four and a half chains, and the point of termination about five and three-quarters chains south-east respectively of the junction of Morden-hill with Lewisham-road.

The centre line of the proposed Tramway No. 3 will be on the west side of and at the distance of four feet from the imaginary centre line of the Lewisham-road except that for a length of half a chain at the commencement and for a 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 imaginary centre line of the said road.

(4.) A tramway or passing place (No. 4) wholly in the Lewisham-road, in the parish of Lewisham aforesaid, commencing and terminating by junctions with the proposed Tramway No. 1, the point of commencement being one and a half chains or thereabouts northwards, and the point of termination being half a chain or thereabouts southward respectively of the junction of Avenue-road with the Lewisham-road.

The centre line of the proposed Tramway No. 4 will be on the west side of and at the distance of four feet six inches from the imaginary centre line of the Lewisham-road except that for a length of three-quarters of a chain at the commencement, and for a like length at the termination of the tramway the centre line of the tramway will gradually approach until at the commencement and termination respectively of the tramways, it reaches the imaginary centre line of the said road.

(5.) A tramway or passing place (No. 5) wholly in the Lewisham-road and parish of Lewisham-aforesaid, commencing and terminating by junctions with the proposed Tramway No. 1, the point of commencement being one and a half chains or thereabouts, and the point of termination being three and a half chains or thereabouts southward respectively, of the most southerly entrance to Lewisham parish churchyard from the Lewisham-road.

The centre line of the proposed Tramway No. 5 will be on the west side of and at the distance of 4 feet 6 inches from the imaginary centre line of the Lewisham-road, except that for a length of three-quarters of a chain at the commencement, and for a like length 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 imaginary centre line of the said road.

(6.) A tramway or passing place (No. 6) wholly in the Lewisham-road and parish of Lewisham aforesaid, commencing and terminating by junctions with the proposed Tramway No. 1, the point of commencement being one and a quarter chains or thereabouts southward, and the point of termination being three and a quarter chains or thereabouts southward of the junction of Willow-walk with the Lewisham-road.

The centre line of the proposed Tramway No. 6 will be on the west side of and at the distance of 4 feet 6 inches from the imaginary centre line of the Lewisham-road except that for a length of three-quarters of a chain at the commencement, and for a like length 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 imaginary centre line of the said road.

A Tramway, No. 7, commencing at the foot or west end of Blackheath Hill, in the parish of Greenwich, by a junction with the Tramway No. 6, authorized by the "Pimlico, Peckham and Greenwich Street Tramway Act, 1869," (hereinafter called the Act of 1869), at the termination of that authorized tramway, passing thence in an easterly direction, along Blackheath-hill, into and along Dover-road, and into the road leading from Dover-road on to Blackheath, passing immediately to the north end of Lansdowne-place, and terminating in the parish of Lewisham, at a point about one and three-quarter chains south-east from the mile stone in the Dover-road denoting the distance of five miles from London Bridge.

The proposed Tramway No. 7, will, at its com-

mencement, be situate in the open space out of which Blackheath-hill, South-street, Blackheath-road and Lewisham-road lead, at a point about thirty-five feet northwards of the north-west corner of the George and Dragon Tavern, and will run thence, for the length of a chain, in a curved line eastwards, and will then be in the centre of Blackheath-hill, and thence the centre line of the tramway will gradually diverge northward from, until in the further length of one chain it reaches the distance of 4 feet 6 inches from and north of the said imaginary centre line and will continue at that distance from and on the same side of the centre line, for a further length of three-quarters of a chain, and thence it will for a further length of one chain, gradually approach, until it reaches the centre of Blackheath-hill, and thence the tramway will be laid in the centre of the road, to a point two and a half chains east of Dartmouth-row, and thence the centre line of the tramway will, for a length of three-quarters of a chain gradually diverge to the southward from until it attains the distance of 4 feet 6 inches from and on the south side of the imaginary centre line of Dover-road, and will for the further length of about three-quarters of a chain gradually approach until it reaches the centre of the road, and thence to its termination the tramway will be laid in the centre of the road.

A Tramway No. 7a, wholly situate in the parish of Greenwich, commencing by a junction with Tramway No. 6, authorized by the Act of 1869, at a point one chain west of its authorized termination passing thence in an easterly direction into and along Blackheath-hill, and terminating by a junction with the proposed Tramway No. 7 above described at a point about three chains westward of the junction of Merton's-place with Blackheath-hill.

The proposed Tramway No. 7a, will at its commencement be laid in the open space aforesaid, at the junction of Blackheath-hill, South-street, Blackheath-road, and Lewisham-road, and will thence run in a curved line eastward until at the length of three chains from its commencement it attains the distance of 4 ft. 6 in. from and on the south side of the imaginary centre line of Blackheath-hill, and will continue at that distance from and on that side of the said imaginary centre line to a point three-quarters of a chain west of the termination of the tramway from which point the centre line of the tramway will gradually approach until at the termination of the tramway it reaches the centre of Blackheath-hill.

A short junction Tramway No. 7b, (1 chain in length) wholly situate in Blackheath-hill, in the parish of Greenwich aforesaid, commencing by a junction with the proposed Tramway No. 7a, above described opposite the centre of Plum-bridge-street, and running thence in a westwardly direction to and terminating by a junction with the proposed Tramway No. 7 above described.

The proposed Tramway No. 7b, will at its commencement be 4 feet 6 inches from and south of the imaginary centre line of the road, and will thence gradually approach until at its junction with the proposed Tramway, No. 7, it reaches the centre of the road.

A Tramway, or passing place, No. 7c, (3 chains in length) wholly situate in the Dover-road, in the parish of Lewisham aforesaid, commencing and terminating by junctions with the proposed Tramway No. 1, above described, the point of commencement being about 2½ chains east of the junc-

tion of Dartmouth-row with Blackheath-hill, and the point of termination being half a chain west of the point of termination as above described of the said proposed Tramway No. 7.

The proposed Tramway No. 7c, will be at its commencement and termination respectively in the centre of the road passing from the one point to the other by a gradually curving line which at its greatest distance will be 9 feet from and north of the centre line of the proposed Tramway No. 7.

A short junction Tramway No. 7d (three-quarters of a chain in length) wholly situate in the parish of Lewisham, commencing by a junction with the proposed Tramway No. 7c, at a point about 2 chains west of its termination as above described, running thence eastward for a length of three-quarters of a chain to and terminating by a junction with the proposed Tramway No. 7.

The proposed tramway No. 7d will at its commencement be 4 feet 6 inches from and on the north side of the imaginary centre line of Dover-road, and will thence gradually diverge southward until at its termination it reaches the centre of the road.

A tramway No. 8, wholly situate in the parish of Lewisham, commencing by a junction with the proposed tramway No. 7 at its termination as above described, passing thence in an easterly direction along the road, immediately to the northward of Lansdowne-place, and thence from the north-east corner of Lansdowne-place in a southerly direction into and along the road opposite the Hare and Billet tavern, to and northward of All Saints' Church to Montpelier-place, and terminating in that road at a point about three and a half chains westward of the west end of that church.

The proposed tramway No. 8 will be throughout in the centre of the road, except between the point of commencement and termination of the proposed tramway No. 8a hereinafter described where the centre line of each tramway will be 4 feet 6 inches from the imaginary centre line of the road, Tramway No. 8 being to the north, and Tramway No. 8a being to the south of the said imaginary centre line, except for a length of three-quarters of a chain at each end of the said Tramway No. 8a, for which length the centre line of each tramway will gradually approach until it reaches the centre of the road.

A Tramway No. 8a (3 chains in length) wholly situate in the parish of Lewisham aforesaid, commencing and terminating by a junction with the proposed Tramway No. 8 above described, the point of commencement being about 19½ chains and the point of termination being about 16½ chains north-west respectively of the north-west corner of the Hare and Billet public-house, at or near the east end of Elliott-place.

(The centre line of Tramway No. 8a will be throughout on the south side of and 4 feet 6 inches from the imaginary centre line of the road, except that for a length of three-quarters of a chain at its commencement, and for a like length at its termination it will gradually approach until at the said commencement and termination respectively it reaches the centre line of the road.)

A tramway No. 9, wholly situate in the parish of Lewisham aforesaid, commencing by a junction with the proposed tramway No. 8 at its termination as above described, passing thence in an easterly direction along the said road to the northward of All Saints' Church aforesaid, into and in a north-easterly direction along Montpelier-place, and terminating in the open space

opposite the Princess of Wales inn, at a point 1 chain north-west of the north end of Paragon-mews.

The proposed Tramway No. 9 will be laid throughout along the centre of the road.

A tramway No. 9a, wholly in the parish of Lewisham, commencing by a junction with the proposed Tramway No. 8 at its termination as above described, passing thence along the road to the southward of All Saints' Church aforesaid, into, and along Montpelier-place, and terminating in Montpelier-place by a junction with the proposed Tramway No. 9, opposite the house No 16, in that place, and in the occupation of Thomas Parker, Esquire.

The proposed Tramway No. 9a, will be laid throughout along the centre of the road.

A Tramway No. 10, commencing in the parish of Lewisham aforesaid, by a junction with the proposed Tramway No. 9 at its termination as above described, passing thence along the road leading in a direct line from the Princess of Wales inn aforesaid, to Charlton-lane, and thence in an easterly direction along Shooter's-hill-road, and terminating in that road in the parish of Greenwich, at a point about one chain south eastward of the east end of the Sun-in-the-sands Tavern.

The proposed Tramway No. 10 will be laid throughout along the centre of the road, except that (a) from a point about six and a quarter chains south-west of the north end of St. Germain's-place, the centre line of the tramway will gradually diverge to the northward from until in the length of three-quarters of a chain it reaches the distance of 4 feet 6 inches, from and north of the imaginary centre line of the road, and will continue at that distance, and to the northward as aforesaid of the imaginary centre line for a further length of five and a half chains, and thence will gradually approach for the length of another chain until it reaches the centre line of the road; and (b) that from a point three chains west of its termination the centre line of the proposed tramway will gradually diverge from until in the length of three-quarters of a chain it attains the distance of 4 feet 6 inches from and north of the imaginary centre line of the Shooter's-hill-road, and will continue at that distance from and on that side of the said imaginary centre line to the termination of the tramway.

A Tramway No. 10a, wholly situate in the parish of Greenwich, commencing by a junction with the proposed Tramway No. 10, at a point about six and a quarter chains south-west of the north-east corner of St. Germain's-place aforesaid, passing thence in a north-easterly direction to the north end of St. Germain's-place, and thence along the road immediately to the north-west of St. Germain's-terrace into Shooter's-hill-road, and thence eastward along Shooter's-hill-road, and terminating in the last-mentioned road at a point about two chains west of the junction therewith of Kidbrooke-park.

The proposed Tramway No. 10a will at its commencement be in the centre of the road, and will thence gradually diverge from and to the southward of the imaginary centre line of the road until in the length of three-quarters of a chain it attains the distance of 4 feet 6 inches from and on the south 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 a point opposite the centre of St. Germain's-place at its north end, and thence to its termination the tramway will be laid along the centre of the road.

A short junction Tramway No. 10b, wholly in Shooter's-hill-road, in the parish of Greenwich, commencing by a junction with the proposed Tramway No. 10 at a point about three chains west of its termination as above described, and terminating at a point nine feet south of the point of termination, as above described, of the proposed Tramway No. 10.

The proposed Tramway No. 10b will at its commencement be in the centre of Shooter's-hill-road, and will thence diverge southward until in the length of three-quarters of a chain it reaches the distance of 4 feet 6 inches from and south of the said imaginary centre line, and will thence continue to the termination of the tramway at that distance from and on that side of the said imaginary centre line.

The proposed provisional order will incorporate with itself, the whole or some of the provisions of Part II and Part III of the "Tramways Act, 1870," with such variations therein, as may be deemed necessary or expedient, and will contain powers for effecting the objects or some of the objects, and for conferring on the Company the powers or some of the powers following that is to say:—

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, foot-paths, 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, renewing altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Provisional Order.

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 provide for and regulate the user by the Company for the purposes of the said provisional order of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

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 said provisional order 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 Promoters 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 the Metropolitan Board of Works, 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 provisional order.

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.

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. And the provisional order will prescribe the power (whether animal or other) by which carriages now on the several proposed tramways shall or may be moved.

And the provisional order 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 will so far as may be necessary amend or repeal the provisions, or some of the provisions, of the local and personal Acts 32 & 33 Vict., cap. 95, and 33 & 34 Vic., cap. 167 and 174, relating to the Company.

And notice is hereby further given, that duplicate plans and sections of the proposed street tramways and works, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, at the office of the Board of Trade, with the Metropolitan Board of Works at their office at Spring-gardens, and also for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the

said county; and that a copy of so much of the said plans and sections 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 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, with the Clerk to the Board of Works for the Greenwich District, at his office at Church-street, Greenwich, and with the Clerk to the Board of Works for the Lewisham District, at his office at Lewisham-road, in the said county of Kent.

The draft of the proposed provisional order will be deposited at the Office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft provisional order, when deposited, and of the provisional order, when made, will be furnished (at the price of one shilling for each copy) to all persons applying for them at the office of Messieurs J. Dorington and Co., 29, Great George Street Westminster.

All persons desirous of making any representation to the Board of Trade or of bringing before them any objection respecting the intended application for a provisional order, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 1st day of January, 1871.

Dated this 14th day of November, 1870.

Ashurst, Morris, and Co., 6, Old Jewry' and 22, Abingdon-street, Westminster, Solicitors for the Bill.

J. Dorington and Co., 29, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1871.

Greenock and Wemyss Bay Railway.
(Construction of Branch Railway from the Greenock and Wemyss Bay Railway at Upper Greenock to Greenock and Ayrshire Railway, near Greenock; Power to Caledonian, Glasgow, and South Western, and Greenock and Ayrshire Railway Companies in relation thereto; Levying and Alteration of Tolls, Rates, and Charges; Compulsory Purchase of Lands; Acquisition of Additional Lands; Powers to the Greenock and Wemyss Bay Railway Company, and the three above-named Companies, to raise additional Share and Loan Capital; Power to lay second or additional line of Rails alongside the Greenock and Wemyss Bay Railway Company's existing line of rails; Power to sell or lease Greenock and Wemyss Bay Railway to or amalgamate the same with the Caledonian, Glasgow, and South Western, or Greenock and Ayrshire Railway Companies, or any one or more of those Companies; Powers to Caledonian, Glasgow, and South Western, and Greenock and Ayrshire Railway Companies, or any one or more of those Companies, to raise money and to hold shares or stock in the Greenock and Wemyss Bay Railway Company; Working and other Arrangements between these Companies and the Greenock and Wemyss Bay Railway Company; Cancelling or Alterations of Agreement between Caledonian and Greenock and Wemyss Bay Railway Companies; Running Powers over Greenock and Wemyss Bay Railway; 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

the following purposes, or some of them, that is to say:—

1. To enable the Greenock and Wemyss Bay Railway Company, (in this Notice called "the Company") to make and maintain a branch railway, together with all proper and necessary stations, approaches, bridges, roads, communications, and other works and conveniences in connection therewith, commencing in the east parish of Greenock, or parish of Greenock, in the county of Renfrew, by a junction with the Company's existing railway at or near a point on the Company's railway situated about seventy yards eastward from the mile-post on the said railway indicating a distance of two miles and a quarter from the junction of the Company's line with the Greenock section of the Caledonian Railway, near Port Glasgow, and terminating in the said east parish of Greenock, or parish of Greenock, by a junction with the Greenock and Ayrshire Railway, at or near a point on the said Greenock and Ayrshire Railway, situated about one hundred and fifty yards eastward from the mile-post on the said railway, indicating a distance of twenty-two miles from Glasgow, which said intended branch railway, and works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be made, and are situate in, or will pass from, in, through, or into the parishes and places following, or some or one of them, that is to say, the east parish of Greenock, or parish of Greenock, and the Burgh of Greenock, all in the county of Renfrew.

2. To enable the Company to deviate in the construction of the said proposed branch railway, and other works, from the lines and levels delineated in the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined on the said plans, and provided by the said Bill; and to cross, alter, stop up, or divert all such streets, roads, bridges, paths, streams, watercourses, canals, railways, tramways, sewers, telegraphic apparatus, and water and gas pipes, and other works, as it may be necessary or expedient to cross, alter, stop up, or divert for making, maintaining, or using the said proposed branch railway and other works.

3. To purchase compulsorily, or by agreement, or to take on lease, feu, or otherwise acquire lands, houses, and other property, for the purposes of the said proposed branch railway and other works, or of the Bill; and to purchase, or take in feu or lease, by agreement with the proprietors thereof, certain additional lands for station and other purposes, in connection with the existing undertaking of the Company; and to vary or extinguish all existing rights and privileges in any manner connected with such lands, houses, and other property, and all other rights and privileges which it may be necessary or expedient to vary or extinguish for carrying into execution the purposes of the Bill.

4. To lay down and maintain on land already acquired by the Company for the purposes of their undertaking a second or additional line of rails alongside the existing line of rails of the Company, and, so far as may be necessary for that purpose, to widen the bridges and other works on the Company's existing railway.

5. To enable the Company, and the owners of and other persons interested in the lands, houses, and other property to be taken, purchased, feued, leased, or used as aforesaid, and any other companies, corporations, commissioners, trustees, and other bodies and persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the

Company of such lands, houses and other property, absolutely or in feu, lease in perpetuity, or otherwise, at such prices and for such feu duties, ground annuals, or rents, or for such consideration in shares, stock, mortgages, or bonds of the Company, or otherwise, as may be agreed on or provided by the Bill; and to grant and execute all agreements, conveyances, contracts, leases, and other deeds necessary for these purposes, and to confirm any such agreements, conveyances, contracts, leases, and other deeds which have been or may be entered into.

6. To confer on the Caledonian, the Glasgow and South Western, and the Greenock and Ayrshire Railway Companies (which three last-mentioned Companies are hereinafter referred to as the three Companies), or one or more of those Companies, and either alone or jointly with any one or more of those Companies, all or some of the before mentioned powers, for constructing the proposed branch railway, and for laying down and maintaining on land already acquired by the Company a second or additional line of rails alongside the existing line of rails of the Company, and to confer on those Companies, or one or more of them, all other necessary, usual, and proper powers, for effecting the objects hereinbefore specified, or any of them.

7. To enable the Company and the three Companies, or one or more of those Companies, while working the railways of the Company, to convey passengers, goods, and other traffic upon the said proposed branch railway, and additional line of rails, and to levy tolls, rates, and charges for the use thereof and the conveyance of traffic thereon, to alter the tolls, rates, and charges authorized to be levied by the Company and by the Caledonian Railway Company in respect of the Company's existing undertaking; to confer, vary, and extinguish exemptions from payment of such several and other tolls, rates, and charges, and to confer all such other rights, and privileges as may be necessary for carrying into effect the several purposes of the Bill.

8. To enable the Company to raise by the issue of new shares or new stock, either ordinary, or guaranteed, or preferential, and by borrowing on mortgage or bond, or otherwise, such additional capital as may be necessary for the purposes hereinbefore mentioned, or any of them, and for the other purposes of the Company; and to fund or issue debenture stock in lieu of the capital raised or authorized to be raised on mortgage or bond, and also to regulate and define the stock and share capital of the Company, and if need be, to cancel a part or portion of their authorized or existing stock and share capital.

9. To enable the three companies, or any one or more of those Companies, to purchase and hold shares or stock in the Company, and for that purpose, and for the other purposes of the Bill, to authorize the three Companies, or any one or more of them, to raise by the issue of new shares or new stock, in their respective undertakings, either ordinary, guaranteed, or preferential, or by borrowing on mortgage or bond, additional capital, and to fund or issue debenture stock in lieu of the capital raised or authorized to be raised on mortgage, or bond, or debenture, or otherwise as the Bill may define.

10. To authorize the Company to sell or lease their undertaking, or any part thereof, to the three Companies, or any one or more of those Companies, or to amalgamate the same, or any part thereof, with any one or more of the said three Companies; and to authorize those Companies, or any one or more of them, to acquire, purchase, or lease the undertaking of the Com-

pany or any part thereof, or to amalgamate their undertaking therewith, and to hold, work, and maintain the same, or any part thereof, in perpetuity, or for such number of years or otherwise, and on such terms and conditions as may be defined in the Bill; and to authorize the Company and the three Companies, or any one or more of them, to enter into contracts, agreements, and arrangements, with respect thereto; to authorize the three Companies, or any one or more of them, to raise new capital by the issue of new shares or new stock in their respective undertakings, either ordinary, guaranteed, or preferential, or by borrowing on mortgage, or bond, or debenture, or by either of those means, for the purposes of the Bill, or otherwise as the Bill may define.

11. To authorize the cancelling of, or such alterations in, or modifications of, the existing agreement between the Company, or the provisional directors of the Company, and the Caledonian Railway Company, confirmed by "The Greenock and Wemyss Bay Railway Act, 1862," and dated 31st March, and 1st and 2nd April, 1862, and the making of other provisions in lieu of the agreement or of some part thereof, as may be found expedient, or as the Bill may define.

12. To enable the Company, on the one hand, and the three Companies, or one or more of them, on the other hand, from time to time, to enter into agreements and arrangements with respect to the working, use, management, and maintenance, by the three Companies, or one or more of them, of the undertaking of the Company, 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 any 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 contract, 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.

13. To confer upon the three Companies, or either of them, or any Company or person working or using the railways, or any part of the railways of those Companies respectively, powers to run over, work, and use with their own engines, carriages, and servants for the purposes of their traffic of every description, the Company's railway and pier, and the said branch railway, or either of them or any part thereof, together with all stations, sidings, points, water, watering-places, signals, booking offices, approaches, wharves, works, and conveniences upon, or connected with the said railway pier and branch railway, and the Bill will vary the tolls authorized to be taken for the use of the railways of the said Railway Companies, and will empower the Company, and the Glasgow and South Western Railway Company, and the Greenock and Ayrshire Railway Company, or any of them, from time to time, to enter into contracts, agreements, and arrangements with respect to such running over, working, and use.

14. And it is intended by the Bill to vary and extinguish all existing rights and privileges which would interfere with its objects, and to 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 Companies Clauses Act, 1869," "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."

15. To amend or repeal some of the provisions of "The Greenock and Wemyss Bay Railway Act, 1862," "The Greenock and Wemyss Bay Railway Extension Act, 1863," "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, and to the undertakings belonging to and held in lease by that Company, 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, the 32nd and 33rd, and the 33rd and 34th years of the reign of her present Majesty; "The Glasgow and South Western Railway Consolidation Act, 1855" and the several other Acts relating to the Glasgow and South Western Railway Company, and to the undertakings belonging to and held in lease by that Company, passed in the sessions of Parliament held 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, the 32nd and 33rd, and the 33rd and 34th years of the reign of her present Majesty; "The Greenock and Ayrshire Railway Act, 1865," "The Greenock and Ayrshire Railway Amendment Act, 1868," and the several Acts recited in the various Acts above specified and referred to, and any other Acts relating to the said Companies.

And Notice is also hereby given, that duplicate plans and sections, describing the lines, situations, and levels of the intended branch railway 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 for the purposes thereof, and for other the purposes 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 heritages; also published maps with the lines of the said branch railway 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, 1870, in the offices at Paisley and Greenock respectively, of the principal Sheriff-Clerk of the county of Renfrew. 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 branch railway 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, 1870, be deposited for public inspection with the schoolmaster; or if there be no schoolmaster, then 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 21st day of December, 1870.

Keydens, Strang, and Girvan, Glasgow.
Simson and Wakeford, 11, Great George-street, Westminster, Parliamentary Agents.

Dated this 16th day of November, 1870.

London Street Tramways.

(Kensington, Westminster, and City Lines Extensions (Hyde Park and Charing Cross Branch).

(Construction of Street Tramways between Hyde-park Corner and Charing Cross; Compulsory user of Streets, &c.; Tolls; Provisions for use of Tramways and Streets traversed; Agreement 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 the Board of Trade for a Provisional Order, authorizing the London Street Tramways Company (who are hereinafter referred to as "the Company"), to construct and maintain the street tramways described in this Notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively (that is to say):—

(1.) A Tramway No. 1, commencing in Saint George's-place, Hyde Park-corner, in the parish of Saint George, Hanover-square, and county of Middlesex, at a point about 2 chains west of the safety crossing, situate to the north of the north-east corner of St. George's Hospital, running thence eastward into and along Piccadilly (including Regent-circus) to the junction of the Haymarket with Piccadilly, and thence into and along the Haymarket and Pall-mall East, and the western side of Trafalgar-square into the open space of Charing-cross, and passing along the roadway on the northern side of that open space to a point about $1\frac{1}{2}$ chains from and north of the equestrian statue of King Charles the First, and thence passing by a line curving to the south-eastward to and terminating in the parish of St. Martin-in-the-Fields, and county of Middlesex, at a point about 1 chain north-east of the same statue.

At its commencement, and thence for half-a-chain eastward, Tramway No. 1 will be in the centre of St. George's-place, and thence the centre line of the tramway will gradually diverge northward, until in the further length of $1\frac{1}{2}$ chains (and opposite the west end of the safety crossing above described) it attains the distance of 16 feet from and north of the imaginary centre line of the street, and thence will gradually approach until in the further length of 1 chain it reaches the distance of 4 feet 6 inches, from and north of the said imaginary centre line continuing at that distance from and on that side of the said imaginary centre line for the further length of $1\frac{1}{4}$ chains,

and thence again gradually diverging northward, until in the further distance of three-quarters of a chain it attains the distance of 11 feet from and north of the said imaginary centre line, and thence again gradually approaching until in the further length of three-quarters of a chain it again attains the distance of 4 feet 6 inches from and north of the said imaginary centre line, and thence it will continue at the last mentioned distance from and north of the said imaginary centre line to the centre of Regent-circus (the imaginary centre line of the roadway of the Circus for this purpose being taken to be a straight line, joining the imaginary centre line of the parts of Piccadilly lying respectively east and west of the Circus), except that in passing the safety crossing in Piccadilly, opposite the north-east corner of the Green Park, and also for the whole length of the cab-stand between Duke-street and Sackville-street, Piccadilly, the centre line of the tramway will be in each case 8 feet from and north of the imaginary centre line of the street, the difference between that distance and the distance of 4 feet 6 inches aforesaid being in each case and on each side of the said safety crossing and cab-stand respectively, made up in three-quarters of a chain; and from the centre of Regent-circus aforesaid the tramway will gradually approach until in the length of 1 chain it reaches the centre of the street, and thence to that in the end of the Haymarket, the tramway will be laid along the centre line of the street, and in the Haymarket the centre line of the tramway will be 8 feet from and east of the imaginary centre line of the street, and in Pall Mall East and in the roadway on the west side of Trafalgar-square the tramway will be laid along the centre of the road, and in the open space of Charing-cross to the point above-mentioned north of the equestrian statue above referred to, the centre line of the tramway will be parallel to and 15 feet from and south of the southernmost kerb of the foot pavement of Trafalgar-square, and at the termination of the tramway its centre line will be 26 feet from and north-west of the nearest point of the kerb of the foot-pavement at the Northumberland-house corner of Charing-cross.

2. A tramway (No. 2) commencing in St. George's-place, in the parish of Saint George, Hanover-square aforesaid, at the point of commencement as above described of the proposed Tramway No. 1, passing thence into and eastward along Piccadilly to Regent-circus and across the south-west corner of the Circus into and southward along Regent-street and Waterloo-place to and thence eastwardly into and along Pall-mall, and thence southwardly into and along Cockspur-street into and along the open space of Charing-cross (passing to the southward of the equestrian statue above mentioned of King Charles the First) and thence curving to the north-eastward and terminating by a junction with the proposed Tramway No. 1, at its termination as above described.

At its commencement and thence for half a chain eastward, Tramway No. 2 will be in the centre of St. George's-place, and thence the centre line of the tramway will gradually diverge southward until in the further length of $1\frac{1}{2}$ chain (and opposite the west end of the safety crossing above described north of the north-east corner of St. George's Hospital) it attains the distance of 14 feet from and south of the imaginary centre line of the street, and thence will gradually approach until in the further length of 1 chain it reaches the distance of 4 feet 6 inches from and south of the said imaginary centre line, continuing at that distance from and on that side of

the said imaginary centre line for the further length of $1\frac{1}{2}$ chain, and thence again gradually diverging southward until in the further distance of three-quarters of a chain it attains the distance of 11 feet from and south of the said imaginary centre line, and thence again gradually approaching until in the further length of three-quarters of a chain it again attains the distance of 4 feet 6 inches from and south of the said imaginary centre line, and thence to the eastward of Cockspur-street it will continue at the last-mentioned distance from the said imaginary centre line, being in Piccadilly and Pall-mall, south of and in Regent-street and Waterloo-place, west of and in Cockspur-street, south-west of the said imaginary centre line (except that (1) in passing the safety crossing in Piccadilly, opposite the north-east corner of the Green Park, and for the whole length of the cabstand between Duke-street and Sackville-street, Piccadilly, the centre line of the tramway will be 8 feet from and south of the said imaginary centre line; and (2) in passing the safety crossing at the south end of Regent-street, immediately north of Charles-street the centre line of the tramway will be 8 feet from and west of the said imaginary centre line, the difference between each of the said distances of 8 feet aforesaid, and the distance of 4 feet 6 inches from the said imaginary line being in each case and on each side of the said safety crossings and cab-stand respectively made up in the length of three quarters of a chain; and (3) the tramway will be carried round the Guards' Memorial aforesaid at the south end of Waterloo-place, and thence to the junction of Pall-mall with the east side of Waterloo-place by a line curving first to the south-west and afterwards to the south-east, and passing 9 feet from and south-west of the south-west corner of the safety crossing round the said memorial), and from the east end of Cockspur-street to a point 57 feet from and west of the south-west corner of the equestrian statue aforesaid of King Charles the First, the centre line of the tramway will pass by a gradually curving line, being at a point opposite the safety crossing at the east end of Cockspur-street, 20 feet from and north of the kerb-stone of the footway of the west end of Charing-cross, and being at the said point west of the south-west corner of the equestrian statue aforesaid 17 feet from and north-east of the nearest point of the kerb of the foot-pavement of Charing-cross, and thence passing to the southward of, and 28 feet at the nearest point from, the said equestrian statue by a line curving first to the south-east, and afterwards to the north-east to the termination of the tramway.

The proposed tramways will be made or pass from, in, through, or into the parishes of St. George, Hanover-square, St. James, Westminster, and St. Martin-in-the Fields, all in the county of Middlesex, or some of them.

And it is proposed by the proposed Provisional Order 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 proposed Provisional Order.

The proposed Provisional Order will incorporate with itself, the whole or some of the provi-

sions of Part II and Part III of the "Tramways Act, 1870," with such variations therein, as may be deemed necessary or expedient. And the Provisional Order will contain powers for effecting the objects or some of the objects, and for conferring on the Promoters the powers or some of the powers following, that is to say:—

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 Promoters 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 provide for and regulate the user by the Promoters for the purposes of the proposed Provisional Order of any paving, metalling or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling or materials.

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 proposed Provisional Order, 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 Promoters 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 Promoters 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 the Metropolitan Board of Works, 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 Provisional Order.

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.

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.

And the Provisional Order 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, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, at the office of the Board of Trade, with the Metropolitan Board of Works, at their Office, at Spring Gardens, and also for public inspection 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 and sections as relate to each of the parishes and extra-parochial places, from, in, through, or into which the intended street tramways and works 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 cases of the places hereinafter mentioned, being places within the limits of the Metropolis, as defined by the Metropolis Local Management Act (1855), with the clerk of the vestry of each parish in Schedule A to that Act, that is to say:—

For the parish of St. George, Hanover-square, with the vestry clerk, at his office at Mount-street, Grosvenor-square; for the parish of St. James, Westminster, with the vestry clerk, at his office at Piccadilly; and for the parish of St. Martin's-in-the-Fields with the vestry clerk, at his office at St. Martin's-in-the-Fields, Westminster.

The draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order, when deposited, and of the Provisional Order, when made, will be furnished (at the price of one shilling for each copy) to all persons applying for them, at the office of Messieurs J. Dorington and Co., 29, Great George-street, Westminster.

All persons desirous of making any representation to the Board of Trade or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of

Trade, on or before the 1st day of January, 1871.

Dated this 21st day of November, 1870.

Ashurst, Morris and Co., 6, Old Jewry, and 22, Abingdon-street, Westminster, Solicitors for the Bill.

J. Dorington and Co., 29, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1871.

Maidstone and Ashford Railway.

(Construction of New Railways; Abandonment of authorized Railways; Compulsory Purchase of Lands and Houses; Revival of Powers in "The Maidstone and Ashford Railway Act, 1866"; Extension of Time for construction of Railway authorized by that Act; Contribution by the South Eastern Railway Company; Running Powers over portions of the South Eastern Railway; Working Arrangements with the South Eastern or Sevenoaks, Maidstone, and Tunbridge Railway Companies; Cancellation or Modification of Bond; Repeal of Provision for Protection of certain Owners; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Maidstone and Ashford Railway Company (hereinafter called "The Company,") for leave to bring in a Bill to effect the following objects, or some of them, namely:—

1. To authorize the Company to make and maintain, in substitution of a certain authorized railway and portions of another authorized railway proposed to be abandoned, the following railways or some part or parts thereof, with all necessary and convenient stations, approaches, works, and conveniences, that is to say:—

1. A railway (hereinafter referred to as Railway marked A), commencing by a junction with the Maidstone Branch Line of the South Eastern Railway near the Maidstone Station of the said South Eastern Railway, 423 yards measuring southward along the rails of the railway from the south side of the bridge carrying the public road from Maidstone to Wateringbury over the North Kent Railway of the said Company, and terminating by a junction with the Railway No. 2 authorized by "The Maidstone and Ashford Railway Act, 1866," at a point in the parish of Boxley near the Mote, 1 mile 4 furlongs and 3 chains measuring along the same Railway No. 2 from the commencement thereof; which intended Railway marked A will pass from, through, or into, or be situate in the parishes, townships, and extra-parochial places of Maidstone and Boxley, in the county of Kent, some or one of them.

2. A railway (hereinafter referred to as Railway marked B), commencing by a junction with the said authorized Railway No. 2, at a point in the parish of Lenham, near Sandway, 9 miles 242 yards from the commencement of the said authorized Railway No. 2, and terminating by a junction with the main line of the South Eastern Railway Company, 250 yards west of the western side of the bridge crossing over the main line of the South Eastern Railway near or adjoining the

Pluckley station of the said South Eastern Railway, and which bridge carries the public road leading from Chambers Green to Stanford Bridge; and which Railway marked B will pass from, through, or into, and be situate in the parishes, townships, and extra-parochial places of Lenham, Harrietsham, Boughton, Malherbe, Egerton, Little Chart, Bethersden, and Pluckley, in the county of Kent, some or one of them.

2. To authorize the Company to purchase by compulsion or agreement, for the purposes of the said proposed railways and other works, lands, houses, and other property in the parishes, townships, and extra-parochial places aforesaid, and to alter, vary, or extinguish all rights or privileges in connection with the said lands, houses, and other property which might interfere with the objects of the Bill, and to cross, stop up, alter, or divert, either temporarily or permanently, roads, railways, streams, sewers, drains, gas and water pipes, and other works, to make deviations vertically from the levels and horizontally from the line of the said proposed railways and other works, and to levy tolls, rates, and charges in respect thereof, and to grant exemptions from payment of tolls, rates, and charges.

3. To authorize the Company to relinquish and abandon the construction of the whole of the railway No. 1 authorized by "The Maidstone and Ashford Railway Act, 1866," and the following portions of the Railway No. 2 authorized by the same Act, namely, so much of the said Railway No. 2 as lies between the commencement thereof and the point at which the proposed Railway marked A will join the same, and so much thereof as lies between the junction of the proposed Railway marked B with the said authorized Railway No. 2, and the termination of the same Railway No. 2 at Ashford, which railway and portions of railway proposed to be abandoned will be rendered unnecessary by the construction of the aforesaid intended Railways marked A and B respectively.

4. To vary or extinguish all rights, contracts, agreements, and privileges which may be necessary or useful for effecting the proposed abandonment, or any part thereof, and to relieve the Company from all liabilities and obligations in respect of or with reference to the said railway and portions of railway so to be abandoned.

5. To continue or revive the powers and extend the time granted by "The Maidstone and Ashford Railway Act, 1866," for the compulsory purchase of lands, houses, and other property for the purposes of the Railway No. 2, described in and authorized by that Act, or so much of that railway as will not be authorized to be abandoned by the Bill; which lands, houses, and other property will be situate in the parishes of Maidstone, Boxley, Bearsted, Thurnham, Hollingbourne, Harrietsham, and Lenham, or some of them, in the county of Kent; and to extend the time limited by the said Act for the construction of the portion not intended to be abandoned of the said authorized Railway No. 2.

6. To authorize the Company to raise money by shares or stock (either preferential or ordinary), and by borrowing on mortgage or debenture, and to apply towards the general purposes of their undertaking contemplated by the said Act of 1866 and by the Bill all monies raised or to be raised under the powers of the said Act and the Bill; and to empower the Company, should they see fit, to increase or reduce the amount of capital of the Company and grant priorities of dividends; and to authorise the South-Eastern Railway Company to contribute money towards the purposes of the

said Act of 1866 and the Bill 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, with or without priority of dividend or interest, and with or without special advantages over the existing authorized capital of the said South Eastern Railway Company; and to enable that Company to hold shares in the capital of the Company; and further to enable that Company to lend money to the Company on debenture, preference shares, or otherwise.

7. To authorize the Company on the one hand, and the South Eastern Railway Company and the Sevenoaks, Maidstone, and Tunbridge Railway Company on the other hand, either jointly or separately from time to time, to enter into agreements with respect to the working, use, management and maintenance of the railways and other works of the Company by the said South Eastern Railway Company and the said Sevenoaks, Maidstone, and Tunbridge Railway Company, either jointly or separately, and to authorize the said last-mentioned Companies, or either of them, to supply the rolling stock and machinery necessary for carrying the traffic on the railways of the Company, and to provide officers and servants for the conduct of such traffic, and to fix the payments to be made and the conditions to be performed with respect to the said working, use, management, and maintenance of the said railways and works, and the division and appropriation of the revenue arising from the traffic of the said railways; and to confirm any agreement or agreements which have been made, or which before the passing of the Bill may be made between the Company and the South-Eastern Railway Company and the Sevenoaks, Maidstone, and Tunbridge Railway Company, or either of them, respecting these or similar matters.

8. To authorize the Company, their officers and servants, to run over, work, and use with their engines and carriages, and for the purposes of their traffic, so much of the main line of the South Eastern Railway as lies between the points at which the proposed railway marked B will join that main line and the station of the South Eastern Railway Company at Ashford, and so much of the Maidstone Branch of the South Eastern Railway as lies between the point at which the proposed railway marked A will join the same and the South Eastern Railway Station at Maidstone, and to use the stations, booking-offices, sidings, works, and conveniences of those portions of railway respectively (including the stations at Maidstone, Pluckley and Ashford), upon such terms, and under such payments, and upon such conditions as shall be mutually agreed upon, or as, in case of dispute or in default of agreement, shall be determined by the Board of Trade.

9. To provide for cancellation or modification of the Bond granted to the Crown under the fortieth section of "The Maidstone and Ashford Railway Act, 1866."

10. To incorporate with the Bill 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 Act, 1863," and "The Lands Clauses Consolidation Act, 1869."

11. To alter or repeal, so far as necessary or useful for the purposes of the Bill, the provisions

of the several Acts following, relating to the South Eastern Railway Company, namely:— 6 Willm. 4, c. 75; 1 Vict., c. 93; 2 Vict., c. 42; 2 and 3 Vict., c. 79; 3 Vict., c. 46; 5 Vict. (sess. 2), c. 3; 6 and 7 Vict., c. 51, 52, 62; 7 Vict., c. 25; 7 and 8 Vict., c. 69 and 91; 8 and 9 Vict., c. 167, 186, 197, and 200; 9 Vict., c. 55, 56, and 64; and 9 and 10 Vict., c. 305 and 339; 10 and 11 Vict., c. 104, 230, and 276; 13 and 14 Vict., c. 31; 15 and 16 Vict., c. 103; 16 and 17 Vict., c. 116, 121, 130, and 156; 18 and 19 Vict., c. 16; 20 and 21 Vict., c. 155; 22 and 23 Vict., c. 35 and 81; 23 and 24 Vict., c. 147; 24 Vict., c. 12; 24 and 25 Vict., c. 93 and 191; 25 and 26 Vict., c. 96 and 220; 26 and 27 Vict., c. 115; 27 and 28 Vict., c. 98, 99, 192, and 311; 28 and 29 Vict., c. 343; 29 and 30 Vict., c. 227, 235, and 318; 30 and 31 Vict., c. 8; 31 and 32 Vict., c. 123 and 172; and 33 and 34 Vict., c. 147; and the provisions of any other Acts relating to that Company; and to alter or repeal the provisions of "The Maidstone and Ashford Railway Act, 1866," relating to the Company, and in particular to repeal or alter section twenty-one of the last mentioned Act, being an enactment for the special protection of the owners of certain properties specified in the said section, and sections fifty-one and fifty-two of the same Act relating to traffic arrangements.

12. To alter, vary, or extinguish all rights and privileges which would or might prevent, impede, or interfere with any of the objects of the Bill, and to confer all other rights and privileges necessary or expedient for effecting the said objects or in relation thereto.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed new railways and other 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, and a plan of that portion of the said authorized Railway No. 2, the construction of which will not be abandoned by the Bill, and the compulsory powers for the purchase of land for which will be revived by 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 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, on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in that county; 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, or the compulsory powers for the taking of which will be sought to be revived, are situate, 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 21st day of December next.

Dated this 17th day of November, 1870.

King, Hughes, and King, Solicitors, Maidstone.

Fearon, Clabon, and Fearon, Parliamentary Agents, Westminster.

West Lancashire Railway.

(Incorporation of Company; Construction of Railways from Southport to Preston and connecting Lines with the North Union and Lancashire and Yorkshire Railways; 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 authorise 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, or incidental thereto, respectively, viz.:—

A Railway (No. 1) to be wholly made or situate in the township of North Meols, in the parish of North Meols, in the borough of Southport, in the county of Lancaster, commencing in a timber yard belonging to the trustees of the late Charles Scarisbrick, and in the occupation of David Wishart and Alexander Irving, adjoining the Wigan Coal and Iron Company's private road and the Kensington-road, in the borough of Southport, and terminating in a field also belonging to the said trustees, and in the occupation of Joseph Rimmer and Thomas Johnson, or one of them, at a point 70 yards or thereabouts measured in a northerly direction from the northernmost corner of the Blue Anchor Inn, at Little London, and 48 yards or thereabouts from the western boundary of the said field.

A Railway (No. 2) commencing by a junction with the said intended Railway (No. 1) at the termination thereof, as before described, and terminating in the township of Longton, in the parish of Penwortham, in the said county, in a field or close of land called or known as "The top outlet Field," belonging to John Randolphus de Trafford, Esq., and in the joint occupation of Ellen Wilding, Isabel Wilding, and Janet Wilding, and numbered 1081 on the Tithe Commutation Map of the said township, and called "Moor Hey," in the reference to the said map; which said intended railway 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): North Meols, Hesketh-with-Becconsall, Hoole, Much Hoole, Little Hoole, Longton, Penwortham, and borough of Southport, all in the said county of Lancaster.

A Railway (No. 3) commencing by a junction with the said intended Railway (No. 2) at the termination thereof as before described, and terminating in the township of Penwortham, in the parish of Penwortham, in the said county, in a close of land belonging to Ralph John Aspinall, Esquire, and occupied by George Parkinson, and known as "The further Cuerden Field," and numbered 652 on the Tithe Commutation Map of the said township; which said intended Railway (No. 3) will be made or pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Longton, Hutton, Howick, and Penwortham, all in the said county of Lancaster.

A Railway (No. 4) commencing by a junction with the said intended Railway (No. 3) at the

termination thereof as before described, and terminating in the borough of Preston, in the township of Preston, in the parish of Preston, in the said county, in a plot of garden ground situate at the south end of Elm-street, belonging to the trustees of the late John Smith, and in the occupation of Thomas Bradley and others; and which said intended Railway (No. 4) will be made or pass from, in, through, or into the said borough of Preston and township of Preston, in the parish of Preston, and the township of Penwortham, in the parish of Penwortham, all in the said county of Lancaster.

A Railway (No. 5) commencing by a junction with the said intended Railway (No. 1), at the termination thereof, and with the said intended Railway (No. 2) at the commencement thereof, as before described, and terminating in the township of North Meols, in the parish of North Meols, in the borough of Southport, by a junction with the Lancashire and Yorkshire Railway, at or near the point where the Windsor Road crosses that railway on the level; which said intended Railway (No. 5) will be wholly made or situate within the parish and township of North Meols and borough of Southport, in the said county of Lancaster.

A Railway (No. 6) commencing by a junction with the said intended Railway (No. 3) at the termination thereof, and with the said intended Railway (No. 4) at the commencement thereof, as before described, and terminating in the township of Penwortham, in the parish of Penwortham, in the said county, by a junction with the North Union Railway at a point 7 yards or thereabouts south of the south ends of the parapet walls of the viaduct which carries the North Union Railway over the River Ribble; which said intended Railway (No. 6) will be wholly made or situate within the township and parish of Penwortham, in the said county of Lancaster.

A Railway (No. 7) commencing by a junction with Railway (No. 2) at the termination thereof, and with Railway (No. 3) at the commencement thereof, as before described, and terminating in the township of Farington, in the parish of Penwortham, in the said county, by a junction with the railway (Liverpool, Ormskirk and Preston line) of the Lancashire and Yorkshire Railway Company, at a point 30 yards or thereabouts south-west of the Naphtha Works Level Crossing which is situate between Lostock Hall and Midge Hall Stations, on the said railway; which said intended Railway (No. 7) will be wholly made or situate within the said townships of Farington and Longton and parish of Penwortham, in the said 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, cuts, canals, 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. 6) 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 of Parliament already passed or to be hereafter passed.

So much of the Lancashire and Yorkshire Railway as is situate and lies between the junction therewith of the intended Railway (No. 5) 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. 7) and the said station at Preston, including that station as now existing, or as altered or enlarged, under the powers of any Act already passed, or to be hereafter passed.

So much of the Lancashire and Yorkshire Railway as is situate and lies between the junction therewith of the intended Railway (No. 7) and the station at Blackburn, in the county of Lancaster, belonging to the Lancashire and Yorkshire 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 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 the 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, 33 and 34 Vict., cap. 84, 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; 33 and 34 Vict., cap. 84, 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 21st day of December next, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1870.

William Toogood, 16, Parliament-street, Westminster.

In Parliament.—Session 1871.

Llynvi and Ogmere Railway (New Lines.)
(Connecting Railways between Llynvi and Ogmere Railway, and the Rhymney, Llantrissant and Taff Vale Junction, Tynant Colliery, and Gellynog Colliery Railways; Compulsory Purchase of Land, Tolls, Additional Capital; Power to the London and North Western and Rhymney Railway Companies to subscribe; Divers Powers in relation to the undertakings of those Companies and the Company; Extension of Time for exercising powers of compulsory purchase of lands and Completion of works under former Acts; Amendment of Acts of the Company, and of the London and North Western and Rhymney Railway Companies, &c.)

NOTICE is hereby given, that application is intended to be made in Parliament in the ensuing session for leave to introduce a Bill (hereinafter referred to as "the Bill"), to effect the following objects or some or one of them, that is to say:—

1. To enable the Llynvi and Ogmere Railway Company (hereinafter referred to as "the Company") to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively; together with all necessary works, stations, approaches, sidings, and other conveniences connected therewith respectively, all which railways and other works will be situate in the county of Glamorgan, and are hereinafter referred to as "the Railway;" and to constitute (if deemed expedient) the railway a separate undertaking of the Company:

A.—A Railway (No. 1) commencing in the parish of Eglwysilan, by a junction with the railway of the Rhymney Railway Company at a point thereon fifty-three yards or thereabouts measured along the said railway south from the mile-post thereon which denotes the distance of 17 miles from Rhymney, and terminating in the parish of Llantwit Vardre, or Fardre, by a junction with the Llantrissant and Taff Vale Junction Railway at a point thereon forty yards or thereabouts measured along that railway east from the bridge which carries the public road from Efail Isaf, by Duffryn Bach and Cross Inn to Llantwit Vardre, or Fardre, over the same railway, and which intended Railway (No. 1) will be made from, in, through, or into the parishes of Eglwysilan and Llantwit Vardre, or Fardre.

B.—A Railway (No. 2) commencing by a junction with the intended Railway No. 1 in the parish of Llantwit Vardre, or Fardre, in a field numbered 696 on the tithe map of that parish, the property of the Marquis of Bute, and occupied by Evan Williams, at a point therein twenty-seven yards or thereabouts measured in a north-westerly direction from the south-east corner of the said field, and terminating in the parish of Llantrissant at or near the public road leading from Llantrissant to Melin Trefereeg, and from the Gellynog Inn, by Felin Castella, and Melin Trefereeg to Tonyrefail, at a point in that road twenty-five yards or thereabouts to the south of the south entrance gates to Castella Park, and which intended Railway (No. 2) will be made from, in, through, or into the parishes of Llantwit Vardre, or Fardre, and Llantrissant.

C.—A Railway (No. 3) commencing by a junction with the intended Railway No. 2, at or near the hereinbefore described point of termination thereof in the parish of Llantrissant, and terminating in the same parish by a junction with the Railway No. 1 of the Company authorized by the Ogmere Valley Railway Act, 1866,

at or near a point in a field numbered on the plans deposited with the Clerk of the Peace for the county of Glamorgan with reference to that Act by the number 63, in the parish of Llantrissant, and which point is four hundred and thirty yards or thereabouts, measured in a westerly direction from the bridge carrying the road from Gilfach to Gelli-yr-haidd over the Ely Valley Extension Railway of the Company, and which intended Railway (No. 3) will be situate wholly in the parish of Llantrissant.

D.—A Railway (No. 4), commencing by a junction with the intended Railway No. 1, in the parish of Llantwit Vardre, or Fardre, at a point in a field numbered 745 on the tithe map of that parish, the property of Wyndham William Lewis, and in the occupation of Morgan David, which point is seventy-two yards or thereabouts west of the eastern corner of the said field, where the public footpath from Llantwit to Newhouse crosses the said field, and terminating in the same parish by a junction with the Llantrissant and Taff Vale Junction Railway, at or near the mile-post situate on the side of the said railway denoting $1\frac{1}{2}$ miles from the junction of that railway with the Taff Vale Railway, and which intended Railway (No. 4) will be situate wholly in the parish of Llantwit Vardre, or Fardre.

E.—A Railway (No. 5) commencing in the parish of Llantwit Vardre or Fardre, by a junction with the intended Railway No. 2, at or near a public road leading from Pontllydan to Groes Gade, or Gross Cade, at a point ninety yards or thereabouts measured from the Crown Inn in a north-westerly direction along such road, and terminating in the same parish by a junction with the Tynant Colliery Railway at a point thereon sixty yards or thereabouts measured along the said railway south-east from the Weigh-bridge Office of the said Tynant Colliery Railway; and which intended Railway (No. 5) will be situate wholly in the parish of Llantwit Vardre or Fardre.

F.—A Railway (No. 6), commencing in the parish of Llantrissant by a junction with the intended Railway No. 2, in a field numbered 1,584 on the tithe map of the parish of Llantrissant, at a point therein two hundred and seventy-seven yards or thereabouts north-west of the north-west termination (as the same existed on the 1st day of November instant) of the Gellynog Colliery Railway, and terminating in the same parish by a junction with the Gellynog Colliery Railway, at or near its said north-west termination; and which intended Railway (No. 6) will be situate wholly in the parish of Llantrissant.

G.—A Railway (No. 7), commencing in the parish of Llantrissant, by a junction with the intended Railway (No. 3), at the hereinbefore described point of commencement thereof, and terminating in the same parish by a junction with the Llantrissant Common Branch of the Llantrissant and Taff Vale Junction Railway, at a point thereon two hundred and thirty-three yards or thereabouts measured along the said Llantrissant Common Branch Railway, north-west from the bridge which carries the turnpike road from Pontypridd to Llantrissant over the said Llantrissant Common Branch Railway; and which intended Railway (No. 7), will be situate wholly in the parish of Llantrissant.

H.—A Railway (No. 8), commencing in the parish of Llantrissant by a junction with the Railway (No. 1) of the Company, authorized by the Ogmere Valley Railways Act, 1866, at a point in a field numbered 2,923 on the tithe map of the parish of Llantrissant, and which point is four hundred and seventy-three yards or there

abouts to the west of the bridge which carries the public road from Gilfach to Gellyrhaidd or Gelly-yr-haidd over the Ely Valley Extension Railway of the Company, and terminating in the same parish by a junction with the said Ely Valley Extension Railway at a point thereon five hundred yards or thereabouts south-east of the bridge which carries the public road from Ton-yr-efail to Llandyfodwg over the Ely Valley Extension Railway; and which intended Railway (No. 8) will be situate wholly in the parish of Llantrissant.

2. To authorize and regulate the said proposed junctions with existing or authorized railways, and to enable 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 may be authorized by the Act.

3. To authorize the Company to purchase, or acquire by compulsion, 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 cross, alter, divert, and stop up, either temporarily or permanently, turnpike roads, highways, bridges, canals, rivers, streams, aqueducts, watercourses, pipes, sewers, railways, and tramroads, within the several parishes and places aforesaid, or any other parishes or places, on, or near the line of railway or any of them.

4. To authorize the Company and the London and North Western Railway Company, and the Rhymney Railway Company respectively, to levy tolls, rates, and duties, in respect of the railway, and other the undertaking of the Company for the time being; and to authorize the Company to levy tolls, rates, and duties, in respect of the use of the London and North Western Railway, and the Rhymney Railway, or parts thereof respectively; to alter existing tolls, rates, and duties, authorized to be demanded and received by the Company, and those other Companies respectively; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

5. To authorize the Company to increase their capital by the creation of new shares or stock in the Company, or by borrowing on mortgage or bond, and to assign to such new shares or stock such preferences in the payment of dividends and other privileges and advantages as the Company see fit, and to empower the Company to apply any moneys raised, or authorized to be raised by them under or by virtue of any Act of Parliament to the purposes of the Bill.

6. To authorize the Company, the London and North Western Railway Company, and the Rhymney Railway Company (in this paragraph called "the three Companies"), or any two or one of them, under and by virtue of the provisions to be inserted in the Bill, or under and by virtue of any agreement or agreements to be entered into before or after the introduction of the Bill into Parliament, and to be confirmed, if necessary, by the Bill, or under and by virtue of any agreement or agreements to be entered into after the Bill shall have passed into law:

(A.) To take shares in the Company, and subscribe to the making, maintaining, working, and using of the railway.

(B.) To make, maintain, and manage the railway and the railways, or some part thereof of the three Companies, or any of them, and the works connected therewith respectively.

(C.) To run over, use, and work with their engines and carriages, and for all purposes, the railway and the railways or some part thereof, of the three Companies, or any of them, and the tramways, quays, landing-places, staiths, spouts, offices, junctions, sidings, stations, roads, platforms, water, watering-places, machinery, works, and conveniences connected therewith respectively; and to provide for the conveyance of the traffic thereon respectively, and the supply of rolling stock and machinery, and of officers and servants.

(D.) To fix and collect the tolls, rates, charges, receipts, and revenues in respect of traffic, whether carried upon the undertaking of the Company alone, or upon the undertaking of the Company and the undertakings of the others of the three Companies or either of them, including the undertakings which for the time being they or any of them have the power of running over or using, or over which they have or may have facilities, and to apportion all or any part of the said tolls, rates, charges, receipts, and revenues, to or amongst the three Companies, or any two or one of them, in such proportions and with such priority in payment as by the Bill or by such agreement or agreements as aforesaid may be provided.

(E.) To do all matters and things necessary or incidental to the purposes of the Bill.

(F.) To appoint a joint committee to carry into effect all or any of the purposes of the Bill.

(G.) To apply to the purposes of the Bill moneys authorized to be raised by virtue of existing Acts of Parliament, and to raise additional moneys by shares or stock, either ordinary or with preferential dividends, and other privileges and advantages, or by borrowing.

(H.) To keep all separate accounts necessary or expedient for effectuating any of the purposes of the Bill.

7. To authorize or require the London and North-Western Railway Company and the Rhymney Railway Company respectively (in this paragraph called "the two Companies"), under and by virtue of such provisions or agreements as aforesaid, to book through from all stations and places on their respective railways, and to forward, with due diligence, passengers, goods, minerals, animals, and other traffic, to and over the undertaking (for the time being) of the Company (including undertakings which the Company have, for the time being, the power to run over or use, or over which they have or may have facilities); and to provide that the Company shall, for the purposes of all traffic whatever, whether passengers, goods, minerals, animals, or other things, have the right to book and invoice through from any station or place on their railways to any station or place on the railways of the two Companies respectively; and that the two Companies respectively shall, in respect of all traffic of the Company at all times afford to the Company all needful accommodations, facilities, and conveniences, at and over the railways of the two Companies respectively, and at the stations, works, and conveniences thereon by the trains of the two Companies respectively, and by through booking and invoicing, through rates and through waggons and carriages; and that the two Companies respectively shall, at all times, and in all respects, conduct, forward, and carry on and accommodate all such traffic on equal terms with, and as well as if it were their own

proper traffic, and to give to or impose upon the Company the like authority or obligations and duties, mutatis mutandis, in respect to their undertaking for the time being (including undertakings which the Company have, for the time being, the power to run over or use or over which they have, or may have, facilities) and the traffic passing from and to the same, to and from the undertakings of the two Companies respectively.

8. To extend and enlarge, with respect to such of the railways and works by "The Llynvi Valley Railway Act, 1866," authorized to be made and maintained, as the Company are not by "The Llynvi and Ogmere Railway Act, 1869," authorized to relinquish and abandon, the respective times by "The Llynvi Valley Railway Act, 1866," and "The Llynvi and Ogmere Railway Act, 1869," limited for the compulsory purchase of lands for the purposes of "The Llynvi Valley Railway Act, 1866," and for the completion of the railways and works thereby authorized.

9. To extend and enlarge the respective times limited by "The Ogmere Valley Railways Act, 1866," and "The Llynvi and Ogmere Railway Act, 1869," for the compulsory purchase of lands for the purposes of "The Ogmere Valley Railways Act, 1866," and for the completion of the railways and works by that Act authorized.

10. To incorporate with the Bill all or some of the powers and 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 Railway Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" "The Railways Companies Powers Act, 1864," with such modifications and alterations as may be deemed fit.

11. And for the purposes of the Bill it is intended, if need be, to repeal, alter, amend, extend, or enlarge all or some of the powers and provisions of the several local or personal Acts following, that is to say: "The Llynvi Valley Railway Act, 1855;" "The Llynvi Valley Railway Act, 1862;" "The Ogmere Valley Railways Act, 1863;" "The Llynvi and Ogmere Railway Act, 1864;" "The Ogmere and Ely Railways Amalgamation Act, 1865;" "The Llynvi Valley Railway Act, 1866;" "The Llynvi and Ogmere Railways (Amalgamation) Act, 1866;" "The Ogmere Valley Railways Act, 1866;" "The Llynvi and Ogmere Railway Act, 1867;" "The Llynvi and Ogmere Railway Act, 1869;" and the Act 9 and 10 Vict., cap. 204. relating to the London and North Western Railway Company, and all other Acts relating to that Company, and "The Rhymney Railway Act, 1857," and all other Acts relating to the Rhymney Railway Company.

12. And notice is hereby further given, that duplicate plans and sections describing the line, situation, and levels of the railway and other works, and the lands in and through which the same may 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 lands, and a published map whereon will be defined the general course or direction of such railway, together with a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1870, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in the said county; 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 in or through which the railway and

works are intended to be made, maintained, varied, extended, or enlarged, together with a copy of this notice, as published in the London Gazette, will 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 clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

13. And notice is hereby lastly given, that printed copies of the Bill will, on or before the 21st day of December, 1870, be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1870.

Barter, Rose, & Co., 6, Victoria-street,
Westminster;

C. & H. Takourdin, 1, Victoria-street,
Westminster;

Solicitors for the Bill.

John Newall, 36, Great George-street,
Parliamentary Agent.

Portmadoc Water.

(Application for Provisional Order to construct, maintain, and continue Waterworks and Works connected therewith, and to supply Portmadoc Tremadoc, Penrhyn Deudraeth, Borth-y-Gest, and neighbourhood with Water; to impound and divert Waters, lay down pipes and break up Streets; to acquire Lands by Agreement; enter into Contracts, and levy Rates and Charges; Incorporation of Acts; and other Purposes.)

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 William Jones, of Portmadoc, in the county of Carnarvon, Gentleman, and John Lewis, of the same place, Gentleman (hereinafter called the Promoters), for a Provisional Order pursuant to "The Gas and Waterworks Facilities Act, 1870," for the following or some of the following among other purposes:—

For better supplying with water the towns of Portmadoc, Tremadoc, and Borth-y-Gest, in the county of Carnarvon, and Penrhyn Deudraeth, in the county of Merioneth, and places intervening and adjacent, and for that purpose to empower the Promoters to construct, maintain, and continue the several works hereinafter mentioned, or some of them or some part or parts thereof, with all proper conveniences connected therewith, and to effect the objects and purposes hereinafter mentioned, or some of them, that is to say:—

Reservoirs, wells, pumping engines, filter beds, and other works and conveniences connected therewith to be situated in the parishes of Llan-decwyn and Llanfihangel-y-Traethau, in the county of Merioneth and the parish of Ynyscynhaiarn, in the county of Carnarvon.

To authorize the Promoters to deviate from the lines of the intended works within the limits shown upon the plans hereinafter mentioned, and to deviate vertically to any extent from the levels of those works as shown upon the sections hereinafter mentioned.

To collect, impound, and divert into the intended reservoirs and works, or any or either of them, the waters of the Lake called Llyndecwyn, in the parish of Llandecwyn aforesaid, and the waters of all springs, brooks, and streams, in the course and upon the sites of the hereinbefore-mentioned reservoirs, conduits, and works, or any or either

of them, or which may be found in the execution of such works.

To authorize the Promoters in connection with the intended works, or any of them, to make and maintain embankments, filtering beds, dams, sluices, cuts, channels, pipes, wells, tanks, engines, buildings, machinery, and other works and conveniences connected therewith or incidental thereto.

To authorize the Promoters 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 roads or highways, footpaths, streets, squares, alleys, public places, bridges, canals, towing paths, railways, tramways, sewers, drains, rivers, streams, brooks, and watercourses, in any of the parishes or places before mentioned.

To enable the Promoters to purchase and take by agreement, but not otherwise, and to take on lease, and to take grants of easements over any lands, houses, springs, streams, waters, and other hereditaments requisite or desirable for the purposes and objects of the said Provisional Order, and to vary or extinguish all rights and privileges connected therewith.

To enable the Promoters to enter into and make contracts with any Local Board of Health, parish authorities and other bodies and persons for supplying water in bulk or otherwise for sanitary and other purposes within the parishes, townships, and places following, that is to say; the parish of Ynyscynhaiarn, and the towns of Portmadoc, Tremadoc, and Borth-y-Gest, in the county of Carnarvon, and the parishes of Llandecwyn and Llanfihangel-y-Traethau, and the town of Penrhyn Deudraeth, in the county of Merioneth, and to enable such Local Board of Health, parish authorities, and other bodies and persons to enter into such contracts, and to raise money by rates or otherwise for that purpose.

To levy and recover rates, rents, and charges for the proposed supply of water, and other purposes of the Provisional Order, and to enter into all necessary agreements and arrangements for that purpose, and to confer exemptions from the payment of such rates, rents, and charges.

To enable the Promoters to sell or lease their undertaking, or any part thereof, as and when they may think fit.

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

To incorporate with the intended Provisional Order all or some of the provisions of "The Lands Clauses Consolidation Act, 1845, 1860, and 1869;" "The Waterworks Clauses Acts, 1847 and 1863;" and also such parts of "The Railway Clauses Consolidation Act, 1845," relating to roads and the temporary occupation of lands and other matters, as may be deemed expedient.

And notice is hereby given, that on or before the 30th day of November, 1870, a copy of this advertisement, and a plan and section of the proposed works will be deposited in the office of the Clerk of the Peace for the county of Carnarvon, at Carnarvon, in the said county, and in the office of the Clerk of the Peace for the county of Merioneth, at Dolgelly, in that county; and at the office of the Board of Trade, Whitehall, London; and printed copies of the Draft Provisional Order may, on and after the 23rd day of December, 1870, be obtained at the office of Messrs. Wyatt and Hoskins, Parliamentary

Agents, No. 28, Parliament-street, Westminster, on payment of one shilling each.

And notice is hereby further given, that printed copies of the said Provisional Order, when settled and made by the Board of Trade, will be deposited for public inspection in the office of the Clerk of the Peace for the county of Carnarvon, at Carnarvon aforesaid; and in the office of the Clerk of the Peace for the county of Merioneth, at Dolgelly aforesaid; and at the office of the Board of Trade, Whitehall, London; and printed copies of the said Provisional Order, when settled and made, will also be deposited at the office of Messrs. Wyatt and Hoskins aforesaid, and will there be furnished to all persons applying for them at the price of one shilling each.

And notice is hereby further given, that all persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter, addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 1st of January next ensuing, and that copies of their objections must at the same time be sent to the Promoters.

Dated this 15th day of November, 1870.

*Wyatt and Hoskins, 28, Parliament-street,
Westminster, Parliamentary Agents.*

Redcar Pier.

(Application for Provisional Order, to vary existing Order—Extension of Time—Erection of Pier—Tolls—Amendment of Act, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December, 1870, by the Redcar Pier Company, Limited, hereinafter called "the Company," 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 confer on the Company all or some of the following amongst other powers:—

To substitute for the pier and works already authorized, and to construct a pier with all proper works, approaches, and other conveniences for the embarking and landing of passengers, goods, and merchandize, and for other purposes, commencing at or near a point on the esplanade, situate within the townships or parishes of Redcar, Marske, and Upleatham, or one of them, in the North Riding of the county of York, nearly opposite to Clarendon-street, in Redcar, and extending from such point into the sea, a distance of 1,300 feet, in an east-northeasterly direction, or thereabouts (with limits of deviation laterally between a point on the esplanade opposite to and south-east of Graffenburg-street, in Redcar, and a point in Upleatham, on the same esplanade, about 200 yards south-east of Clarendon-street aforesaid, and extending seawards in an east-northeasterly direction 1,500 feet, or thereabouts, from the esplanade.

To acquire lands and hereditaments necessary for such pier and works, and to apply the powers conferred by the Redcar Pier Order, 1866, hereinafter mentioned, to the proposed order, and to the proposed pier and works, with reference to the raising capital, borrowing monies, and levying tolls, to extend the time for completion of works, and to alter existing rates, tolls, and duties, and 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 alter, amend, or repeal all or some of the provisions of the Redcar Pier Order, 1866, and confirmed by the "Public Act, 29 and 30 Vict., cap. 58," and to repeal some of the provisions of such Act, and to enlarge and vary the powers of the Redcar Pier Company, Limited.

To incorporate with the said proposed Provisional Order the whole or part of "The Companies' Clauses Consolidation Acts, 1845 and 1863," and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1863."

On or before the 30th day of November, 1870, 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 of the North Riding of the county of York, at his office at Northallerton, in the said riding, and at the Custom House, at Middlesborough, in that riding, and at the offices of the Board of Trade, Whitehall, London, and 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 undermentioned Solicitors.

Dated this 16th day of November, 1870.

J. G. Thompson, Solicitor, Stockton-on-Tees and Redcar.

Marriott, Jordan, and Cooper, No. 3, Westminster-chambers, Victoria-street, Parliamentary Agents.

In Parliament.—Session 1871.

Tottenham and Hampstead Junction Railway.

(Alteration of constitution of Tottenham and Hampstead Junction Railway Company—Termination of present Management—Retirement of Present Board of Directors and Election of New Board—Prohibiting Midland and Great Eastern Railway Companies from Voting in such Election, &c.—To Rescind or Annul or Alter and vary Working Arrangements between The Company and the Midland and Great Eastern Railway Companies—Compulsory Powers of Transfer and Sale of Undertaking to and Purchase by the Midland and Great Eastern Railway Companies, or of amalgamation with these Companies—Compulsory raising of money by those Companies for such transfer, sale, purchase, or amalgamation—To extend and apply provisions of the Tottenham and Hampstead Junction Railway Act, 1866, to those purposes—Penalties on the Company and the two Companies—Compulsory payment by the two Companies of debts and liabilities of Company—Dissolution of Company—Prohibition or suspension of exercise of present powers of transfer, sale, or amalgamation—Termination of powers, duties, &c., of Receiver—Payment of costs of Act—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 the purposes or some of the purposes following (that is to say):

1. To alter the constitution of the Tottenham and Hampstead Junction Railway Company (hereinafter called the Company) and the Board of Directors thereof.

2. To terminate the present management of the Company and to provide for the retirement from office of the present Board of Directors, and for the appointment of a new Board of Directors to be elected by the shareholders and creditors of the Company other than the Midland Railway Company and the Great Eastern Railway Company (hereinafter called the two Companies), and the nominees or trustees of the two Companies or either of them, or to be elected in such other manner as the Bill will provide, and to make other provisions with reference to those several matters or any of them.

3. To prohibit the two Companies, or either of them, and their nominees or trustees as aforesaid, from voting in the election of directors of the Company, and on any other matters and questions connected with the affairs of the Company, in which the two Companies, or either of them, are in any manner interested, either permanently or for a time, to be named in the Bill, and on such terms and conditions as the Bill will provide.

4. To rescind and annul, or to alter, amend, and vary all contracts, agreements, and arrangements already entered into, or which before the passing of the Bill, may be entered into between the Company on the one hand, and the two Companies, or either of them, on the other hand, and particularly to rescind and annul, or to alter, amend, and vary the agreement made between the two Companies and the Company, dated on or about the 25th of May, 1870; and any and every contract, agreement, or arrangement between the Company and the two Companies, or either of them, under which the Tottenham and Hampstead Junction Railway is now worked, used, managed, or maintained by the two Companies, or either of them; and to make such other provisions with reference to the several matters before mentioned as the Bill may provide.

5. To require and compel the Company, within such time as the Bill may define, to transfer, sell, or convey upon such terms and conditions, and for such considerations as may be agreed upon, or as failing agreement may be settled by Arbitration, or as may be fixed and determined by the Bill, all, or any part of their undertaking, railways, stations, works, stocks, shares, land property, estate real and personal, and plant and rights, privileges and easements connected therewith, and the other powers, rights and privileges of what nature and kind soever of the Company, to the two Companies jointly; and to require and compel the two Companies jointly to take such transfer, or make such purchase, and accept such conveyance, and to impose penalties on the two Companies and on the Company for the refusal, neglect, or failure to complete such transfer, purchase, sale, or conveyance.

6. To require and compel the Company and the two Companies, within such time as the Bill may define, and upon such terms and conditions as may be agreed on, or as failing agreement may be settled by arbitration, or as may be fixed and determined by the Bill, to amalgamate all or any part of the undertaking, railways, works, stocks, shares, property, rights, powers and privileges of the Company with the undertaking, railways, works, stocks, shares, property, rights, and privileges of the two Companies, and to impose penalties on the two Companies and on the Company for the refusal, neglect, or failure to complete such amalgamation.

7. To extend and apply to such compulsory transfer, purchase, sale, and conveyance or amalgamation, all the provisions in "The Tottenham and Hampstead Junction Railway Act, 1866," contained with respect to the transfer, or

sale, or conveyance, of the undertaking of the Company to the two Companies, and to the amalgamation of the undertaking of the Company with the undertakings of the two Companies by that Act authorized; and so far as may be requisite, to alter and modify those provisions so as to make them applicable to such compulsory transfer, purchase, sale and conveyance or amalgamation.

8. To require and compel the Midland Railway Company and the Great Eastern Railway Company respectively, for all or any of the purposes of such compulsory transfer, purchase, sale, and conveyance, or amalgamation, to increase their respective capitals, and to raise money by the creation of new shares or stock in their respective undertakings, with or without preference, priority, or guarantee in payment of interest or dividend or other special privileges, and by borrowing on mortgage or bond, or by any of such means, and also to apply to all or any of such purposes any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors.

9. To extend and apply to such compulsory increase of capital and raising of money all the provisions in The Tottenham and Hampstead Junction Railway Act, 1866, contained, authorizing the increase of the capital of and the raising of money by the two Companies with respect to the transfer, or sale, or conveyance of the undertaking of the Company to the two Companies, and to the amalgamation of the undertaking of the Company with the undertakings of the two Companies by that Act authorized, and, so far as may be requisite, to alter and modify those provisions so as to make them applicable to such compulsory increase of capital and raising of money.

10. To require the two Companies jointly upon such transfer, purchase, sale or conveyance, or amalgamation, to pay or otherwise satisfy all the debts and liabilities charged on or affecting or due in respect of the undertaking of the Company, or due by the Company in respect thereof, and to authorize, require, and compel the two Companies to apply to the payment or satisfaction of such debts and liabilities any capital or funds from time to time belonging to the two Companies or either of them; and to provide for the settlement of any dispute as to the nature and amount of any such debts or liabilities by arbitration or in such other manner as the Bill may provide, and to impose penalties on the two Companies for the refusal, neglect, or failure to pay and satisfy such debts and liabilities or any of them.

11. To provide for the dissolution of the Company and the winding-up of their affairs.

12. To alter and vary, or to repeal all and every power and provision contained in any Act relating to the Company, or in any Act relating to the two Companies, or either of them, for the sale, transfer, or lease of the railway and undertaking of the Company, or any part thereof, to the two Companies, or either of them, and to restrain the two Companies, or either of them, from exercising or to limit the exercise by them of any such power in such manner and on such terms and conditions as the Bill may define.

13. To alter and vary, or to repeal all and every power and provision contained in any Act relating to the Company, or in any Act relating to the two Companies, or either of them, for the amalgamation of the undertaking of the Company, or any part thereof, with the undertakings of the two Companies, or either of them, and to restrain the two Companies, or either of them,

from exercising, or to limit the exercise by them of any such power in such manner and on such terms and conditions as the Bill may define.

14. To amend and alter the provisions of the Tottenham and Hampstead Junction Railway Act, 1866, with respect to such sale, lease, transfer, or amalgamation.

15. To provide for the termination of the powers, duties, and authorities of any receiver now appointed, or to be appointed before the passing of the Bill.

16. To vary and extinguish all existing rights, powers, authorities, and privileges which would in any manner impede or interfere with the purposes of the Bill, or any of them, and to confer other rights, powers, authorities, and privileges, and to provide for the payment by the Company and the two Companies, or any one or more of them, of all costs, charges, and expenses of and incident to the preparing for and obtaining and passing the Bill into an Act or otherwise in relation thereto.

17. And it is proposed by the Bill 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, the Acts relating to the Tottenham and Hampstead Junction Railway Company, 25 and 26 Vict. cap. 200; 26 and 27 Vict. cap. 205; 27 and 28 Vict. cap. 221; 28 and 29 Vict. cap. 178; 29 and 30 Vict. cap. 175; 31 and 32 Vict. cap. 101; and 33 and 34 Vict. cap. 109; and any other Acts relating to the Tottenham and Hampstead Junction Railway Company. The 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, 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; 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; 32 and 33 Vict. caps. 25, 83, and 115; and 33 and 34 Vict. cap. 63; and any other Acts relating to the Midland Railway Company. The Acts relating to the Great Eastern Railway Company 25 and 26 Vict. caps. 187, 195, and 223; 26 and 27 Vict. caps. 190 and 225; 27 and 28 Vict. caps. 95, 282, and 313; 28 and 29 Vict. caps. 62, 100, 118, 150, and 184; 29 and 30 Vict. caps. 255 and 287; 30 and 31 Vict. caps. 59, 109, and 208; 31 and 32 Vict. caps. 164 and 170; 32 and 33 Vict. cap. 89; and 33 and 34 Vict. caps. 36 and 52; and any other Acts relating to the Great Eastern Railway Company.

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

Dated this 14th day of November, 1870.

Linklater, Hackwood, Addison, and Brown,
7, Walbrook, London, Solicitors for the
Bill.

Simson and Wakeford, 11, Great George-
street, Westminster, Parliamentary
Agents.

In Parliament.—Session 1871.

North-East of London Tramways and Columbia Market Approaches.

(Incorporation of Company—Construction of Street Tramways, New Streets, and Widening of Streets in Middlesex and City of London—Compulsory Purchase of Lands—Tolls—Provisions for Use of Tramways and Streets—Agreements with, and Powers to, Metropolitan Board of Works and Street Authorities—Running Powers over Tramways of North Metropolitan Tramway Company, and Working Agreements with that Company—Power for Owner of Columbia Market to construct part of Tramways and Works and make Agreements with Company—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, New Streets, and Widening of Streets, or some or one of them, with all necessary and proper works and conveniences connected therewith respectively:

(1.) A Tramway No. 1, in the parishes of Christchurch Newgate-street, Saint Leonard Foster-lane, Saint Ann and Saint Agnes Aldersgate, Saint Botolph Aldersgate, the Liberty of Glasshouse-yard, and Saint Botolph without Aldersgate, all in the City of London, and Saint Luke's, in the county of Middlesex, or some of them, commencing at the south end of Saint Martin's-le-Grand, at a point opposite the south-west angle of the General Post Office, and ten yards distant therefrom, passing along Saint Martin's-le-Grand, Aldersgate-street, and Goswell-street, and terminating at a point in the last-named street distant fifty-six yards or thereabouts in a south-easterly direction from the junction of Old-street with Goswell-street.

The centre line of Tramway No. 1 will at its commencement be at a distance of four feet six inches from and on the east side of the imaginary centre line of Saint Martin's-le-Grand, and will so continue for a distance of sixty yards, will then gradually approach the said imaginary centre line until at a further distance of thirty yards it coincides with it, then will gradually diverge therefrom, until in passing the southern end of the cab-stand near the junction of Saint Ann's-lane and Saint Martin's-le-Grand, it will be at a distance of twelve feet from and on the west side of the imaginary centre line of Aldersgate-street, will then gradually approach the said imaginary centre line until at a point twenty yards south of the junction of Falcon-street and Aldersgate-street it will coincide with it, will then gradually diverge therefrom until in passing the south end of the cab-stand in Aldersgate-street, between Edmund-place and Jewin-street, it will be at a distance of eleven feet from and on the west side of said imaginary centre line, will then gradually approach said imaginary centre line until at a point opposite Hare-court it will coincide with it, and will continue to coincide with the imaginary centre line of Aldersgate-street and Goswell-street until it reaches a point opposite Fann-street, will then gradually diverge from said imaginary centre line until at a further distance of forty yards it will be at a distance of four feet six inches from and on the east side of it, and will so continue until it reaches a point ninety yards or thereabouts in a south-easterly direction from the junction of Old-street and Goswell-street; it will then further

diverge from said imaginary centre line until it reaches its termination in Goswell-street, where it will be nine feet therefrom.

(1A.) A Tramway No. 1A, in the said parishes of Christchurch Newgate-street and St. Leonard's Foster-Lane, commencing at the south end of St. Martin's-le-Grand, at a point opposite the south-west angle of the General Post Office and thirteen yards distant therefrom, passing along St. Martin's-le-Grand, and terminating therein by a junction with Tramway No. 1, at a point thirty yards, or thereabouts, in a southerly direction from the junction of Angel-street with St. Martin's-le-Grand.

The centre line of Tramway No. 1A will, at its commencement, be at a distance of four feet six inches from and on the west side of the imaginary centre line of St. Martin's-le-Grand, and will so continue for a distance of sixty yards or thereabouts, and will then gradually approach until at its termination it reaches the said imaginary centre line.

For the purposes of Tramway No. 1 and Tramway No. 1A, the imaginary centre line of St. Martin's-le-Grand is in this Notice taken to be a line drawn along the centre of the carriage-way of that street, as bounded by the permanent footway on the east, and the present temporary footway on the west.

(1B.) A Tramway No. 1B, in the said parish of St. Botolph, Aldersgate, commencing by a junction with Tramway No. 1, at a point distant fifty yards in a northerly direction from the junction of Falcon-street with Aldersgate-street. Passing through Aldersgate-street, and terminating therein by a junction with Tramway No. 1, at a point distant twenty-six yards in a southerly direction from the junction of Jewin-street with Aldersgate-street.

The centre line of Tramway No. 1B will, at its commencement, be at a distance of four feet from and on the western side of the imaginary centre line of Aldersgate-street, and will then gradually approach the said imaginary centre line until it crosses it at a distance of seventeen yards or thereabouts from the commencement of the tramway, will thence gradually diverge until at a further distance of thirty yards it will be distant six feet from and on the east side of said imaginary centre line, thence it will again gradually approach the imaginary centre line, and crossing it at a further distance of twenty yards or thereabouts, will gradually diverge until at its termination it will be distant ten feet from and on the west side of the said imaginary centre line.

(1c.) A Tramway No. 1c, in the said parishes of the Liberty of Glasshouse-yard, St. Botolph Without Aldersgate, and St. Luke, commencing at a point distant six yards in a northerly direction, from the junction of Fann-street with Goswell-street, passing along Goswell-street, and terminating in the last-named street at a point distant fifty-six yards in a south-easterly direction from the junction of Old-street with Goswell-street.

The centre line of Tramway No. 1c will at its commencement coincide with the imaginary centre line of Goswell-street, will then gradually diverge from it on the west side until at a distance of forty yards it will be distant four feet six inches from and on the west side thereof, and will so continue until it reaches a point ninety yards or thereabouts in a south-easterly direction from the junction of Old-street with Goswell-street, will then further gradually diverge from and on the west of said imaginary centre line to its termination, where it will be seven feet from and on the west side thereof.

(2.) A Tramway No. 2, in the parishes of St. Luke and St. Leonard, Shoreditch, commencing in Goswell-street by a junction with Tramway No. 1c, at its termination, passing along Goswell-street,

Old-street, and Old-street-road, and terminating in the last-named road at a point distant forty-four yards in a westerly direction from the centre of the public urinal, at the junction of Old-street, the Hackney-road, and High-street, Shoreditch.

The centre line of Tramway No. 2 will at its commencement be at a distance of seven feet from and on the west side of the imaginary centre line of Goswell-street, will then gradually diverge therefrom until in passing the north end of the cab-stand near the junction of Old-street with Goswell-street it will be at a distance of ten feet from and on the west of said imaginary centre line, will then gradually curve in a north-easterly direction (crossing said imaginary centre line of Goswell-street at a distance of sixteen yards, and the imaginary centre line of Old-street at a distance of forty yards, from the last-named point) until at a distance of ninety yards from the commencement of the Tramway it will be distant four feet six inches from and on the north side of the imaginary centre line of Old-street, thence will continue at that distance on the north side of the imaginary centre lines of Old-street and Old-street-road to the junction of Vincent-street with Old-street-road, thence will gradually approach the imaginary centre line of Old-street-road, and will reach it a distance of five chains from last-named point, and will so continue as far as the junction of Charlotte-street and King-street with Old-street-road, will thence gradually diverge from such imaginary centre line until at a distance of thirty-two yards from last-named point it will be four feet six inches from and on the south side of such imaginary centre line, and thence will so continue for a further distance of sixty-two yards, thence it will gradually approach the imaginary centre line of Old-street-road, and coincide with it at a further distance of thirty yards, and will thence so continue for a further distance of fifty-eight yards, after which it will gradually diverge from the imaginary centre line of Old-street-road until at its termination it will be distant five feet from and on the south side of such imaginary centre line.

(2A.) A Tramway No. 2A, in the parish of Saint Luke, commencing in Goswell-street by a junction with Tramway No. 1 at its termination, passing along Goswell-street into Old-street, and terminating in the last-named street by a junction with Tramway No. 2 at a point distant thirty-three yards in a north-easterly direction from the junction of Old-street with Goswell-street.

The centre line of Tramway No. 2A will at its commencement be nine feet distant from and on the east side of the imaginary centre line of Goswell-street, will thence gradually diverge therefrom until in passing the north end of the cab-stand near and south of the junction of Old-street with Goswell-street it will be distant eleven feet from and on the east side of such imaginary centre line; thence it will curve in a north-easterly direction (crossing the imaginary centre line of Old-street at a distance of thirty-eight yards from last-named point) for a distance of forty yards until at the termination of the tramway it will be four feet six inches distant from and on the north side of the imaginary centre line of Old-street.

(2B.) A Tramway No. 2B, in the parishes of Saint Luke and Saint Leonard Shoreditch, commencing by a junction with Tramway No. 2 at a point distant one yard in an easterly direction from the junction of Domingo-street with Old-street, thence passing along Old-street and Old-street-road, and terminating in Old-street-road by a junction with Tramway No. 2 at a point distant six yards in an easterly direction from the junction of Wood-street with Old-street-road.

The centre line of Tramway No. 2B will, at its

commencement, be at a distance of four feet six inches from and on the north side of the imaginary centre line of Old-street, and will then gradually approach such imaginary centre line until at a distance of twenty yards from the commencement of the Tramway it will cross such imaginary centre line, and will thence diverge therefrom on the south side until, at a distance of forty yards from the commencement of the Tramway, it will be distant four feet six inches from and on the south side of such imaginary centre line, and will continue at the same distance from and on the south side of the imaginary centre lines of Old-street and Old-street-road respectively to a point distant thirty-five yards in a westerly direction from the junction of Wood-street with Old-street-road, and from this last-named point will gradually approach the imaginary centre line of Old-street-road, until it terminates in it at the point before described.

(2C.) A Tramway No. 2c in the parish of St. Leonard Shoreditch, commencing by a junction with Tramway No. 2 at a point distant nine yards or thereabouts in an easterly direction from the junction of King-street with Old-street-road, thence passing along Old-street-road and terminating by a junction with Tramway No. 2 at a point distant one-hundred and forty-seven yards in a westerly direction, measured along Old-street-road, from the centre of the public urinal aforesaid.

The centre line of Tramway No. 2c will at its commencement be in the imaginary centre line of Old-street-road, and will thence gradually diverge until at a distance of twenty-five yards from the commencement of the Tramway it will be distant four feet six inches from and on the north side of the imaginary centre line of Old-street-road, thence will continue at the same distance from and on the north side of the imaginary centre line of Old-street-road for a further distance of fifty-three yards, and thence will gradually approach until it terminates in the imaginary centre line of Old-street-road.

(2D.) A Tramway No. 2D, in the parish of St. Leonard Shoreditch, commencing in Old-street-road, by a junction with Tramway No. 2 at its termination, and terminating in the Kingsland-road, at a point distant twenty-eight yards in a north-westerly direction from the centre of the public urinal aforesaid;

The centre line of Tramway No. 2D will at its commencement be at a distance of five feet from and on the south side of the imaginary centre line of Old-street-road, will from that point curve in a north-easterly direction, to its termination in the Kingsland-road, where it will be three feet distant from and on the west side of the imaginary centre line of that road.

(2E.) A Tramway No. 2E, in the parish of St. Leonard Shoreditch, commencing by a junction with Tramway No. 2D at a point distant six yards or thereabouts from its commencement, passing along Old-street-road and Kingsland-road, and terminating in Kingsland-road at a point distant twenty-six yards or thereabouts in a north-westerly direction from the centre of the public urinal aforesaid.

The centre line of Tramway No. 2E will, at its commencement, be at a distance of four feet from and on the south side of the imaginary centre line of Old-street-road, and will from that point curve in a north-easterly direction to its termination in the Kingsland-road, where it will be six feet from and on the east side of the imaginary centre line of that road.

(2F.) A Tramway No. 2F, in the parish of St. Leonard Shoreditch, commencing by a junction with Tramway No. 2 at its termination, and termi-

nating in the Hackney-road at a point distant twenty-five yards or thereabouts in a north-easterly direction from the centre of the public urinal aforesaid.

The centre line of Tramway No. 2F will, at its commencement, be at a distance of five feet from and on the south side of the imaginary centre line of Old-street road, and will from that point pass in an easterly direction across the open space at the junction of Old-street, the Hackney-road, and High-street, Shoreditch, and will from thence curve in a north-easterly direction to its termination in the Hackney-road, where it will be four feet six inches distant from and on the north-west side of the imaginary centre line of that road.

(2G.) A Tramway No. 2G, in the parish of St. Leonard Shoreditch, commencing by a junction with Tramway No. 2F, at a point distant thirty-nine yards or thereabouts from its commencement, and terminating at a point in the Hackney-road, distant twenty-six yards in a north-easterly direction from the centre of the public urinal aforesaid.

The centre line of Tramway No. 2G will, from its commencement, curve in a north-easterly direction to its termination in the Hackney-road, where it will be four feet six inches distant from and on the south-east side of the imaginary centre line of that road.

(3.) A Tramway No. 3, in the parishes of Saint Luke, Saint Leonard Shoreditch, and the parish or liberty of Norton Folgate, in the county of Middlesex, commencing in the City-road by a junction with Tramway No. 4A, authorised by "The North Metropolitan Tramways Act, 1870," at a point distant forty-six yards in a southerly direction from the centre of the Refuge at the junction of Worship-street with the City-road, thence passing along the City-road, Worship-street, and High-street, Shoreditch, and terminating in the High-street, Shoreditch, at a point distant thirteen yards or thereabouts in a north-easterly direction from the intersection of the boundary between the parish of Saint Leonard Shoreditch, and the parish or liberty of Norton Folgate, with the imaginary centre line of High-street, Shoreditch.

The centre line of Tramway No. 3 will at its commencement be four feet six inches from and on the west side of the imaginary centre line of the City-road, and will thence gradually approach said imaginary centre line, and reach same at a distance of thirty-two yards from the commencement of the Tramway, thence it will gradually diverge from said imaginary centre line until at a distance of thirty-eight yards from the commencement of the Tramway it will be distant six feet from, and on the east side of said imaginary centre line, thence it will curve in a north-easterly direction for a length of thirty-three yards, until it coincides with the imaginary centre line of Worship-street at its western end, and will so continue until it reaches a point distant twenty-nine yards in a westerly direction from the junction of Curtain-road with Worship-street; from this point the centre line will coincide with the imaginary centre line of Worship-street as now being widened until it reaches a point distant fifty yards or thereabouts from the junction of Worship-street with High-street, Shoreditch; thence it will diverge from said imaginary centre line until at the eastern end of Worship-street it will be seven feet distant from and on the south side of such imaginary centre line, thence it will curve in a north-easterly direction to its termination in High-street, Shoreditch, where it will be four feet six inches distant from and on the west side of the imaginary centre line of that street.

(3A.) A Tramway No. 3A, in the parish of St. Luke, commencing in the City-road by a junction with Tramway No. 4, authorised by the "North

Metropolitan Tramways Act, 1870," at a point distant forty-six yards in a southerly direction from the centre of the Refuge at the junction of Worship-street with the City-road, thence passing along the City-road and Worship-street, and terminating in the last-named street by a junction with Tramway No. 3 at the western end of Worship-street.

The centre line of Tramway No. 3A will at its commencement be four feet six inches from and on the east side of the imaginary centre line of the City-road, and will thence gradually diverge therefrom until at a distance of thirty-eight yards from the commencement of the Tramway it will be distant fifteen feet from and on the east side of such imaginary centre line; from this point it will curve in a north-easterly direction to its termination, where it will coincide with the imaginary centre line of Worship-street.

(3B.) A Tramway No. 3B, in the parish or liberty of Norton Folgate and the parish of St. Leonard Shoreditch, commencing by a junction with Tramway No. 3 at a point at the eastern end of Worship-street passing through Norton Folgate and High-street, Shoreditch, and terminating in the last-named street at a point distant thirteen yards in a north-easterly direction from the intersections of the boundary between the parish or liberty of Norton Folgate and parish of St. Leonard Shoreditch with the imaginary centre line of High-street, Shoreditch.

The centre line of Tramway No. 3B will at its commencement be at a distance of seven feet from and on the south side of the imaginary centre line of Worship-street, as now being widened, and will thence gradually curve in a north-easterly direction to its termination in High-street, Shoreditch, where it will be four feet six inches distant from and on the east side of the imaginary centre line of that street.

(4.) A Tramway No. 4 in the parishes of Saint Luke and Saint Leonard, Shoreditch, commencing in the street on the western side of Finsbury-square by a junction with Tramway No. 4A, authorised by "The North Metropolitan Tramways Act, 1870," at a point distant ninety-two yards or thereabouts in a southerly direction from the centre of the Refuge aforesaid, passing along the west and north sides of Finsbury-square, Christopher-street, King-street, Clifton-street, and Worship-street, and terminating in Worship-street by a junction with Tramway No. 3 at a point distant in an easterly direction seventeen yards or thereabouts from the junction of Clifton-street with Worship-street.

The centre line of Tramway No. 4 will at its commencement be four feet six inches from and on the west side of the imaginary centre line of the street on the west side of Finsbury-square, and will thence curve in a north easterly direction for a distance of forty yards, when it will be fourteen feet distant from and on the north-west side of the imaginary centre line of the street at the north-west corner of Finsbury-square, and will then gradually approach said imaginary centre line, and cross it at a further distance of twenty-four yards; from this point it will gradually diverge from said imaginary centre line until in passing the north end of the Oval in Finsbury-square it will be at a distance of four feet from and on the south side of the imaginary centre line of the street forming the north side of Finsbury-square; it will then gradually approach said imaginary centre line, and cross it at a further distance of twenty-two yards; from this point it will gradually diverge on the north-east side from the imaginary centre line of the street at the north-east corner of Finsbury-square, and will pass along the imaginary centre line of Christopher-street and of King-street to a point distant sixty-one yards or thereabouts in a westerly direction from

the private gates across King-street; from this point it will diverge gradually towards the south side of King-street, until at a distance of eight yards from the said gates in a westerly direction it will be distant seven feet from and on the south side of the said imaginary centre line; thence it will curve in a north-easterly direction into Clifton-street, and be at a distance of six feet from and on the east side of the imaginary centre line of Clifton-street, at a point distant in a northerly direction seventeen yards from the junction of King-street with Clifton-street; it will then gradually approach the imaginary centre line of Clifton-street, intersecting it opposite the centre of Prince's-street, and then diverge from such imaginary centre line on its western side, and be at a distance of five feet therefrom, and on the west side thereof, at a point distant sixteen yards or thereabouts in a southerly direction from the junction of Clifton-street with Worship-street; from this point it will curve in a north easterly direction to its termination, where it will coincide with the imaginary centre line of that street.

(4A.) A Tramway No. 4A, in the parish of Saint Luke, commencing in the street on the western side of Finsbury-square by a junction with Tramway No. 4. authorised by the "North Metropolitan Tramways Act, 1870," at a point distant ninety-two yards or thereabouts in a southerly direction from the centre of the Refuge aforesaid, passing along the west and north sides of Finsbury-square, and terminating in the street forming the north side of Finsbury-square, by a junction with the proposed Tramway No. 4, at a point distant forty yards from the commencement of that Tramway.

The centre line of Tramway No. 4A will, at its commencement, be at a distance of four feet six inches from and on the east side of the imaginary centre line of the street on the west side of Finsbury-square; it will then curve in a north-easterly direction to its termination, where it will be fourteen feet distant from and on the north-west side of the imaginary centre line of the street at the north-west corner of Finsbury-square.

(5.) A Tramway No. 5, in the parish of St. Leonard Shoreditch, commencing in High-street, Shoreditch, by a junction with Tramway No. 3 at its termination, passing along High-street, Shoreditch, and terminating in the same street at a point distant forty yards or thereabouts in a southerly direction from the centre of the first-named public urinal aforesaid.

The centre line of Tramway No. 5 will at its commencement, be at a distance of four feet six inches from and on the west side of the imaginary centre line of High-street, Shoreditch, and will then gradually diverge therefrom until, in passing the south end of the cabstand opposite Magpie-alley, it will be distant twelve feet from and on the west side of said imaginary centre line, and will so continue until it passes the north end of said cabstand opposite Plough-yard; it will then gradually approach said imaginary centre line until it reaches a point opposite Holywell-lane, where it will be at a distance of four feet six inches from and on the west side of such imaginary centre line, and will continue at the same distance from and on the same side of the said imaginary centre line to its termination.

(5E.) A Tramway No. 5E in the parish of St. Leonard Shoreditch, commencing in High-street, Shoreditch, by a junction with Tramway No. 3B at its termination, passing along High-street, Shoreditch, and terminating in the same street at a point distant forty yards or thereabouts in a southerly direction from the centre of the public urinal aforesaid.

The centre line of Tramway No. 5E will at its

commencement be at a distance of four feet six inches from and on the east side of the imaginary centre line of High-street, Shoreditch, and will then gradually diverge therefrom until it reaches the south end of the cabstand opposite Magpie-alley, where it will be at a distance of eleven feet from and on the east side of the said imaginary centre line, and will so continue until it passes the northern end of the said cabstand opposite Plough-yard; it will then further gradually diverge from said imaginary centre line, until in passing the public urinal opposite the Shoreditch Station of the Great Eastern Railway Company it will be distant fourteen feet from said imaginary centre line; it will then gradually approach said imaginary centre line until it reaches a point opposite Holywell-lane, where it will be at a distance of four feet six inches from and on the eastern side of said imaginary centre line, and will so continue to its termination.

(5A.) A Tramway No. 5A, in the parishes of Saint Martin Outwich, Saint Helen's Bishopsgate, otherwise Great Saint Helens, Saint Ethelburga, Allhallows London Wall, Saint Botolph Norton Bishopsgate, all in the City of London, and Norton Folgate, and Saint Leonard Shoreditch, both in the county of Middlesex, commencing in Bishopsgate-street Within, at the junction of Bishopsgate-street Within and Threadneedle-street, passing along Bishopsgate-street Within, Bishopsgate-street Without, Norton Folgate, and High-street, Shoreditch, and terminating in the last-named street by a junction with Tramway No. 5 at its commencement.

The centre line of Tramway No. 5A will, at its commencement be three feet from and on the western side of the imaginary centre line of Bishopsgate-street Within, and will so continue for a distance of eighty-five yards; it will then gradually approach the said imaginary centre line until it coincides with it at a point in the street twenty-two yards in a south-westerly direction from the centre of the entrance to Saint Helen's-place: from this point it will gradually diverge from the said imaginary centre line until in passing the cab-stands opposite to Four Swans-yard and Green Dragon-yard it will be at a distance of ten feet from and on the west side of said imaginary centre line, and will continue at same distance therefrom for a length of forty-five yards; it will then gradually approach the said imaginary centre line until it coincides with it at a point opposite to Camomile-street; thence it will gradually diverge from the imaginary centre line of Bishopsgate-street Without until in passing the cab-stand opposite Alderman's-walk, Devonshire-street, and Britannia-place, it will be at a distance of ten feet from and on the west side of said imaginary centre line; thence it will again gradually approach said imaginary centre line until it coincides with it at a point distant thirty-five yards or thereabouts in a north-easterly direction from the junction of New-street with Bishopsgate-street Without; thence it will gradually diverge from said imaginary centre line until at the south end of the cab-stand opposite Artillery-lane it will be fifteen feet distant from and on the west side of said imaginary centre line, and will so continue until passing the Refuge at the junction of Union-street with Bishopsgate-street Without; from this point it will then gradually approach said imaginary centre line until it coincides with it at a distance of fifty yards north of said Refuge, and will so continue until it reaches a point distant one hundred and twenty yards in a northerly direction from the junction of Prinrose-street with Bishopsgate-street Without: from this point it will gradually diverge from said imaginary centre line until at its termination the centre line of Tramway No. 5A will be at a distance of four feet six inches from and on

the west side of the imaginary centre line of High-street, Shoreditch.

(5b.) A Tramway No. 5b, in the parish of Saint Helen's Bishopsgate, otherwise Great Saint Helen's, commencing by a junction with Tramway No. 5A at a point distant twenty yards or thereabouts from its commencement, passing along Bishopsgate-street Within, and terminating by a junction with Tramway No. 5A at a point distant twenty-one yards in a south-westerly direction from the junction of Saint Helen's-place with Bishopsgate-street Within.

The centre line of Tramway No. 5b will at its commencement be at a distance of five feet from the imaginary centre line of Bishopsgate-street Within, and on the western side thereof; from this point it will gradually approach until at a distance of twelve yards from the commencement of the Tramway, it intersects the said imaginary centre line, from which it will again gradually diverge on the east side until at the distance of forty yards from the commencement of the Tramway it will be at a distance of four feet six inches from and on the east side of the said imaginary centre line, and will so continue for a distance of twenty yards; it will then gradually approach said imaginary centre line until it coincides with it at its termination.

(5c.) A Tramway No. 5c, in the parish of Saint Botolph Without Bishopsgate, commencing by a junction with Tramway No. 5A at a point distant thirty-four yards in a north-easterly direction from the junction of New-street with Bishopsgate-street Without, and terminating in the last-named street by a junction with Tramway No. 5A at a point distant fifty yards in a north-easterly direction from the centre of the Refuge at the junction of Union-street with Bishopsgate-street Without.

The centre line of Tramway No. 5c will, at its commencement, coincide with the imaginary centre line of Bishopsgate-street Without, and will so continue until it reaches a point opposite the centre of Widegate-street, and will then gradually diverge from the said imaginary centre line on the eastern side until it reaches a point opposite the Refuge last mentioned, where it will be thirteen feet distant from and on the east side of said imaginary centre line, and will then again gradually approach said imaginary centre line until it coincides with it at its termination.

(5d.) A Tramway No. 5d, in the parish or liberty of Norton Folgate and the parish of St. Leonard Shoreditch, commencing in Norton Folgate by a junction with Tramway No. 5A, at a point distant sixty-two yards or thereabouts in a northerly direction from the junction of Primrose-street with Bishopsgate-street Without, passing along Norton Folgate and High-street, Shoreditch, and terminating in the last-named street by a junction with Tramway No. 5E at its commencement.

The centre line of Tramway No. 5d will, at its commencement, coincide with the imaginary centre line of Norton Folgate, and will then gradually diverge therefrom on its eastern side, until at its termination, as above described, it will be at a distance of four feet six inches from and on the east side of the imaginary centre line of High-street, Shoreditch.

(5f.) A Tramway No. 5f, in the parish of St. Leonard Shoreditch, commencing in High-street, Shoreditch, by a junction with Tramway No. 5, at a point distant thirty yards in a southerly direction from the junction of Bethnal-green-road with High-street, Shoreditch, passing along and across High-street, Shoreditch, and the western entrance to Hyde's-place and Swan-yard, and terminating at a point adjacent to and on the north-side of the Goods Station of the Great Eastern Railway at Shoreditch.

The centre line of Tramway No. 5f will, at its

commencement, be at a distance of four feet six inches from and on the west side of the imaginary centre line of High-street, Shoreditch, and will thence gradually approach the said imaginary centre line, crossing it at a point distant sixteen yards from the commencement of the Tramway, thence it will gradually diverge from said imaginary centre line, until at a distance of thirty-two yards from the commencement of the Tramway it will be twenty feet distant from and on the east side of said imaginary centre line, and will then curve in a south-easterly direction, crossing the imaginary centre line of Swan-yard at a distance of thirty-three yards from the junction of said Swan-yard, at its western end, with High-street, Shoreditch, thence it will gradually diverge from such imaginary centre line until at its termination it will be distant twenty-five feet from and on the south side of such imaginary centre line.

(6 and 6A.) A Tramway No. 6, and a Tramway No. 6A, both in the parishes of St. Leonard Shoreditch, St. Matthew Bethnal-green, and Hackney, all in the county of Middlesex, commencing respectively at a point in High-street, Shoreditch, distant in a southerly direction forty yards or thereabouts from the centre of the first-named public urinal (Tramway No. 6 forming a junction with Tramway No. 5 at its termination, and Tramway No. 6A forming a junction with Tramway No. 5E at its termination); and the said Tramways No. 6 and No. 6A respectively, passing along High-street, Shoreditch, the Hackney-road, and Cambridge Heath, and terminating in Cambridge Heath, at a point distant seventy yards or thereabouts in a northerly direction from the centre of the bridge, carrying the Cambridge Heath-road over the Regent's Canal.

The centre line of Tramway No. 6 will, at its commencement, be at a distance of four feet six inches from and on the west side of the imaginary centre line of High-street, Shoreditch, and will thence curve in a north-easterly direction for a distance of sixty yards, until it attains a distance of four feet six inches from and on the north-west side of the imaginary centre line of the Hackney-road, and will so continue until it reaches the eastern end of the Hackney-road, at a point distant fifteen yards in a westerly direction from the Refuge at the junction of Hackney-road and Cambridge-heath; from this point it will curve in a northerly direction for a distance of forty yards, and will at a point distant twenty-four yards from the centre of the last-named Refuge be four feet six inches distant in a northerly direction from and on the western side of the imaginary centre line of Cambridge-heath, thence it will so continue until it reaches a point distant forty yards from and to the northward of the centre of the bridge over the Regent's Canal, thence it will gradually approach the imaginary centre line of Cambridge-heath, until it coincides with it at its termination.

The centre line of Tramway No. 6A will, at its commencement, be at a distance of four feet six inches from and on the east side of the imaginary centre line of High-street, Shoreditch, and will thence curve in a north-easterly direction for a distance of sixty yards, until it is at a distance of four feet six inches from and on the south-west side of the imaginary centre line of the Hackney-road, and will so continue until it reaches the eastern end of the Hackney-road at a point opposite the centre of Clare-street; from this point it will gradually diverge in a southerly direction for a distance of forty yards, when it will be twenty-three feet distant from the imaginary centre line of the Hackney-road; from this point it will curve round in a northerly direction, passing (at a distance of eighteen feet from the centre of the Refuge at the

junction of the Hackney-road and Cambridge-heath, and on its south-eastern side) to a point in Cambridge-heath distant forty yards, or thereabouts, in a northerly direction from the centre of the said Refuge, when it will be at a distance of four feet six inches from and on the eastern side of the imaginary centre line of Cambridge-heath; from thence it will gradually approach the imaginary centre line of Cambridge-heath until it coincides with it at the termination of the Tramway No. 6A.

(7.) A Tramway No. 7 in the parish of Hackney, commencing at a point in Cambridge-heath distant thirteen yards in a northerly direction from the junction of North-street with Cambridge-heath, passing along the Victoria Park-road and that portion of Grove-street lying to the eastward of the church, and terminating in Grove-street at a point thirty-six yards distant measured along Grove-street, in a south-westerly direction from the junction of that street with Terrace-road.

The centre line of Tramway No. 7 will at its commencement be in the imaginary centre line of Cambridge-heath, and will thence curve in a north-easterly direction for a length of twenty-eight yards, when it will be in the imaginary centre line of the Victoria Park-road, and will so continue until it reaches the eastern end of the same road at a point distant one hundred and twelve yards in an easterly direction from the junction of Derby-road with Victoria Park-road; from this point it will curve in a north-easterly direction until at a distance of forty-six yards it coincides with the imaginary centre line of Grove-street, and will continue on the imaginary centre line of Grove-street until it reaches a point distant forty-five yards in a northerly direction from the junction of Grove-street with Victoria Park-road; from this point it will diverge to the east of the imaginary centre line of Grove-street until it passes the Refuge at the junction of South Borough-road and Grove-street, where it will be fifteen feet distant from and to the eastward of the said imaginary centre line; thence it will gradually approach the imaginary centre line of Grove-street until it coincides with it at a point thirty-six yards distant in a northerly direction from the centre of the Refuge last-mentioned; from thence to the termination of the Tramway the centre line thereof will coincide with the imaginary centre line of Grove-street, passing along that street on the eastern side of the said churchyard.

(7A.) A Tramway No. 7A, in the parish of Hackney, commencing by a junction with Tramway No. 7 at a point in Grove-street, distant one hundred and thirty-two yards in a northerly direction from the Refuge aforesaid in Grove-street, passing along that portion of Grove-street lying to the westward of the church, and terminating by a junction with Tramway No. 7 at its termination.

The centre line of Tramway No. 7A will at its commencement coincide with the imaginary centre line of Grove-street, and will thence curve in a westerly direction for a distance of forty-two yards, when it will be distant four feet from and on the north-east side of the imaginary centre line of Grove-street, thence it will gradually approach the imaginary centre line of Grove-street until at a further distance of fifty-five yards it coincides with it, and will so continue until it attains a point twenty yards distant in a westerly direction from the junction of the eastern and western branches of Grove-street, near the southern end of Terrace-road, whence it will curve in a north-easterly direction to its termination, where it will coincide with the imaginary centre line of Grove-street.

(8.) A Tramway No. 8, in the parish of Hackney, commencing by a junction with Tramway No. 6 at its termination, passing along Cambridge-

heath, Mare-street, Hackney; the Triangle, Church-street, Hackney; the Lower Clapton-road, Lower Clapton, Upper Clapton, and Clapton-common, and terminating in Upper Clapton, at a point distant twenty-five yards or thereabouts in a south-easterly direction from the centre of the Refuge at the junction of Upper Clapton with Stamford-hill.

The centre line of Tramway No. 8 will at its commencement coincide with the imaginary centre line of Cambridge-heath, and will continue so to do until it reaches a point distant twenty-one yards in a southerly direction from the junction of King Edward's-road with Mare-street, Hackney; thence it will gradually diverge to the eastward for a distance of sixty-seven yards, when it will be at a distance of eight feet from and on the east side of the imaginary centre line of Mare-street aforesaid; thence it will again approach the said imaginary centre line until at a point distant eight yards or thereabouts in a south-westerly direction from the junction of Tryson's-place with Mare-street it coincides with the said imaginary centre line, and will so continue to a point distant eight yards or thereabouts in a northerly direction from the junction of Devonshire-road with Mare-street aforesaid; it will then diverge in a westerly direction for a distance of thirty-five yards, when it will be distant three feet from and on the western side of the imaginary centre lines of Mare-street and Church-street, Hackney, and will so continue to a point distant twenty yards in a southerly direction from the junction of Paragon-road with Church-street; thence it will gradually approach the imaginary centre line of Church-street, until it coincides therewith at a point fifteen yards in a northerly direction from the junction of Paragon-road with Church-street, and from thence it will coincide with the imaginary centre lines of Church-street and the Lower Clapton-road, to a point distant twenty yards or thereabouts in a south-westerly direction from the junction of the road on the east side of Clapton-square with the Lower Clapton-road; from this point it will gradually diverge from the imaginary centre line of Lower Clapton-road for a distance of thirty-eight yards, when it will be distant six feet from and on the south side of the imaginary centre line of the last-named road, and will so continue to a point distant thirty-five yards in a westerly direction from the junction of Lower Clapton with Lower Clapton-road; thence it will curve in a northerly direction for a distance of fifty yards, until it will coincide with the imaginary centre line of Lower Clapton, and will so continue until it reaches a point distant one hundred and thirty-three yards or thereabouts in a north-westerly direction from the junction of Laura-place with Lower Clapton; thence it will gradually diverge to the western side of the imaginary centre line of Lower Clapton for a distance of fifty-five yards, when it will be six feet distant from and on the western side of such imaginary centre line; thence it will again approach the said imaginary centre line until it reaches the junction of Clarence-road with Lower Clapton, where it will be two feet distant from and on the west side of such imaginary centre line; thence it will gradually diverge from the said imaginary centre line for a distance of sixty yards, when it will be four feet six inches distant from and on the west side of said imaginary centre line, and will so continue until it reaches a point distant one hundred and fourteen yards or thereabouts measured in a southerly direction from the junction of Lea Bridge-road with Lower Clapton; thence it will gradually approach the imaginary centre line of Lower Clapton until at a distance of twenty-eight yards it coincides with it, and will so continue

throughout the remainder of that street; thence it will coincide with the imaginary centre line of Upper Clapton until it reaches a point distant twenty-two yards in a southerly direction from the centre of the Refuge at the junction of Mount Pleasant-lane with Upper Clapton; thence it will gradually diverge from such imaginary centre line for a distance of sixty-two yards, when it will be four feet six inches distant from and on the south-western side of the said imaginary centre line, and will so continue until it reaches a point distant forty yards or thereabouts in a southerly direction from the junction of Warwick-road with Upper Clapton; from this point it will again gradually approach the said imaginary centre line for a distance of twenty-five yards, when it will coincide therewith, and will so continue until it reaches the junction of the northern entrance to Clapton-terrace with Upper Clapton; thence it will gradually diverge from the said imaginary centre line for a distance of forty yards, when it will be four feet six inches distant from and on the south-westerly side of the said imaginary centre line, and will so continue until it reaches the junction of Portland-avenue with Upper Clapton; thence it will again gradually approach the said imaginary centre line for a distance of fifty yards, when it will coincide with it, and will so continue until it reaches its termination.

(8A.) A Tramway No. 8A, in the parish of Hackney, commencing by a junction with Tramway No. 8 at a point in Mare-street, distant twenty-three yards in a southerly direction from the junction of King Edward's-road with Mare-street, passing along Mare-street, and terminating in the same street by a junction with Tramway No. 8, at a point distant eight yards in a south-westerly direction from the junction of Tryson's-place with Mare-street.

The centre line of Tramway No. 8A will, at its commencement, coincide with the imaginary centre line of Mare-street, and will thence gradually diverge from it for a distance of thirty yards, when it will be four feet six inches distant from and on the west side of it, and will so continue for a further distance of seventy yards; thence it will again gradually approach the said imaginary centre line coinciding with it at the termination of the tramway.

(8B.) A Tramway No. 8B, in the parish of Hackney, commencing by a junction with Tramway No. 8, at a point in Mare-street, distant seven yards in a northerly direction from the junction of Devonshire-road with Mare-street and Church-street, passing along Mare-street and Church-street, and terminating in the latter street by a junction with Tramway No. 8, at a point distant sixteen yards in a northerly direction from the junction of Paragon-road with Church-street.

The centre line of Tramway No. 8B will, at its commencement, be at a distance of two feet from the imaginary centre line of Mare-street and on the eastern side thereof, and will then gradually diverge from it until at a further distance of thirty-five yards it will be distant nine feet from and on the eastern side of the said imaginary centre line, and will so continue for a further distance of one hundred yards or thereabouts, when it will again approach the said imaginary centre line until it coincides with it at the termination of the tramway.

(8C.) A Tramway No. 8C, in the parish of Hackney, commencing by a junction with Tramway No. 8, at a point in Lower Clapton, distant twenty yards or thereabouts in a south-westerly direction from the junction of the road on the eastern side of Clapton-square with the Lower Clapton-road, passing along the Lower Clapton-road and Lower Clap-

ton, and terminating in the latter by a junction with Tramway No. 8, at a point distant ninety yards or thereabouts, in a northerly direction from the junction of College-avenue with Lower Clapton.

The centre line of Tramway No. 8C will, at the commencement, coincide with the imaginary centre line of the Lower Clapton-road, and will then gradually diverge from the said imaginary centre line until at a distance of forty yards from its commencement it will be three feet six inches distant from and on the north side of said imaginary centre line, and will so continue for a further distance of ninety yards or thereabouts, after which it will curve in a northerly direction, until it coincides with the imaginary centre line of Lower Clapton at the termination of the tramway.

(8D.) A Tramway No. 8D in the parish of Hackney, commencing by a junction with Tramway No. 8 at a point in Lower Clapton distant one hundred and two yards or thereabouts in a southerly direction from the junction of Clarence-road with Lower Clapton, passing along Lower Clapton, and terminating therein by a junction with Tramway No. 8 at a point distant eighty-two yards or thereabouts in a southerly direction from the southern side of the drinking-fountain at the junction of Lea Bridge-road with Lower Clapton.

The centre line of Tramway No. 8D will, at its commencement, be distant six feet from and on the south-western side of the imaginary centre line of Lower Clapton, and will thence gradually approach until at a distance of twenty-seven yards it coincides with it, and will then gradually diverge until, at a further distance of twenty yards, it will be four feet six inches distant from and on the north-eastern side of such imaginary centre line, and will so continue until it reaches a point opposite the passage to Austin's-buildings; it will then gradually approach the said imaginary centre line until it coincides with it at a further distance of fifteen yards, and will so continue until it reaches the termination of the Tramway.

(8E.) A Tramway No. 8E in the parish of Hackney, commencing by a junction with Tramway No. 8, at a point in Upper Clapton distant twenty-two yards or thereabouts in a south-easterly direction from the centre of the Refuge at the junction of Mount Pleasant-lane with Upper Clapton, passing along Upper Clapton, and terminating therein by a junction with Tramway No. 8, at a point distant sixteen yards or thereabouts in a southerly direction from the junction of Warwick-road with Upper Clapton.

The centre line of Tramway No. 8E will, at its commencement, coincide with the imaginary centre line of Upper Clapton, and will then gradually diverge therefrom until at a distance of seventy yards or thereabouts it will be distant four feet six inches from and on the north-eastern side of the said imaginary centre line, and will so continue until it reaches a point forty-two yards or thereabouts distant in a southerly direction from the junction of Warwick-road with Upper Clapton, and will then again gradually approach the said imaginary centre line until it coincides with it at the termination of the Tramway.

(8F.) A Tramway No. 8F, in the parish of Hackney, commencing by a junction with Tramway No. 8 at the junction of the northern entrance to Clapton-terrace with Upper Clapton, passing along Upper Clapton, and terminating therein by a junction with Tramway No. 8, at a point distant eight yards or thereabouts in a north-westerly direction from the junction of Portland-avenue with Upper Clapton.

The centre line of Tramway No. 8F will at its commencement coincide with the imaginary centre line of Upper Clapton, and will then gradually

diverge therefrom until at a distance of thirty-three yards or thereabouts it will be four feet six inches from and on the north-east side of said imaginary centre line, and will so continue until it reaches a point distant twenty-seven yards in a southerly direction from the junction of Portland-avenue with Upper Clapton, when it will gradually approach the said imaginary centre line, and will coincide with it at the termination of the Tramway.

(9 and 9A.) Two Tramways, Nos. 9 and 9A, both in the parishes of St. Leonard Shoreditch, Hackney, St. Mary Stoke Newington, and Hornsey, all in the county of Middlesex, respectively, commencing by a junction of Tramway No. 9, with Tramway No. 5 at its termination, and by a junction of Tramway No. 9A, with Tramway No. 5B at its termination, passing along High-street, Shoreditch, through the open space at the junction of the same street with the Hackney-road and Old-street-road, along the Kingsland-road, through the eastern side of Kingsland-green, High-street, Kingsland, Stoke Newington-road, Hornsey, South Hornsey, High-street, Stoke Newington, Stamford-hill, and Upper Clapton, and terminating in Upper Clapton by junctions of the two Tramways respectively with Tramway No. 8 at its termination.

The centre line of Tramway No. 9 will at its commencement be at a distance of four feet six inches from and on the western side of the imaginary centre line of High-street, Shoreditch, and will then curve round in a north-westerly direction towards the Old-street-road for a distance of fifty yards or thereabouts, when it will be at a distance of seven feet from the junction of the imaginary centre lines of the Old-street-road and the Kingsland-road, and will then curve in a northerly direction until at a further distance of sixteen yards it will be at a distance of two feet from and on the western side of the imaginary centre line of the Kingsland-road; from this point it will gradually diverge from the said imaginary centre line until at a further distance of a hundred yards or thereabouts it will be at a distance of four feet six inches from it; the centre line of Tramway No. 9 will then throughout its entire length be on the west side of and at a distance of four feet six inches from the imaginary centre lines of each of the streets and roads along which it is intended to be laid, except that (a) at a distance of fifty yards in a southerly direction from the centre of the public urinal at the junction of Dalston-lane with the Kingsland-road, the centre line of the Tramway will gradually diverge from the said imaginary centre line until in passing the said public urinal it will be distant thirteen feet from and on the west of said imaginary centre line; it will then gradually approach until at the junction of Abbot-street with the Kingsland-road it will again be at a distance of four feet six inches from and on the west of said imaginary centre line (b), at a distance of twenty-five yards in a southerly direction from the centre of the Refuge at the junction of Stamford-hill with Upper Clapton the centre line of the Tramway will curve in a north-easterly direction until at its termination it coincides with the imaginary centre line of Upper Clapton.

The centre line of Tramway No. 9A will at its commencement be at a distance of four feet six inches from and on the eastern side of the imaginary centre line of High-street, Shoreditch, and will then curve round in a north-westerly direction towards the Old-street-road for a distance of fifty-one yards or thereabouts, when it will be at distance of sixteen feet from the junction of the imaginary centre lines of the Old-street-road and the Kingsland-road, and will then curve in a northerly direction until, at a further distance of fifteen yards, it will be at a distance of seven feet from and on the eastern side of the imaginary centre line of the

Kingsland-road; from this point it will gradually approach the said imaginary centre line until, at a further distance of one hundred yards or thereabouts, it will be at a distance of four feet six inches from it; the centre line of Tramway No. 9A will then, throughout its entire length, be on the east side of and at a distance of four feet six inches from the imaginary centre lines of each of the streets and roads along which it is intended to be laid, except that (a) at a distance of fifty yards in a southerly direction from the centre of the public urinal at the junction of Dalston-lane with the Kingsland-road, the centre line of the tramway will gradually diverge from the said imaginary centre line until, in passing the public urinal aforesaid, it will be distant thirteen feet from and on the east side of the said imaginary centre line; it will then gradually approach until, at the junction of Abbot-street with the Kingsland-road, it will again be at the distance of four feet six inches from and on the east side of the said imaginary centre line (b), at a distance of twenty-five yards in a southerly direction from the centre of the Refuge at the junction of Stamford-hill with Upper Clapton, the centre line of the tramway will curve in a north-easterly direction until, at its termination, it coincides with the imaginary centre line of Upper Clapton.

(10.) A Tramway No. 10, in the parishes of St. Leonard Shoreditch, and St. Matthew Bethnal-green, commencing in the Hackney-road by a junction with Tramway No. 6 at a point distant twenty-three yards or thereabouts in a south-westerly direction from the junction of the new entrance to Crabtree-row with the Hackney-road, passing along the Hackney-road and Crabtree-row, and terminating in Crabtree-row at a point distant forty yards or thereabouts in a westerly direction from the junction of Charles-street with Crabtree-row.

The centre line of Tramway No. 10 will at its commencement be at a distance of four feet six inches from and on the north-western side of the imaginary centre line of the Hackney-road, and will then curve in a north-easterly direction until, at a distance of fifty yards or thereabouts from the commencement of the tramway, the centre line thereof will be distant eight feet from and on the north side of the imaginary centre line of Crabtree-row, and will then gradually approach the said imaginary centre line until it coincides with it at the termination of the tramway.

(10A.) A Tramway No. 10A, in the said parish of St. Matthew Bethnal-green, commencing in the Hackney-road by a junction with Tramway No. 6A at a point distant twenty-three yards or thereabouts in a south-westerly direction from the junction of the new entrance to Crabtree-row with the Hackney-road, passing along the Hackney-road and Crabtree-row, and terminating in Crabtree-row at a point distant forty yards or thereabouts in a westerly direction from the junction of Charles-street with Crabtree-row.

The centre line of Tramway No. 10A will at its commencement be at a distance of four feet six inches from and on the south-eastern side of the imaginary centre line of the Hackney-road, and will then curve in a north-easterly direction for a distance of fifty yards or thereabouts, when it will be distant one foot from and on the south side of the imaginary centre line of Crabtree-row, thence it will gradually diverge on the southern side thereof until it reaches the termination of the tramway, where it will be distant nine feet from and on the south of the imaginary centre line of Crabtree-row.

(12 and 12A.) A Tramway No. 12 and a Tramway No. 12A, both in the parish of St. Matthew Bethnal-green, and both commencing at a point in the Bethnal-green-road, distant nine yards or thereabouts in an easterly direction from the junction of

Church-row with Bethnal-green-road, passing along Bethnal-green-road, Cambridge-road, and North-side, and both terminating in Cambridge-road at a point distant sixteen yards in a southerly direction from the junction of North-side with Cambridge-road.

The centre line of Tramway No. 12 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 four feet six inches from the imaginary centre line of each of the streets or roads along which it is intended to be laid.

The centre line of Tramway No. 12A will, throughout its entire length, be on the right hand side (proceeding from the commencement to the termination of the tramway) of and four feet six inches from the imaginary centre line of each of the streets or roads along which it is intended to be laid.

(13.) A Tramway No. 13, in the parishes of St. Matthew Bethnal-green and St. Mary Stratford-le-Bow, otherwise Bow, commencing by a junction with the Tramway No. 12 at its termination, passing along Cambridge-road, North-side, Old Ford-road, and Lefevre-road, and terminating in Lefevre-road at a point distant fifteen yards or thereabouts in a north-westerly direction from the junction of Lefevre-road with Roman-road.

The centre line of Tramway No. 13 will at its commencement be at a distance of four feet six inches from and on the west side of the imaginary centre line of Cambridge-road, and will then curve in a north-easterly direction until, at a distance of thirty-six yards or thereabouts from the commencement of the Tramway it will be at a distance of five feet from and on the northern side of the imaginary centre line of North-side; thence it will gradually approach the said imaginary centre line until at a further distance of seventy yards or thereabouts it will coincide with it, and will so continue until it reaches a point in the Old Ford-Road distant forty-two yards or thereabouts in a north-easterly direction from the centre of the bridge carrying the Old Ford-road over the Regent's Canal; thence it will gradually diverge to the southern side of the imaginary centre line of Old Ford-road until, at a further distance of thirty-eight yards or thereabouts, it will be four feet six inches distant from and on the southern side thereof, and will so continue until it reaches a point distant sixty-eight yards or thereabouts in a westerly direction from the centre of the bridge carrying the Old Ford-road over Sir George Duckett's Canal, thence it will gradually approach the said imaginary centre line until, at a further distance of twenty-four yards or thereabouts, it will coincide with it and will so continue until it reaches a point fifty yards or thereabouts distant in an easterly direction from the last-named bridge, thence it will diverge in a northerly direction from the said imaginary centre line for a distance of twenty yards or thereabouts, when it will be at a distance of seven feet from and on the northern side thereof, and will so continue for a further distance of thirty-five yards or thereabouts; after which it will again approach said imaginary centre line until at a further distance of sixty yards it will coincide with it, and will so continue until it reaches a point distant sixty-five yards or thereabouts in a westerly direction from the junction of the Old Ford-road and Lefevre-road; from this point it will gradually diverge in a northerly direction for a distance of fifty-five yards, when it will be at a distance of three feet from and on the north side of said imaginary centre line; it will then curve in a south-easterly direction for a distance of twenty-five yards or thereabouts, until in Lefevre-road it will be two feet distant from

and on the east of the imaginary centre line of Lefevre-road, and will then gradually approach the said imaginary centre line until at a further distance of thirty-five yards it will coincide with it, and will so continue to a point distant sixty yards in a north-westerly direction from the junction of Lefevre-road and Roman-road, whence it will gradually diverge from the said imaginary centre line until at the termination of the Tramway it will be at a distance of three feet from and on the eastern side of the said imaginary centre line.

(13A.) A Tramway No. 13A, in the parish of St. Matthew Bethnal-green, commencing by a junction with Tramway No. 12A at its termination, passing along the Cambridge-road and North-side and terminating in North-side by a junction with Tramway No. 13 at a point distant twenty-six yards or thereabouts in a north-easterly direction from the junction of North-side and Cambridge-road.

The centre line of Tramway No. 13A will, at its commencement, be four feet six inches distant from and on the east side of the imaginary centre line of Cambridge-road, and will then curve in a north-easterly direction to its termination in North-side, where it will be at a distance of five feet from and on the north side of the imaginary centre line of North-side;

(13B.) A Tramway No. 13B in the parish of St. Matthew Bethnal-green, commencing in the Old Ford-road by a junction with Tramway No. 13 at a point distant forty-two yards in a north-easterly direction from the centre of the bridge carrying the Old Ford-road over the Regent's Canal, passing along Old Ford-road and terminating therein by a junction with Tramway No. 13 at a point distant forty-five yards in a westerly direction from the bridge carrying the Old Ford-road over Sir George Duckett's Canal.

The centre line of Tramway No. 13B will, at its commencement, coincide with the imaginary centre line of the Old Ford-road, and will then gradually diverge in a northerly direction until at a distance of forty yards or thereabouts from the commencement of the Tramway it will be at a distance of four feet six inches from and on the north side of the imaginary centre line of the Old Ford-road and will so continue until it reaches a point thirty-three yards to the westward of the Lamp Standard at the intersection of Grove-road and Old Ford-road; it will then gradually diverge from said imaginary centre line, until in passing the Lamp Standard aforesaid it will be distant eighteen feet from and on the north side of said imaginary centre line; it will then gradually approach said imaginary centre line until at a distance of forty yards to the eastward of the Lamp Standard aforesaid it will be four feet six inches distant from and on the north side of said imaginary centre line, and will so continue until it reaches a point distant eighty-five yards, or thereabouts, in a westerly direction from the centre of the bridge carrying the Old Ford-road over Sir George Duckett's Canal; thence it will approach said imaginary centre line until at the termination of the Tramway it will coincide therewith.

(14.) A Tramway No. 14, in the parishes of St. Mary Stratford-le-Bow, otherwise Bow, and St. Matthew Bethnal-green, commencing by a junction with Tramway No. 13 at its termination, passing along Lefevre-road, Roman-road, and Hewlett-road, and Old Ford-road, and terminating in Old Ford-road at a point distant fifteen yards, or thereabouts, in a westerly direction, from the junction of Hewlett-road with Old Ford-road.

The centre line of Tramway No. 14 will at its commencement be three feet distant from and on the eastern side of the imaginary centre line of

Lefevre-road, and will then curve in a south-westerly direction until at a distance of twenty-five yards or thereabouts it will be at a distance of five feet from and on the south side of the imaginary centre line of Roman-road; from this point it will gradually approach said imaginary centre line until at a further distance of fifty yards or thereabouts it will coincide with it, and will so continue until it reaches a point in Roman-road distant fifty yards or thereabouts in an easterly direction from the junction of Roman-road and Hewlett-road; thence it will gradually diverge from the said imaginary centre line, and at a further distance of thirty-five yards will be at a distance of five feet from and on the south side thereof, and it will then curve in a westerly direction until at a further distance of thirty-three yards or thereabouts, it will be five feet distant from and on the western side of the imaginary centre line of Hewlett-road; from this point it will gradually approach the said imaginary centre line, until at a further distance of thirty yards or thereabouts it will coincide with it, and will so continue until it reaches a point distant thirty-five yards or thereabouts in a southerly direction from the junction of Hewlett-road with Old Ford-road, and will then diverge in a north-easterly direction until it reaches a point seventeen yards distant from said junction, when it will be at a distance of three feet from and on the north-eastern side of the said imaginary centre line; from this point it will curve in a westerly direction until it reaches the termination of Tramway No. 14, when it will be at a distance of five feet from and on the north-western side of the imaginary centre line of Old Ford-road.

(15.) A Tramway No. 15, in the parish of St. Matthew Bethnal-green, commencing at a point distant thirty-two yards in a north-westerly direction from the intersection of Orange-street and Gossett-street, passing along Gossett-street, King-street, Squirries-street, Bethnal-green-road, and White-street, and terminating in White-street at a point twenty-seven yards south of the junction of White-street with Bethnal-green-road.

The centre line of Tramway No. 15 will at its commencement be seventy-eight feet distant from and on the west side of the imaginary centre line of Orange-street, and will then curve in a south-easterly direction until at a distance of thirty-five yards or thereabouts from the commencement of the Tramway it will be distant three feet from and on the south of the imaginary centre line of Gossett-street, and will so continue to the eastern end of that street; thence it will pass along King-street at a distance of three feet from and on the south-side of the imaginary centre line of that street to a point distant twenty-two yards in an easterly direction from the junction of Robert-street with King-street, and will then curve in a south-easterly direction over the site of certain houses intended to be removed at the junction of Squirries-street and King-street until at a distance of thirty-three yards in a northerly direction from the intersection of William-street and Squirries-street it coincides with the imaginary centre line of Squirries-street; and from the last-mentioned point to the termination of the Tramway it will be laid along the centre of Squirries-street and White-street.

(15A.) A Tramway No. 15A, in the parish of St. Matthew Bethnal-green, commencing at a point distant thirty-four yards in a north-westerly direction from the intersection of Orange-street and Gossett-street, and terminating in Gossett-street by a junction with Tramway No. 15, at the intersection of Orange-street and Gossett-street.

The centre line of Tramway No. 15A will, at its commencement, be at a distance of eighty-six feet from and on the west side of the imaginary centre

line of Orange-street, and will thence curve in a south-easterly direction to the termination of the Tramway, where it will be distant three feet from and on the south side of the imaginary centre line of Gossett-street.

(16.) A Tramway No. 16, in the parish of St. Matthew Bethnal-green, commencing by a junction with Tramway No. 15 at its termination in White-street as before described, passing along White-street and Nottingham-street, and terminating by a junction with the Tramway of the Great Eastern Railway Company, authorised by "The Great Eastern Railway (Metropolitan Railways) Act, 1870," at a point distant one hundred and ten yards, or thereabouts in an easterly direction from the commencement of said authorised Tramway.

The centre line of Tramway No. 16 at its commencement, will coincide with the imaginary centre line of White-street, and will so continue until it reaches a point distant seventeen yards in a northerly direction from the junction of White-street and Winchester-street, and will thence curve in a south-westerly direction until at a distance of fifteen yards in a south-westerly direction from the junction of Winchester-street and Nottingham-street it will coincide with the imaginary centre line of Nottingham-street, and it will then gradually diverge therefrom for a further distance of twenty-four yards, when it will be at a distance of three feet from and on the eastern side of said imaginary centre line; from this point it will curve in a south-westerly direction for a further distance of thirty-seven yards to its termination by a junction with the said authorised Tramway.

(16A.) A Tramway No. 16A, in the parish of St. Matthew Bethnal-green, commencing in the Bethnal-green-road by a junction with Tramway No. 12, at a point distant thirty-three yards, or thereabouts, in a westerly direction from the junction of Squirries-street and Bethnal-green-road and White-street, and terminating in the latter by a junction with Tramway No. 15 at its termination.

The centre line of Tramway No. 16A will, at its commencement, be at a distance of four feet six inches from and on the north side of the imaginary centre line of Bethnal-green-road, and will then curve in a south-easterly direction across the site of certain houses intended to be removed at the junction of White-street with Bethnal-green-road, until at its termination it will coincide with the imaginary centre line of White-street;

(16B.) A Tramway No. 16B, in the parish of St. Matthew, Bethnal-green, commencing in the Bethnal-green-road by a junction with Tramway No. 12A, at a point distant thirty-three yards, or thereabouts, in a westerly direction from the junction of Squirries-street with Bethnal-green-road, passing along Bethnal-green-road and White-street, and terminating in White-street by a junction with Tramway No. 16, at a point distant thirty-two yards or thereabouts in a southerly direction from the junction of White-street with Bethnal-green-road.

The centre line of Tramway No. 16B will, at its commencement, be at a distance of four feet six inches from and on the south side of the imaginary centre line of Bethnal-green-road, and will then curve in a southerly direction across the site of certain houses intended to be removed at the junction of Bethnal-green-road and White-street, until at its termination it will coincide with the imaginary centre line of White-street.

A new street commencing at the eastern end of Crab Tree-row, passing thence in a south-easterly direction, and terminating on the north side of Bethnal-green-road, between Union-street and the southern entrance to Thorold-square.

(11 and 11A.) Two Tramways, No. 11 and No.

11A, both in the parish of St. Matthew Bethnal-green; Tramway No. 11 commencing by a junction with Tramway No. 10 at its termination, and Tramway No. 11A commencing by a junction with Tramway No. 10A at its termination, both Tramways passing along Crab Tree-row, the intended new street lastly hereinbefore described, and the Bethnal-green-road, and Tramway No. 11 terminating by a junction with Tramway No. 12 at its commencement, and Tramway No. 11A terminating by a junction with Tramway No. 12A at its commencement.

The centre line of Tramway No. 11 will at its commencement coincide with the imaginary centre line of Crab Tree-row, and will thence curve in a south-easterly direction for a distance of sixty yards from such commencement, when it will be four feet six inches distant from and on the north-east side of the imaginary centre line of the intended new street lastly hereinbefore described, and will so continue until it reaches a point in the same street fifteen yards or thereabouts distant in a north-easterly direction from the southern entrance in Bethnal-green-road to Thorold-square, and from that point will curve in a south-easterly direction until at the termination of the Tramway No. 11 it will be at a distance of four feet six inches from and on the northern side of the imaginary centre line of Bethnal-green-road.

The centre line of Tramway No. 11A will at its commencement be distant nine feet and on the south side of the imaginary centre line of Crab Tree-row, and will thence curve in a south-easterly direction for a distance of sixty yards from such commencement, when it will be four feet six inches distant from and on the south-western side of the imaginary centre line of the intended new street lastly hereinbefore described, and will so continue until it reaches a point in the same street twelve yards or thereabouts distant in a north-easterly direction from the southern entrance in Bethnal-green-road to Thorold-square, and from that point will curve in a south-easterly direction until at the termination of Tramway No. 11A it will be at a distance of four feet six inches from and on the southern side of the imaginary centre line of Bethnal-green-road.

A widening (A) of Hackney-road, on the eastern side thereof, and of Crab Tree-row on the south side thereof, at its eastern end, commencing in Hackney-road at Cooper's-gardens, and terminating on the south side of Crab Tree-row, fifty-eight yards, or thereabouts, in an easterly direction, from the junction of Crab Tree-row with Hackney-road.

A widening (B) of Crab Tree-row on its southern side, from Gascoigne-place to Virginia-row.

A new street, commencing at the south side of Crab Tree-row, at a point distant sixty yards, or thereabouts, in an easterly direction from the junction of Gascoigne-place with Crab Tree-row, and terminating in Virginia-row, opposite the northern end of Turk-street.

A widening (C) of Birdcage-walk on the north-western side thereof, and of the Hackney-road on the south side thereof, commencing at the junction of James-street with Birdcage-walk and terminating in Bethnal-green-road opposite the passage forming the southern entrance to Essex-place.

A widening (D) of King-street on the south side thereof, and of Squirries-street on the west side thereof, commencing in King-street at a point distant twenty-two yards in an easterly direction from the junction of Robert-street with King-street, and terminating in Squirries-street at a point distant thirty-three yards in a northerly direction from the intersection of William-street and Squirries-street.

A widening (E) of Bethnal-green-road, on the south side thereof, and of White-street, on the west side thereof, commencing at a point distant in a westerly direction twenty yards from the junction of White-street with Bethnal-green-road, and terminating at a point distant thirty-three yards in a southerly direction from the junction of White-street with Bethnal-green-road.

A widening (F) of the street called North Side on the north side thereof, commencing at a point twenty-seven yards in an easterly direction from the junction of North Side with Cambridge-road and terminating at the junction of Russia-lane with Old Ford-road.

The intended new streets and widenings of streets hereinbefore described will be wholly situate in the parish of St. Matthew Bethnal-green aforesaid.

A widening (G) (in the parish of Saint Leonard Shoreditch) of High-street Shoreditch on its eastern side, and of Swan-yard at its western end and on its south side, commencing in High-street, Shoreditch, at the western entrance to Bydes-place on the south side thereof, and terminating on the south side of Swan-yard, and on the west side of York-street.

A widening (H) (in the parish of Hackney) of Mare-street and of Church-street, on the eastern sides thereof respectively, commencing at the junction of Devonshire-street with Mare-street and Church-street, and terminating at the junction of Paragon-road with Church-street.

A widening (I) (in the parish of Hackney) of Lower Clapton-road on the southern side thereof, commencing at the north-east angle of Hackney churchyard, and terminating at the junction of Lower Clapton Road with Lower Clapton.

The imaginary centre line in this Notice 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 a Tramway is intended to be laid.

And it is also intended by the Bill to provide for the objects and purposes following (that is to say):

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.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with the streets, turnpike-roads, highways, public-roads, ways, foot-paths, 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 places, or for other the purposes of the Bill.

To enable the Company, for all or any of the purposes of the intended tramways, new streets, widenings, and works, and of their undertaking to purchase or acquire, by compulsion or agreement, or to take easements over lands and houses, and to erect offices, carriage-houses, stables, 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 and goods 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 of the intended new streets and widening of streets, 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 empower the Company and any other Company or Companies now authorised, or who may hereafter be authorised, to lay down a tramway or tramways in the same street or streets, or in the same part of any street, to enter into and carry into effect contracts and agreements with reference to the ownership, construction, use, maintenance, management, and working of the tramway or tramways of the contracting Companies in such street or streets, or parts of streets, and, if deemed desirable or necessary, to provide for the appointment of an arbitrator to settle the terms and conditions of such ownership, construction, use, maintenance, management, and working, and to attach penalties to the breach or non-observance of the decision of or any rules or regulations to be made by such arbitrator.

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 specially or particularly adapted to run on an edged rail or on a grooved rail, and to authorise 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 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: and also with respect to the construction and maintenance of the intended new streets, and widenings of streets, or any of them.

To authorise the use upon the intended Tramways No. 5, No. 5F, No. 6, No. 10, No. 10A, No. 11, No. 11A, No. 12, No. 12A, No. 15, No. 15A, No. 16, No. 16A, No. 16B of railway or other trucks and carriages extending beyond the outer edge of the wheels of such trucks and carriages more than eleven inches on each side, and, so far as may be requisite for that purpose, to repeal or alter any of the provisions of "The Tramways Act 1870," and to authorise the use of all or any of the same tramways for the carriage of fish and other goods.

To empower the Company to run over, work, and use with horses and with carriages having flange wheels, or wheels specially adapted to run upon rails, so much of the Tramway No. 4 and the Tramway No. 4A, authorised by "The North Metropolitan Tramways Act 1870," as are situate between the junction therewith respectively of the intended tramways No. 3 and No. 3A, and the respective terminations of the said authorised Tramway No. 4 and Tramway No. 4A, and also the whole of Tramway No. 5 and Tramway No. 5A authorised by the same Act, and the works and conveniences connected therewith respectively, upon terms and conditions to be prescribed or provided for by the Bill, to levy tolls upon the said portions of tramways, and to vary the tolls which the North Metropolitan Tramways Company are by the said Act authorised to take in respect of the said tramways; and, so far as may be necessary for any of the purposes of the Bill, to amend or appeal the provisions, or some of the provisions of the same Act, and of "The North Metropolitan Tramways Act 1869."

To empower the Company and the Great Eastern Railway Company and the North Metropolitan 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 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.

The Bill may empower the owner or owners for the time being of Columbia Market, Bethnal-green, either conjointly with the Company or alone, to make and maintain the Tramways No. 5F, No. 10, No. 10A, No. 11, No. 11A, No. 15, No. 15A, No. 16, No. 16A, and No. 16B, and the two intended new streets and the intended widenings (A), (B), (C), (D), (E), and (G) respectively hereinbefore described or any of them, or any part or parts thereof respectively, and all works and conveniences connected therewith respectively, and may provide that, so far as relates to the making and maintaining of such last-mentioned Tramways, new streets, widenings, and works, and all matters and things incidental thereto, such owner or owners shall exercise and enjoy all such and the same powers, rights, and privileges, and be subject to all

such and the same restrictions and liabilities as are in this notice expressed with reference to the Company.

The Bill may also empower the Company and the owner or owners for the time being of Columbia Market aforesaid to enter into and carry into effect contracts and arrangements with respect to the construction, working, user, maintenance, and management of the intended Tramways No. 5 F, No. 10, No. 10A, No. 11, No. 11A, No. 15, No. 15A, No. 16, No. 16A, and No. 16B, or so be part or parts thereof, and with respect to the construction of the two intended new streets and the intended widenings (A), (B), (C), (D), (E), and (F), or some part or parts thereof, the procuring of rolling and working stock for such last-mentioned tramways, the appointment, removal, and payment of officers and servants for the same, the interchange, transmission, and delivery of traffic thereon, the fixing, collection, and appropriation of tolls and charges upon the same tramways, and all incidental matters; and to sanction and give effect to contracts 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 thirtieth 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 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 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 thirtieth day of November, be deposited for public inspection as follows, that is to say: for the parish of Saint Leonard Shoreditch, with the Vestry Clerk of that parish, at his office at Shoreditch Town Hall, Old-street-road, and with the Parish Clerk of the same parish, at his residence; for the parish of Saint Luke Middlesex, with the Vestry Clerk of that parish, at his office, at the Vestry Hall, City-road, and with the Parish Clerk of the same parish, at his residence; for the parish of Saint Matthew Bethnal-green, with the Vestry Clerk of that parish, at the Vestry Hall, Church-row, Bethnal-green, and with the Parish Clerk of the same parish, at his residence; for the parish of Hackney and the parish of Saint Mary Stoke Newington, with the Clerk of the Board of Works for the Hackney district, at his office at the Town Hall, Hackney; and with the Parish Clerk of each of the two last-mentioned parishes at his residence; for the Liberty of Norton Folgate, with the Clerk to the Board of Works for the Whitechapel district, at his office, No. 15, Great Alie-street, Whitechapel; for the Liberty of Glasshouse-yard, with the Clerk to the Board of Works for the Holborn district, at his office, No. 47, Chancery-lane; for the parish of Saint Mary Stratford-le-Bow, with the Clerk to the Board of Works for the Poplar district, at his office, 117, High-street, Poplar, and with the Parish Clerk of that parish, at his residence; for the parishes of Christ Church Newgate-street, Saint Leonard Foster-lane, Saint Anne and Saint Agnes Aldersgate, Saint Botolph Aldersgate, Saint Botolph

Without Aldersgate, Saint Martin Outwich, Saint Helen's Bishopsgate, otherwise Great Saint Helen's, Saint Ethelburga, Allhallows London-wall, Saint Botolph Without Bishopsgate, and Hornsey; with the Parish Clerks of those parishes, at their respective residences; and in the case of each extra-parochial or other place, with the clerk of some parish immediately adjoining thereto, at his residence.

And Notice is Hereby Further Given that printed copies of the intended Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1870.

Day and Hassard, 28, Great George-street, Westminster, Solicitors for the Bill.

J. Dorington and Co., 29, Great George-street, Westminster, Parliamentary Agents.

Longstanton and Bourn Railway.

(Incorporation of Company; Construction of Railway; Running Powers over authorized Haddenham, Willingham, and Longstanton Railway, Ely, Haddenham, and Sutton Railway, and portions of London and North Western and Great Eastern Railways; Traffic and Working 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 called "the Company") and to confer on the Company the following powers, viz. :—

To make and maintain a railway, with all proper stations, approaches, works, and conveniences connected therewith, commencing in the parish of All Saints, Longstanton, by a junction with the line authorized by the Haddenham, Willingham, and Longstanton Railway Act, 1869, at or near the point measuring 6 miles 2 furlongs from its commencement along the centre line as shown on the plans thereof, deposited with the Clerk of the Peace for the county of Cambridge, in the month of November, 1868, thence crossing by a bridge over the Great Eastern Railway Company's Saint Ives and Cambridge Line, and passing from, through, or into the parishes, townships, and places of Longstanton All Saints, Swavesey, Lolworth, Boxworth, Childerley, Dry Drayton, Knapwell, Bourn, Caldecot, Elsworth, and Kingston, or some of them, all in the county of Cambridge, and terminating in the said parish of Bourn by a junction with the London and North Western Railway Company's Bedford and Cambridge Line, at a point thereon about 300 yards south-westward of the bridge carrying that line over the public road leading from Kingston to Bourn.

To purchase by compulsion, and also by agreement, land, houses, and hereditaments, for the purposes of the said proposed railway and works connected therewith; to levy tolls, rates, and charges upon or in respect of the proposed railway 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 watercourses within or

adjoining the parishes and places aforesaid, or any of them.

The Act will authorize and give effect to contracts and arrangements between the Company on the one hand, and the Haddenham, Willingham, and Longstanton, Ely, Haddenham, and Sutton, London and North Western, Great Eastern, Great Northern, and Midland 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 railway of the Company, and 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 empower the Company and all Companies and persons lawfully working or using their intended railway, or any part thereof, to run over, work and use with their engines, carriages, and waggons, and for the purposes of traffic of every description, upon rates, payments, terms, and conditions to be prescribed by the Act or (failing agreement) settled by arbitration, the following railway and portions of railways, viz. :—

- 1.—The authorized Haddenham, Willingham, and Longstanton Railway.
- 2.—So much of the St. Ives and Cambridge Branch of the Great Eastern Railway as is situated between the authorized Junction therewith of the Haddenham, Willingham, and Longstanton Railway, and the Huntingdon Station on that Branch, including that station;
- 3.—So much of the Bedford and Cambridge line of the London and North Western Railway Company as is situated between the junction therewith of the intended railway before described and the Sandy Station, including that station.
- 4.—The Ely, Haddenham, and Sutton Railway, and so much of the Great Eastern Railway as lies between the junction of the Ely, Haddenham, and Sutton Railway and the Ely Station, together with the joint usage of the Ely Station.

Together with all stations, sidings, warehouses, buildings, booking and other offices, approaches, watering-places, sheds, standing-room for engines, works and conveniences, water supplies, telegraph signals, and machinery, in and upon the said Haddenham, Willingham, and Longstanton Railway, the Ely, Haddenham, and Sutton Railway, and portions of railway respectively, and to require the Companies and persons owning and working the same respectively to afford and render all facilities and services for the purposes aforesaid.

The intended Act will incorporate all or some of the provisions of "The Companies' Clauses Consolidation Act, 1845;" "The Companies'

Clauses Acts, 1863 and 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 alter, amend, extend, and enlarge or repeal all or some of the provisions of the local and personal Acts following, or some of them, viz., "The Haddenham, Willingham and Longstanton Railway Act, 1869," 25 and 26 Victoria, chapter 223, and all other Acts relating to the Great Eastern Railway Company; 7 and 8 Vict., caps. 18 and 59, and all other Acts relating to the Midland Railway Company; 9 and 10 Vict., cap. 71, and all other Acts relating to the Great Northern Railway Company; 3 and 4 Will. IV., cap. 36, and all other Acts relating to the London and North Western Railway Company; "The Ely, Haddenham, and Sutton Railway Act, 1864;" 27 and 28 Vict., cap. 86; and all other Acts relating thereto.

Maps, plans, and sections showing the line levels of the said intended railway 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 Cambridge, at his office at Cambridge, 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 railway 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 the 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 21st day of December next.

Dated this 9th day of November, 1870.

Edmond Foster, Green-street, Cambridge,
Solicitor.

William Bell, 27, Great George-street,
Westminster, Parliamentary Agent.

Exhibition Street Tramways.

(Construction of Street Tramways in Chelsea and Kensington; Compulsory user of Streets, &c.; 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 the Board of Trade, for a Provisional Order, authorizing the person or persons to be named in that behalf in the order, or by a Company incorporated or to be incorporated for the purpose under the Companies Act, 1862, who are hereinafter referred to as "the Promoters," to construct and maintain the street tramways described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively, that is to say:

1. A Tramway (No. 1) commencing in the Exhibition-road, in the parish of St. Margaret, Westminster, at a point half a chain or there-

abouts south of the junction of that road with Kensington-road, and passing in a southerly direction along the Exhibition-road to its southern end, and thence into and in a westerly direction along Alfred-place West, and thence along the roadway on the west and south sides of the South Kensington Station of the Metropolitan District Railway, and past the north-west end of Pelham-street, into and along the north-east side of Onslow-square, and thence into and along Sydney-place, and thence into and in a south-westerly direction along Fulham-road, to the junction therewith of Sydney-street, and thence into and along Sydney-street, Robert-terrace, and Robert-street, to the southern end thereof and thence into and in a south-westerly direction along King's-road, Chelsea, to the junction therewith of Oakley-street, and into and along Oakley-street, Chelsea, and terminating in the parish of St. Luke, Chelsea, at the southern end of that street, at a point $1\frac{1}{2}$ chain or thereabouts, north-west of the entrance to the Cadogan Steam-boat Pier at Cheyne-walk, Chelsea.

The centre line of the proposed Tramway (No. 1) will at its commencement be at the distance of 4 feet 6 inches from and west of the imaginary centre line of Exhibition-road, and will so continue for the length of one chain, and will thence gradually approach the imaginary centre line of the road until in the length of half a chain it intersects it, and will thence diverge in an easterly direction therefrom until in the further length of half a chain it attains the distance of 4 feet 6 inches from and east of the said imaginary centre line, and will continue at that distance from and on that side of the said imaginary centre line to a point two chains north of the junction of that road with Alfred-place West, from which point the centre line of the tramway will gradually approach until in the length of three-quarters of a chain it reaches the imaginary centre line of the road, and will from that point be laid in the centre of the respective streets and roads through which it is intended to pass, until it reaches a point opposite, or nearly opposite the west end of Alfred-place West, whence it will pass by a line curving first to the south-west and afterwards to the south-east along the roadway on the west and south sides of the South Kensington Station aforesaid, and thence to a point $1\frac{1}{2}$ chain north of the junction of Sydney-place with Fulham-road, Chelsea, the centre line of the tramway will be at the distance of 4 feet 6 inches from and north-east 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 imaginary centre line of Sydney-place, and thence to a point 1 chain south of the junction of Sydney-street with Fulham-road, the tramway will be laid along the centre of the road, and thence the centre line of the tramway will again gradually diverge, until in the length of three-quarters of a chain it again attains the distance of 4 feet 6 inches from and east of the imaginary centre line of the street, and will continue at that distance from and on that side of the said imaginary centre line to a point $2\frac{1}{2}$ chains north of the junction of Robert-street with King's-road, whence it will again gradually approach until in the length of three-quarters of a chain it reaches the centre of the street, and thence to a point three-quarters of a chain south of the junction of Oakley-street with King's-road the tramway will be laid along the centre of the road, and thence will gradually diverge in an easterly direction, until in the length of three-quarters of a chain it attains the distance

of 4 feet 6 inches from and east of the imaginary centre line of the street, and will continue at that distance from and on that side of the said imaginary centre line to a point $2\frac{1}{2}$ chains north of the termination as above described of the tramway, whence it will again gradually approach until in the length of three-quarters of a chain it reaches the centre of the street, and thence to its termination the tramway will be laid along the centre of the street.

(1a.) A tramway (No. 1a) wholly in the parish of St. Margaret's, Westminster, commencing in the Exhibition-road by a junction with the proposed Tramway No. 1, at its point of commencement as above described, and passing thence in a northerly direction along that road, and by a curved line in a north-easterly direction into the Kensington-road, and terminating in the last-named road at a point three-quarters of a chain or thereabouts west of the junction therewith of the Exhibition-road.

The centre line of the proposed Tramway (No. 1a) will at its commencement be at the distance of 4 feet 6 inches from and on the west side of the imaginary centre line of the Exhibition-road, and at its termination in the Kensington-road at the like distance from and on the north side of the imaginary centre line of that road passing from the one point to the other by a curved line of 50 feet radius.

(1b.) A Tramway (No. 1b) wholly in the parish of St. Margaret, Westminster, commencing in Exhibition-road by a junction with the proposed Tramway No. 1, above described, at a point 2 chains south of the commencement thereof, and passing thence in a northerly direction along that road, and in a north-easterly direction into the Kensington-road, and terminating in that road at a point 9 feet south of the termination of the proposed Tramway No. 1a, as above described.

At its commencement the centre line of the proposed tramway (No. 1b) will be 4 feet 6 inches from and on the east side of the imaginary centre line of Exhibition-road, and will continue at that distance to the northern end of the said road, and at its termination in the Kensington-road, will be at the like distance from and on the south side of the imaginary centre line of that road, passing from the one point to the other by a curved line of 40 feet radius.

2. A tramway (No. 2) wholly in the Exhibition-road aforesaid, commencing at the point of commencement of the proposed Tramway No. 1, as above described, and terminating by a junction with the said proposed Tramway No. 1 at a point $1\frac{1}{2}$ chains north of the junction of Alfred-place West with Exhibition-road.

The centre line of the proposed tramway (No. 2) will be throughout at the distance of 4 feet 6 inches from and west of the imaginary centre line of Exhibition-road, except that from a point three-quarters of a chain north of its termination, its centre line will gradually approach, until in the length of three-quarters of a chain it reaches the centre of that road, and from that point to its termination the tramway will be laid in the centre of the road.

3. A tramway (No. 3) commencing in Alfred-place, West, aforesaid, by a junction with the proposed Tramway No. 1, above described, at a point $4\frac{1}{2}$ chains west of the junction of that street with Exhibition-road, and passing thence along the roadway on the west and south sides of the South Kensington Station aforesaid, and across the north-west end of Pelham-street, into and along the north-east side of Onslow-square, and thence into and along Sydney-place, and termi-

nating at a point 1 chain north of the junction of Sydney-place with the Fulham-road.

The centre line of the proposed tramway (No. 3) will at its commencement be in the centre of the road, and will thence pass by a line curving first to the south-west and afterwards to the south-east, along the roadway aforesaid on the west and south sides of the South Kensington Station, and thence to a point three-quarters of a chain north-west of its termination the centre line of the tramway will be 4 feet 6 inches from and west of the imaginary centre line of the street, and thence the centre line of the tramway will gradually approach until at its termination it reaches the centre of Sydney-place.

4. A Tramway (No. 4) commencing in Sydney-street, aforesaid, by a junction with the proposed Tramway No. 1, above described, at a point about 1 chain south of the junction of Sydney-street with Fulham-road, and proceeding thence in a southerly direction along Sydney-street, into and along Robert-terrace and Robert-street, and terminating in the last-named street at a point $1\frac{1}{2}$ chain north of the junction of that street with King's-road, Chelsea.

The centre line of the proposed Tramway (No. 4) will be throughout at the distance of 4 feet 6 inches from and west of the imaginary centre line of the respective roads and streets through which it is intended to pass, except that for the distance of $\frac{3}{4}$ of a chain at its commencement and the like distance at its termination respectively, the centre line of the tramway will gradually approach, until at its commencement and termination respectively it reaches the centre of the street.

5. A Tramway (No. 5) wholly in Oakley-street, Chelsea, commencing and terminating respectively by junctions with the proposed Tramway No. 1, above described, the point of commencement being $\frac{3}{4}$ of a chain south of the junction of Oakley-street with King's-road, Chelsea, and the point of termination $1\frac{3}{4}$ chains north of the point of termination of the Tramway No. 1, as above described.

The centre line of the proposed Tramway (No. 5) will be throughout at the distance of 4 feet 6 inches from and west of the imaginary centre line of the street except that for the distance of $\frac{3}{4}$ of a chain at its commencement, and the like distance at its termination respectively, the centre line of the tramway will gradually approach until at its commencement and termination respectively it attains the centre of the street.

The proposed tramways and works will respectively be made or pass from, in, through, or into the parishes of Saint Luke, Chelsea, St. Mary Abbott's, Kensington, and St. Margaret, Westminster, all in the county of Middlesex, or some of them.

And it is proposed by the Provisional Order to authorize the Promoters 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, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Provisional Order.

The proposed Provisional Order will incorporate with itself the whole or some of the provisions of Part II and Part III of "The Tramways

Act, 1870," with such variations therein as may be deemed necessary or expedient. And the Provisional Order will contain powers for effecting the objects or some of the objects, and for conferring on the Promoters the powers or some of the powers following, that is to say:—

To enable the Promoters 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 Promoters from the payment of the whole or some part of any highway, or any 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 provide for and regulate the user by the Promoters for the purposes of the Provisional Order, of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Promoters 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 Promoters, or upon terms to be prescribed by the Provisional Order, 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 Promoters 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 Promoters 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 Promoters 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 the Metropolitan Board of Works, 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 Provisional Order.

To empower the Promoters, 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 Promoters.

To enable the Promoters 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 Promoters 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 empower the Promoters on the one hand and the Metropolitan Street Tramways Company, and the Pimlico, Peckham Tramways Company, and the London Street Tramways Company, or any 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 working or rolling stock, the appointment, removal, and payments 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 Provisional Order 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, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, at the office of the Board of Trade, and also for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county, and with the Metropolitan Board of Works, at their office in Spring-gardens, and that a copy of so much of the said plans and sections 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 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 Chelsea, with the vestry clerk at his offices at the Vestry Hall, King's-road, Chelsea; for the parish of St. Mary Abbott, Kensington, with the vestry clerk, at his office at the Vestry Hall, High-street, Kensington; and for the parish of St. Margaret, Westminster, with the clerk to the Board of Works for the Westminster district, at his office at Great Smith-street, Westminster.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order, when deposited, and of the Provisional

Order, when made, will be furnished (at the price of one shilling for each copy) to all persons applying for them at the office of Messieurs J. Dorington and Co., 29, Great George-street, Westminster.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 1st day of January, 1871.

Dated this 14th day of November, 1870.

Ashurst, Morris, and Co., 6, Old Jewry, and 22, Abingdon-street, Westminster, Solicitors for the Provisional Order.

J. Dorington and Co., 29, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1871.

Clayhithe Bridge.

(Incorporation of Company—Construction of Bridge over the Cam between Waterbeach and Horningsea with approach Roads and alterations of existing Roads—Compulsory purchase of Lands and Ferry and other property—Amendment of Conservancy Act—Arrangements with Conservators—Provision for ultimately vesting Bridge in county.)

APPPLICATION is intended to be made to Parliament next Session for an Act to effect the purposes or some of the purposes following (that is to say)—

1. To incorporate a Company and to empower the Company to make and maintain

(a). A bridge over the River Cam (otherwise Cham or Grant) at Clayhithe, with all necessary works and conveniences for the passage of horses, cattle, vehicles, and foot-passengers; such bridge to commence in Horningsea parish, in Cambridgeshire, at a point in the parish road leading from Horningsea Village to Clayhithe Ferry where it abuts on the said river, and at or near the north-western corner of the farm buildings of Clayhithe Farm belonging or reputed to belong to Messrs. Saunders Brothers, and occupied by Mrs. Elizabeth Saunders, and to terminate in Waterbeach parish, in Cambridgeshire, at a point on or near the towing-path adjoining the western side of the said river there, and 100 yards or thereabouts (measuring along the said towing-path) to the southwards of the public-house called the House of Lords (and which bridge, works, and conveniences will be wholly in the said parishes of Horningsea and Waterbeach, and the bed and banks of the River Cam.)

2. To empower the Company to make the following works, viz.:

(b). A new road for horses, cattle, vehicles, and foot passengers, wholly in Waterbeach parish aforesaid, to commence at or near the termination of the said bridge as hereinbefore described, and to terminate by a junction with the parish road leading from Clayhithe Ferry to Waterbeach Village at or near the point where the drift way from lands belonging or reputed to belong to Edward Mason, and occupied by him, falls into that road, and at the distance (measuring along that road) of 85 yards or thereabouts to the westward of the said public-house, and to appropriate and use part of the said driftway for the new road.

(c). A widening and improvement (wholly in Horningsea parish aforesaid) of the said parish

road from Horningsea Village to Clayhithe Ferry where it abuts on the said river, which widening and improvement will be on the north eastern side of the said road, and will be of the length of 50 yards or thereabouts, and will be nearly opposite to the said farm buildings of Clayhithe Farm, and will be made on and over the south-western corner of the field abutting on the said road there, and belonging or reputed to belong to Messrs. Saunders Brothers, and occupied by them; and will commence at or near the eastern end of the shed in that field which abuts on the said road, and will terminate 50 yards or thereabouts to the westward of its commencement.

(d). A widening and improvement (wholly in Waterbeach parish aforesaid) of the said parish road leading from Clayhithe Ferry to Waterbeach Village aforesaid, which widening and improvement will be made on the western side of that road, and will commence at or near the termination as hereinbefore described of the new road (B) and will extend thence along the said parish road towards Waterbeach for the distance of 100 yards or thereabouts, and will terminate at the end of that distance.

(e). Another widening and improvement (wholly in Waterbeach parish aforesaid) of the last mentioned parish road which widening and improvement (E) will commence at a point 180 yards or thereabouts (measuring along the same road) from the termination as hereinbefore described of the said widening and improvement (D), and will continue thence in northerly and westerly directions for a distance of 50 yards or thereabouts and will terminate at the end of that distance, and will be made on and over the north-eastern corner of an arable field belonging or reputed to belong to Edward Mason, and occupied by him.

(f). All necessary and proper fences, drains, culverts, footpaths, toll-houses, toll-gates, and other buildings, works and conveniences connected with or for the purposes of the works before described and in the parishes and places before mentioned.

3. To authorize the Company to exercise the powers following, viz:

To deviate in the construction of the said works from the lines thereof as delineated upon the plans hereinafter mentioned to the extent shown on the said plans and from the levels thereof as shown on the sections hereinafter mentioned to such extent as may be provided for by the intended Act.

4. To cross, stop up, alter, or divert, either temporarily or permanently roads, highways, footpaths, towing-paths, canals, streams, watercourses, drains, sewers, pipes, ways, and approaches within the parishes aforesaid for the purposes of the intended Act.

5. To purchase by compulsion or agreement lands, houses, and hereditaments for the purposes of the said intended works and of the intended Act.

6. To extinguish the Clayhithe Ferry and all rights of ferry, and other rights connected therewith, and all or any other rights of ferry or ferries, and all fords across the River Cam which would divert traffic from the intended bridge, or in any manner affect or interfere with it.

7. To purchase (if thought fit) by compulsion or agreement the Clayhithe Ferry and rights of ferry (if any) and the said public-house called the House of Lords, and the adjacent lands, buildings, quays, wharves, and premises, all in Waterbeach parish aforesaid.

8. To levy tolls, rates, and duties in respect of the use of the said bridge, roads, and works, and to confer, vary, or extinguish exemptions from the

payment of such tolls, rates, and duties, and to lease such tolls, rates, and duties, and all or any of the proposed works and buildings, and to confer other rights and privileges.

9. To vary or extinguish all rights and privileges inconsistent with the objects of the intended Act.

10. To provide for the maintenance of the intended works B, C, D, E, and F by and at the expense of the bodies or persons respectively liable to the maintenance of the existing roads in the respective parishes in which those works respectively will be made.

11. To authorize the Company and the Conservators of the River Cam, in the county of Cambridge to enter into and carry into effect arrangements with respect to the execution and maintenance of the intended works, the appropriation and use of any of their respective buildings and property, the employment and payment (jointly or otherwise) of any of their respective servants, the application of their respective funds and revenues to the purposes of such arrangements, and with respect to any incidental matters.

12. To amend, so far as may be requisite, "The River Cam Navigation Act, 1851."

13. To incorporate "The Companies Clauses Consolidation Acts, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and the provisions of "The Railways Clauses Consolidation Act, 1845," relating to the temporary occupation of lands and to interference with roads.

14. To make provision (if deemed expedient) for the ultimate vesting of the said bridge and the approaches, in the county of Cambridge, and for the application of county rates and other local rates, to the acquisition and maintenance thereof, and for the borrowing of money on those rates for those purposes.

Plans and sections defining the lines, situation, and levels of the intended bridge, road, and other works, and the lands, houses, and other property which may be taken for the purposes thereof, or under the other powers of the 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 all such lands, houses, and property, 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 Cambridge, at his office in Cambridge, 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 relates to each of the parishes or places in or through which the said intended bridge, road, and works are proposed to be made, or in which any of the aforesaid lands, houses, or property are situate, and also 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, and in the case of any 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 in the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this 7th day of November, 1870.

S. and W. Peck, Cambridge, Solicitors for the Bill.

J. Dorington and Co., 29, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1871.

Newcastle-upon-Tyne Improvement.

(Alteration of Borough Wards; Alteration and Extension of Package Duty; Power to Corporation to make new Streets and other Street Improvements; To increase the Number and give further Powers to Inspectors of Provisions; Purchase of additional Lands; Extension of Improvement and Borrowing Powers; Alteration of Rates; Amendment of Acts; and other powers.)

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, and to confer upon them the following, or some of the following, among other powers, that is to say:

To alter the present boundaries of the wards, or of some of the wards, into which the borough is now divided, and to determine and set out in the Bill, or provide thereby for the determining and setting out of the said altered boundaries, and to make such further provision in the Bill as may be consequent upon such alterations.

To extend the package duty authorized by the 4th and 5th Victoria, cap. 71, intituled "An Act to alter and extend an Act passed in the first year of the reign of Her present Majesty, intituled 'An Act for regulating and improving the borough of Newcastle-upon-Tyne'" (and which said Act of the 4th and 5th Victoria is herein referred to as the Act of 1841), and to change, alter, vary, and increase the amount thereof, and to alter the mode of charging the same; to declare that the said package duty shall be payable not only in respect of goods imported coastwise, landed at the public quay of the port of Newcastle-upon-Tyne, or any extension thereof, but also on goods whether imported coastwise or from foreign ports, and whether landed at or shipped or delivered from the said quay, or such extension as aforesaid, or any part thereof.

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 township of Byker, and the township of Jesmond, all in the parish of Saint Nicholas, in the borough of Newcastle-upon-Tyne:

1. A new street commencing in the township and parochial chapelry of All Saints, in the parish of Saint Nicholas, at or near that part of the quay which adjoins Burn-bank, and terminating in the said township and chapelry in or near to a street called Trafalgar-street, at or near to the south end of the archway under the North-Eastern Railway.

2. A new street commencing in the said township and parochial chapelry of All Saints, on the east side of Pilgrim-street, immediately south of Manor-street, and terminating in the said township and parochial chapelry on the south-east side of the arch called the Skew-arch, under the North-Eastern Railway, near the Croft-stairs.

3. A new street commencing in the said township and parochial chapelry of All Saints, in the parish of Saint Nicholas, at the northern end of Pleasant-row, and terminating in the said township and parochial chapelry in an intended new street next hereinafter described, at a point at the east end of an intended bridge or viaduct across the Blyth and Tyne Railway.

4. A new street commencing in the township and parochial chapelry of Saint Andrew, in the parish of Saint Nicholas, at or near the eastern end of Ellison-place, crossing the Blyth and Tyne Railway by an intended bridge or viaduct, and terminating in the township or parochial chapelry of All Saints, in the parish of Saint Nicholas, at the west end of Camden-street.

5. A new street commencing in the township and parochial chapelry of Saint Andrew, in the parish of Saint Nicholas, at the northern end of Albion-street, and terminating in Terrace-place, in the said township and parochial chapelry.

6. A new street commencing in the said township and parochial chapelry of Saint Andrew, in the parish of Saint Nicholas, at the southern end of Percy-terrace, and terminating in the said township and parochial chapelry, at or near the northern end of Chester-crescent.

7. A new street commencing in the township of Byker, in the parochial chapelry of All Saints, in the parish of Saint Nicholas, at the south end of Stepney-square, and terminating in the said parochial chapelry of All Saints, at a point near the centre of that portion of an intended new street, numbered 3 in schedule No. 4 of the Newcastle-upon-Tyne Improvement Act, 1870, which lies between the Cut-bank and the head of Elwick's-lare.

8. A new street or road commencing in the township of Jesmond, in the parochial chapelry of Saint Andrew, in the parish of Saint Nicholas, in or near the Jesmond Dean-road, at a point about thirty-five yards south of Jesmond-terrace, crossing the Dean by means of a bridge or viaduct, and terminating in the same township and parochial chapelry in or near the same road, at a point about one hundred and seventy yards north of Jesmond-terrace aforesaid.

To purchase by compulsion the following properties, namely,

In the parish or parochial chapelry of All Saints, in the parish of Saint Nicholas—
Buildings, erections, and land situate on the eastern side of the Sandhill, and on the south or south-west side of Queen-street, in the occupation of Matthew Proctor, and others.

The buildings and land situate between the Ouseburn and Ouse-street, and extending from near the Glass-house Bridge to the Ouseburn Bridge.

A block of buildings fronting the New Quay, extending from Flag-entry to the Folly-entry.

In the parish or parochial chapelry of Saint Andrew, in the parish of St. Nicholas—
Buildings and land situate near the eastern end of Green-court, and extending therefrom to High Friar-street.

All that block of buildings and land situate on the east side of Pilgrim-street, and lying between vacant land belonging to the Corporation and premises belonging to Thomas George Hutton, and others.

Wall, palisading and land, situate at the north or north-west end of the road and gardens of Albion-place.

Partly in the parish or parochial chapelry of Saint Andrew and partly in the parish or parochial chapelry of All Saints, in the parish of Saint Nicholas—

The building on the eastern side of Croft-street, called Plummer-tower.

In the township of Jesmond, in the parish or parochial chapelry of Saint Andrew, in the parish of Saint Nicholas—

Lands and houses of the Master and Brethren of the Hospital of Saint Mary the Virgin, lying

between the Ōuseburn and Jesmond-road and on the north side of the Benton-road.

To demise, sell, or otherwise dispose of any lands belonging to the Corporation, or which they may acquire under the powers of the Bill.

To extend the 97th Section of "The Newcastle-upon-Tyne Improvement Act, 1865," and to empower the Corporation to enforce the pulling down of any building, wall, or structure which may be dangerous.

To prohibit or regulate the erection of or alteration of existing buildings, where such erection or alteration is calculated injuriously to affect the light or ventilation of adjacent or neighbouring buildings; to limit the period during which plans of streets and buildings approved of by the Council of the borough may be executed, to increase the number and give further powers to inspectors of provisions; and the Bill will in other respects enlarge the present powers of the Corporation with a view to the general improvement of the sanitary condition, and for promoting the good government of the borough.

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 authorized to raise, or any rates which they are now authorized to levy, to any of the purposes of the Bill, and to enable them, for all or any of those purposes, to borrow further monies, and to charge therewith the borough fund, and any monies from time to time carried to the credit of that fund, and any of the lands, tenements, hereditaments, rates, and revenue of the Corporation, or any such securities.

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 Towns Improvement Clauses Act, 1847," "The Town Police Clauses Act, 1847," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Commissioners Clauses Act, 1847;" and the Bill will vary and extinguish all rights and privileges which will interfere with any of its objects, it will alter existing rates, tolls, and duties, and will confer, vary, and extinguish exemptions and allowances therefrom, and authorize the levying of further rates, and confer other rights and privileges.

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," "The Newcastle-upon-Tyne Improvement Act, 1865," and "The Newcastle-upon-Tyne Improvement Act, 1870."

Duplicate plans and sections, describing the lines and levels of the proposed new streets, and the lands, houses, and other property which will or 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 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 21st day of December next.

Dated this 18th day of November, 1870.

R. P. Philipson, Town Clerk, Newcastle-upon-Tyne.

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

Wells Waterworks Company Limited.

NOTICE is hereby given, that application is intended to be made in the month of December next, by the above-named Company to the Board of Trade, under the Gas and Water Facilities Act, 1870.

1. The objects of the intended application are to obtain a Provisional Order, authorizing the said Company to construct, maintain, and continue waterworks and works connected therewith, and to supply water within the tythings or districts of Milton, Milton and Wulcombe, and other places, all situate in and being parts of the out-parish of Saint Cuthbert in Wells, in the county of Somerset, and also within the district of the city and borough of Wells, in the said county, and to purchase, take, and hold lands, waters, and other hereditaments and property, for the purposes of their undertaking; and also to take and acquire easements in and over the same, and to vary or extinguish all rights and privileges connected with any such lands, waters, and hereditaments, and all other rights and privileges inconsistent with the objects and purposes of the undertaking.

To levy rates, rents, and charges for the supply and use of the water; to confer, vary, or extinguish exemption from the payment thereof.

To contract and agree with all Corporations, Local Boards, local authorities, commissioners, trustees, and other bodies and persons within the limits of the Company's district, with respect to the supply of water, in bulk or otherwise, for any purposes whatsoever; and such Provisional Order will enable such Corporations, Local Boards, local authorities, commissioners, trustees, and other bodies and persons, to appropriate and apply funds, and to raise additional funds, by rates or otherwise, for such purposes.

2. General description of the nature of the proposed new works.

A collecting reservoir at the spring called Holes Ash Spring, on the eastern side of the field No. 1262 in the tithe map of the out-parish of Saint Cuthbert, in Wells, in the county of Somerset, such field being the property of Sir Charles Taylor, Baronet, and occupied by John Withers.

A pipe or conduit leading from the above-mentioned reservoir to a service reservoir, to be constructed in a field, now in one enclosure, composed of Nos. 1,219, 1,220, 1,222, 1,226, 1,227, 1,228, and 1,230 on the tithe map of the said out-parish of Saint Cuthbert, being

the property of Charles Clement Tudway, Esquire, in the occupation of Charles Wilkins.

Service pipes and mains leading from the said service reservoir to and through the streets and public places of the said city and borough, with hydrants and other appliances connected therewith.

3. The above works will be made in the tythings or districts and places above-mentioned.
4. A copy of this advertisement and a proper plan and section of the proposed new works will be deposited for public inspection, on the 30th day of November instant, at the office of Edwin Lovell, Esquire, the Clerk of the Peace for the county of Somerset, situate in Chamberlain-street, in Wells aforesaid, and at the office of the Board of Trade, in Westminster.
5. Printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be obtainable at the office of Mr. W. I. Welsh, situate in New-street, in Wells aforesaid, being also the registered office of the Company.
6. All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the said application, may do so by letter, addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 1st day of January next ensuing, and copies of their objections must, at the same time, be sent to the promoters.

Dated this 14th day of November, 1870.

W. I. Welsh, New-street, Wells, Solicitor of the Company.

Board of Trade.—Session 1871.

Southbank and Normanby Gas Light and Coke Company (Limited).

(Application for Provisional Order for powers to maintain and enlarge Gas Works; Limits of District; Power to Manufacture Gas, Break up Streets, Raise Capital, and Levy Rates, and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, by the Southbank and Normanby Gas Light and Coke Company (Limited), (hereinafter called the Company) for a Provisional Order under "The Gas and Waterworks Facilities Act, 1870," for all or some of the following purposes, that is to say:—

1. To enable the Company to maintain and continue their existing gas works, situate at Southbank, in the township of Normanby and parish of Ormesby, near Middlesbrough, in the north Riding of the county of York, on the lands now held by them, and bounded on the north by lands belonging to Ralph Jackson, Esquire, of Normanby, near Middlesbrough, in the said Riding, on the east by the road leading from Southbank to Normanby, and on the south and west by other lands also belonging to the said Ralph Jackson, Esquire.

2. To enable the Company to construct the following new works on the land belonging to the Company.

To increase the number of retorts to 26, and erect other apparatuses in connection therewith, and to construct two more gas holders, containing 20,000 and 50,000 cubic feet respectively, on part of such land.

To build depôts for the sale of coals, coke, and lime, to repair their existing mains, to lay new mains and service pipes in the townships of Normanby, Eston, Lazenby, Lackenby, and Wilton, and also in the extra parochial land between the township and parish of Wilton and the River Tees, all in the north Riding of the county of York.

3. The townlands, parishes, townships, and extra parochial places in which the proposed new works will be made are the following, viz. :—

The townships of Normanby and Eston, in the parish of Ormesby, the townships of Lackenby, Lazenby, and Wilton, in the parish of Wilton, and the extra parochial land lying between the last-named parish and the River Tees.

4. The district to be supplied with gas by the Company under this Order will consist of the townships and parishes above mentioned.

5. To enable the Company to manufacture and supply gas within their district, and to sell the same and the residual products thereof, and carry on the business usually carried on by a gas Company, and for that purpose to lay down and maintain pipes in, through, across, and under streets, roads, lanes, bridges, rivers, and other public passages and places, within their district, and to break up and interfere with such streets, roads, lanes, bridges, rivers, and other public passages and places, and also with any sewers, drains, pipes, telegraph wires or posts in, over, or under the same.

6. To enable the Company to raise by shares, or borrowing such additional capital as may be required for the purposes of the intended Order.

7. To enable the Company to levy tolls, rates, and charges for the supply of gas.

8. To incorporate with the intended Order all or any parts of the "The Gasworks Clauses Act, 1847."

9. On or before the 30th day of November instant, a map, showing the lands used for the gasworks of the Company, and proper plans and sections of the new works to be erected thereon, and a copy of this Notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the north Riding of the county of York, at his office at Northallerton, in the said county, and at the office of the Board of Trade, Whitehall.

10. On and after the 23rd day of December next, printed copies of the proposed Provisional Order, and printed copies of the Provisional Order, when made, will be furnished to all persons applying for the same, at the price of one shilling each, at the offices of the Company, at Southbank, near Middlesbrough, aforesaid.

11. All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 1st January, 1871, and copies of their objections must at the same time be sent to the Company.

Dated this 1st day of November, 1870.

H. Harkewitz, Secretary of the Company.
S. H. Lewin, 1, Upper Charles-street, Westminster, Parliamentary Agent.

The Tramways Act, 1870.

North Metropolitan Tramways Company.
(Construction of New Street Tramways North of
the Thames.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, under the provisions of the above Act for a provisional order to enable the North Metropolitan Tramways Company (hereinafter called "the Company") to make, form, lay down, and maintain, the several tramways hereinafter described, or some or one of such tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences (that is to say):

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

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

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

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

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

at a point 8 chains or thereabouts north of the end of Ball's-pond-road.

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

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

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

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

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

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

The centre lines of Tramway No. 5 and Tramway No. 5A will be at a distance of $4\frac{1}{2}$ feet from and respectively on the west and east sides of

the imaginary centre line, except that from a point distant 2 chains from its termination, the centre line of Tramway No. 5A will gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its termination, and thence the centre line of Tramway No. 5A will gradually diverge from the imaginary centre line to its termination, where it will be at a distance of $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line, and except in the carriage-road on the east and north sides of Newington-green, where Tramway No. 5A will be in the centre of the road, and Tramway No. 5 will be on the west side of and at a distance of 9 feet from the imaginary centre line.

Tramway No. 6 and Tramway No. 6A, commencing respectively in Upper-street, in the parish of St. Mary, Islington, at a point $3\frac{1}{2}$ chains or thereabouts south-west of the statue at Islington-green, (as regards Tramway No. 6, by a junction with Tramway No. 2c authorised by "The North Metropolitan Tramways Act, 1870:" and as regards Tramway No. 6A, by a junction with Tramway No. 2 authorised by the said Act,) thence passing along the carriage way on the east side of Islington-green into and along Essex-road and Ball's-pond-road, into and terminating in Mildmay-park, in the parish of St. Mary, Islington, at or near the south end thereof; (as regards Tramway No. 6, by a junction with the proposed Tramway No. 5; and as regards Tramway No. 6A, by a junction with the proposed Tramway No. 5A, at their respective commencements as hereinbefore described).

The centre lines of Tramway No. 6 and Tramway No. 6A will be throughout at a distance of $4\frac{1}{2}$ feet from and respectively on the north-west and south-east sides of the imaginary centre line, except that for a length of $1\frac{1}{2}$ chains north-east of the north-east corner of Islington green, the tramways will be laid in the centre of the street.

Tramway No. 7 and Tramway No. 7A, commencing respectively in Ball's Pond-road, in the parish of St. Mary, Islington, at a point about 1 chain west of the end of Mildmay-park, and passing thence in an easterly direction along Ball's Pond-road, and in a northerly direction into Kingsland High-street, terminating in the parish of Hackney, in that street, at or near the urinal at the south end thereof as regards Tramway No. 7, by a junction with proposed Tramway No. 2, and as regards Tramway No. 7A, by a junction with proposed Tramway No. 2A.

The centre lines of Tramway No. 7 and Tramway No. 7A will be throughout at a distance of 4 feet from and respectively on the north and south sides of the imaginary centre line, except that at their commencements the centre lines of the tramways will be at a distance of $4\frac{1}{2}$ feet from the imaginary centre line and that at their terminations the centre lines of the tramways will be at a distance of 9 feet from and respectively on the west and east sides of the imaginary centre line.

Tramway No. 8, commencing in the City-road, in the parish of St. Luke, Middlesex, at a point half a chain or thereabouts south of the end of Old-street-road by a junction with Tramway No. 4A, authorised by "The North Metropolitan Tramways' Act, 1870," and passing thence in an easterly direction into and along Old-street-road into and terminating in Kingsland-road, in the parish of St. Leonard, Shoreditch, at the point hereinbefore described as the termination of Tramways No. 1 and No. 1a.

The centre line of Tramway No. 8 will be throughout at a distance of $4\frac{1}{2}$ feet from and on the left hand side of the imaginary centre line,

proceeding from the commencement to the termination of the tramway, except that between Pitfield-street and a point 1 chain east of King-street, and at its termination the tramway will be in the centre of the street.

Tramway No. 8A, commencing in the City-road, in the parish of St. Luke, Middlesex, at a point half a chain or thereabouts south of the end of Old-street-road, by a junction with Tramway No. 4, authorised by "The North Metropolitan Tramways' Act, 1870," and passing thence in an easterly direction into and along and terminating in Old-street-road, in the parish of St. Leonard, Shoreditch, by a junction with Tramway No. 8 at the end of Pitfield-street.

The centre line of Tramway No. 8A will be throughout at a distance of $4\frac{1}{2}$ feet from and on the right-hand side of the imaginary centre line proceeding from the commencement to the termination of the Tramway, except at its termination, where it will be in the centre of the street.

Tramway No. 8B, wholly in the parish of St. Leonard, Shoreditch, commencing in Old Street-road, by a junction with Tramway No. 8, at a point 1 chain east of the end of King's-street, and passing thence in an easterly direction along Old Street-road, into and terminating in Kingsland-road, at the point hereinbefore described as the termination of Tramway No. 8.

The centre line of Tramway No. 8B will be throughout at a distance of $4\frac{1}{2}$ feet from and on the southern side of the imaginary centre line, except at its commencement and termination respectively, where it will be in the centre of the street.

Tramway No. 8C, and Tramway No. 8D, respectively about 2 chains in length, wholly in the parish of St. Leonard, Shoreditch, respectively commencing in Old Street-road, at or near its east end; as regards Tramway No. 8C, by a junction with Tramway No. 8, and as regards Tramway No. 8D, by a junction with Tramway No. 8B, and thence passing in an easterly direction on the north side of the urinal at the north end of High-street, Shoreditch, into and terminating in Hackney-road, at or near its south-west end, as regards Tramway No. 8C, by a junction with Tramway No. 9, and as regards Tramway No. 8D, by a junction with Tramway No. 9A, respectively hereinafter described.

The centre lines of Tramway No. 8C, and Tramway No. 8D, will be at a distance of $4\frac{1}{2}$ feet from and respectively on the north and south sides of the imaginary centre line.

Tramway No. 9 and Tramway No. 9A commencing respectively in High-street, Shoreditch, in the parish of St. Leonard, Shoreditch, at a point $1\frac{1}{4}$ chains or thereabouts south of the urinal situate at the junctions of Old-street-road and Hackney-road with High-street, Shoreditch, and passing thence into and along Hackney-road, Prospect-place, Bishop's-road, across the north end of Approach-road, Seward-stone-road, and Old Ford-road, and terminating in that road in the parish of St. Matthew, Bethnal Green, at a point 3 chains east of Grove-road.

The centre lines of Tramway No. 9 and Tramway No. 9A will be at a distance of $4\frac{1}{2}$ feet from and on the left and right hand sides respectively of the imaginary centre line proceeding from the commencement to the termination of the tramways, except in Hackney-road between a point 1 chain south-west and 1 chain north-east of Austin-street, and between Crabtree-road and Crabtree-row, and between John-street and Nichol's-square, and between Tuilerie-street and St. Peter's-street, and throughout Bishop's-road where the centre lines of the

tramways will be 4 feet from the imaginary centre line, and except that from a point distant 2 chains from its termination the centre line of Tramway No. 9A will gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its termination and thence the centre line of Tramway No. 9A will gradually diverge from the imaginary centre line to its termination, when it will be at a distance of $4\frac{1}{2}$ feet from and on the left hand side of the imaginary centre line.

Tramway No. 10 and Tramway No. 10A, commencing respectively in Mile End-road, in the hamlet of Mile End Old Town, and the parish of St. Matthew, Bethnal Green, or one of them at or near the end of Cambridge-road, as regards Tramway No. 10 by a junction with Tramway No. 5, authorised by the "North Metropolitan Tramways Act, 1869;" and as regards Tramway No. 10A by a junction with Tramway No. 5A, authorised by the said Act, and passing thence into and along Cambridge-road, into and terminating in Cambridge Heath, in the parish of St. Matthew, Bethnal Green, at or near the south end thereof.

The centre lines of Tramway No. 10 and Tramway No. 10A will be throughout at a distance of $4\frac{1}{2}$ feet from and respectively on the west and east sides of the imaginary centre line.

Tramway No. 10B being a short junction curve of 1 chain in length to connect Tramway No. 10 with Tramway No. 9 at the junction of Cambridge-road with Prospect-place.

Tramway No. 10C being a short junction curve of 1 chain in length to connect Tramway No. 10A with Tramway No. 9A at the junction of Cambridge-road with Prospect-place.

Tramway No. 11 and Tramway No. 11A commencing respectively in Hackney-road in the parish of St. Matthew, Bethnal Green at a point 3 chains or thereabouts west of the junction of Hackney-road and Cambridge Heath (as regards Tramway No. 11 by a junction with Tramway No. 9, and as regards Tramway No. 11A by a junction with Tramway No. 9A) thence passing into and along Cambridge Heath, Mare-street, Church-street, Hackney, Lower Clapton-road, and Upper Clapton-road into and terminating in Stamford-hill, in the parish of Hackney, by junctions with Tramway No. 3 and Tramway No. 3A at the hereinbefore described terminations of those Tramways.

The centre lines of Tramway No. 11 and Tramway No. 11A will be at a distance of $4\frac{1}{2}$ feet from and respectively on the left and right hand sides of the imaginary centre line proceeding from the commencement to the termination of the tramways, except that at their terminations in Stamford-hill, they will be respectively on the right hand side of the imaginary centre line.

Tramway No. 11B, commencing at the east end of Ball's Pond-road, in the parishes of St. Mary, Islington, and Hackney, or one of them, and passing thence into and along Dalston-lane, Park-road, and in an easterly direction along Richmond-road into and terminating in Mare-street, Hackney, near the east end of Richmond-road, in the parish of Hackney, by a junction with Tramway No. 11.

The centre line of Tramway No. 11B will in Dalston-lane, between Roseberry-place and Queen's-road, be at a distance of $4\frac{1}{2}$ feet from and on the north side of the imaginary centre line, and in Park-road it will be at the same distance from and on the east side of the imaginary centre line, and in Dalston-lane, between Roseberry-place and Kingsland-road,

and in Richmond-road the tramway will be in the centre of the street.

Tramway No. 11c, wholly in the parish of Hackney, commencing in Dalston-lane, by a junction with Tramway No. 11B, at or near the end of Roseberry-place, and passing thence in an easterly direction along Dalston-lane, and in a southerly direction along Park-road, into and terminating in Richmond-road, at or near the south end of Park-road.

The centre line of Tramway No. 11c will be throughout a distance of $4\frac{1}{2}$ feet from and in Dalston-lane on the south side of and in Park-road on the west side of the imaginary centre line, except at its commencement and termination respectively, where it will be in the centre of the street.

Tramway No. 12 and Tramway No. 12A, commencing respectively in Old Ford-road, in the parish of St. Matthew, Bethnal-green, by junctions with Tramway No. 9 and Tramway No. 9A, at the termination thereof hereinbefore described, and passing thence in a southerly direction into and along Grove-road into and terminating in Mile End-road, in the hamlet of Mile End Old Town, at a point about midway between Grove-road and Burdett-road, (as regards Tramway No. 12 by a junction with Tramway No. 5A, authorised by "The North Metropolitan Tramways Act, 1869," and as regards Tramway No. 12A, by a junction with Tramway No. 5, authorised by the said Act.)

The centre lines of Tramway No. 12 and Tramway No. 12A, will be at a distance of $4\frac{1}{2}$ feet from and respectively on the left and right hand sides respectively of the imaginary centre line proceeding from the commencement to the termination of the tramways, except that Tramway No. 12 will be at its commencement on the right hand 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 approach until it intersects the imaginary centre line, and will thence for a length of 1 chain gradually diverge until it reaches the distance of $4\frac{1}{2}$ feet from and on the left hand side of the imaginary centre line.

Tramway No. 12B and Tramway No. 12C commencing respectively in the Mile End-road, at a point about midway between Grove-road and Burdett-road (as regards Tramway No. 12B, by a junction with the tramway No. 5A, authorised by "The North Metropolitan Tramways Act, 1869," and as regards Tramway No. 12C, by a junction with Tramway No. 5, authorised by the said Act), thence passing into and along Burdett-road, into and terminating in East India Dock-road, in the parish of St. Anne, Limehouse, at or near the west end thereof, at the junctions therewith of West India Dock-road and Commercial-road.

The centre lines of Tramway No. 12B and Tramway No. 12C will be at a distance of $4\frac{1}{2}$ feet from and respectively on the left and right-hand sides of the imaginary centre line, proceeding from the commencement to the termination of the tramways, except that at their terminations the centre lines of the said tramways will be respectively 9 feet from the imaginary centre line.

Tramway No. 13 and Tramway No. 13A, commencing respectively in Whitechapel High-street, in the parish of St. Mary, Whitechapel (as regards Tramway No. 13, by a junction with Tramway No. 9, authorised by "The North Metropolitan Tramways Act, 1870," at or near the end of Commercial-street, and as regards Tramway No. 13A, by a junction with the Tramway No. 9A, authorised by the said Act), at or near the end of Leman-street, and thence respectively passing into and along Commercial-

road and East India Dock-road, and terminating in the East India Dock-road at or near the end of Robin Hood-lane, in the parishes of All Saints, Poplar, and St. Leonard's, Bromley, or one of them.

The centre lines of Tramway No. 13 and Tramway No. 13A will be respectively on the north and south sides of the imaginary centre lines, and will be in Commercial-road at a distance of $4\frac{1}{2}$ feet, and in East India Dock-road at a distance of 9 feet from the imaginary centre line, except in passing the lamp standard and safety crossing opposite the end of Church-lane, and the cab-stand between Grove-street and Umberstone-street, both in Commercial-road, where the distance will be 9 feet, and except in passing the toll-houses at the ends of Cannon-street-road and White Horse-street, where the centre lines of the tramways will be respectively at distances of 18 feet and 9 feet from and on the north side of the imaginary centre line, and except also in passing the toll-house near Limehouse-cut, where the centre lines of the tramways will be respectively at a distance of 5 feet from and on the south side of the imaginary centre line, and except that, from a point distant 4 chains from its termination, the centre line of Tramway No. 13A will gradually pass from the said distance of 9 feet from and on the south side of to a distance of 9 feet from and on the north side of the imaginary centre line.

Tramway No. 14, commencing in the parishes of St. James and St. John, Clerkenwell, and St. Mary, Islington, or one of them, in the City-road and Goswell-road, or one of them, at or near the junction therewith respectively of High-street, Islington, by a junction with the Tramway No. 4 authorised by "The North Metropolitan Tramways' Act, 1870," and thence passing into and along the Goswell-road, Aldersgate-street, and St. Martin's-le-Grand, and terminating in the parish of St. Leonard, Foster-lane, in the city of London, in St. Martin's-le-Grand, at or near its junction with Newgate-street.

The centre line of Tramway No. 14 will be throughout at a distance of $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line, except that between Angel-street and a point 50 feet north thereof, and between a point 100 feet south and a point 100 feet north of Little Britain, where the centre line of the tramway will be at a distance of 4 feet from the imaginary centre line, and except that between Upper Charles-street and Old-street and between Fann-street, and a point 3 chains south of Long-lane the tramway will be in the centre of the street, and except that in passing the cab-stand south of the end of Old-street, the centre line of the tramway will be at a distance of 9 feet from the imaginary centre line.

Tramway No. 14A, commencing in the parishes of St. James and St. John, Clerkenwell, and St. Mary, Islington, or one of them, in the City-road and Goswell-road, or one of them, at or near the junction therewith respectively of High-street, Islington, by a junction with Tramway No. 4A, authorised by "The North Metropolitan Tramways Act, 1870," and thence passing into and along and terminating in Goswell-road, at or near the end of Upper Charles-street in the parishes of St. Luke, Middlesex, and St. James and St. John, Clerkenwell, or one of them.

The centre line of Tramway No. 14A will be throughout at a distance of $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line, except that at its termination it will be in the centre of the street.

Tramway No. 14B, wholly in Goswell-road, commencing in the parish of St. Luke, Middlesex,

and the extra-parochial place of Charterhouse, or one of them, at or near the end of Old-street, by a junction with Tramway No. 14, and terminating by a junction with the same tramway, in the parish of St. Botolph Without, Aldersgate, and the liberty of Glasshouse-yard, or one of them, at or near the end of Fann-street.

The centre line of Tramway No. 14B, will be throughout at a distance of $4\frac{1}{2}$ feet from, and on the west side of the imaginary centre line, except in passing the cab-stand, south of the end of Old-street, where the distance will be 9 feet, and except at its commencement and termination respectively where the tramway will be in the centre of the street.

Tramway No. 14C, commencing in the parish of St. Botolph Without, Aldersgate, in the city of London, in Aldersgate-street, by a junction with tramway No. 14, at a point 3 chains or thereabouts south of the end of Long-lane, and passing thence along Aldersgate-street into and along and terminating in St. Martin's-le-Grand, at or near its junction with Newgate-street, in the parish of St. Leonard, Foster-lane, in the city of London.

The centre line of Tramway No. 14C will be throughout at a distance of $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line, except that between Angel-street and a point 50 feet north thereof, and between a point 100 feet south and a point 100 feet north of Little Britain, where the centre line of the tramway will be at a distance of 4 feet from the imaginary centre line, and except at its commencement, where it will be in the centre of the street, and except that from a point, distant 2 chains from its termination, the centre line of Tramway No. 14C, will gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its termination, and thence the centre line of Tramway No. 14C will gradually diverge from the imaginary centre line to its termination, where it will be a distance of $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line.

Tramway No. 15 and Tramway No. 15A commencing respectively in Goswell-road, in the parish of St. Luke, Middlesex, and the extra-parochial place of Charterhouse or one of them at or near the west end of Old-street (as regards Tramway No. 15 by a junction with Tramway No. 14B, and as regards Tramway No. 15A by a junction with Tramway No. 14) thence passing into and along Old-street, into and terminating in Old-street-road at a point 1 chain or thereabouts east of its junction with City-road, in the parish of St. Luke, Middlesex, as regards Tramway No. 15 by a junction with Tramway No. 8 and as regards Tramway No. 15A by a junction with Tramway No. 8A.

The centre lines of Tramway No. 15 and Tramway No. 15A will be at a distance of $4\frac{1}{2}$ feet from and respectively on the north-west and south-east sides of the imaginary centre line except at their commencements, where the distance from the imaginary centre line will be 9 feet and except between Sycamore-street and St. Domingo-street where the Tramways will be in the centre of the street.

Tramway No. 16, being a short curve about 1 chain in length, wholly in the parish of St. Margaret, Lothbury, in the city of London, commencing in Moorgate-street, at or near the south end thereof by a junction with Tramways No. 5 and No. 5A, authorised by "The North Metropolitan Tramways' Act, 1870," at their terminations, and thence passing in an easterly direction into and terminating in the centre of Lothbury, at or near the urinal situate near the west end thereof.

Tramway No. 17 and Tramway No. 18, commencing respectively in and at the south end of Moorgate-street, in the parish of St. Margaret, Lothbury, by junctions with Tramways No. 5 and No. 5A, authorised by "The North Metropolitan Tramways Act, 1870," at their termination, and passing thence into and along Princes-street, and terminating at the south end of that street, in the parish of St. Christopher-le-Stock, in the city of London.

Tramway No. 17 will be in the centre of Princes-street, and the centre line of Tramway No. 18 will be at a distance of 8 feet from and on the east side of the imaginary centre line.

Tramway No. 19, about 2 chains in length, wholly in the parish of St. Margaret, Lothbury, commencing in Moorgate-street by a junction with Tramways No. 5 and No. 5A, authorised by "The North Metropolitan Tramways Act, 1870," at their terminations, and passing thence into and terminating in the centre of Princes-street, at or near the north end thereof.

Tramway No. 20, a short junction about 2 chains in length, wholly situate in Princes-street, in the parishes of St. Christopher-le-Stock, and St. Mildred, Poultry, commencing by a junction with Tramway No. 17, at a point about 2 chains from its termination, and terminating by a junction with Tramway No. 18 at its termination.

Tramway No. 21, commencing in the parish of St. Botolph Without, Aldgate, in the City of London, in Aldgate High-street, by a junction with the Tramways No. 9 and No. 9A, authorised by the North Metropolitan Tramways Act, 1870, at their terminations, and passing thence into and along Aldgate into and terminating in the parish of St. Katherine Cree Church, in the city of London, in Leadenhall-street, at a point 50 feet or thereabouts west of Aldgate pump.

The centre line of Tramway No. 21 will, from its commencement to Duke-street, be at a distance of $4\frac{1}{2}$ feet from and on the north-west side of the imaginary centre line, and thence in Aldgate to Mitre-street the tramway will be in the centre of the street, and thence the centre line of the tramway will gradually diverge to the southwards to its termination, where it will be on the south side of and at a distance of 11 feet from the imaginary centre line.

Tramway No. 21A, commencing in the parish of St. Botolph Without, Aldgate, in Aldgate High-street, by a junction with Tramway No. 9A, authorised by the last mentioned Act at a point 2 chains or thereabouts north-east of the termination of that tramway, and passing thence along Aldgate High-street and along Aldgate, and terminating in Aldgate in the parishes of St. James Within, Aldgate, St. Katherine Cree Church, and St. Botolph Without, Aldgate, or one of them at a point near the north-west corner of Jewry-street.

The centre of Tramway No. 21A will be throughout at a distance of $4\frac{1}{2}$ feet from and on the south-eastern side of the imaginary centre line, except at the termination of the tramway, it will be in the centre of the street.

Tramway No. 21B, being a short siding about 2 chains in length, commencing in the parish of St. Katherine Cree Church, in Aldgate, by a junction with Tramway No. 21, at or near the end of Mitre-street, and passing in a south-westerly direction into and terminating in Fen-church-street, in the parishes of St. Katherine Cree Church and St. Katherine Coleman, or one of them, at a point 50 feet or thereabouts south-west of Aldgate pump.

The Tramway No. 21B will at its commencement be in the centre of the street, and thence the centre line thereof will gradually diverge to the northwards to the termination of the tram-

way, where it will be on the north side of and at a distance of 11 feet from the imaginary centre line.

All or some of the tramways hereinbefore described will pass, or be made from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say—St. Mary, Islington, St. James and St. John, Clerkenwell, St. Leonard, Shoreditch, St. Luke, Middlesex, St. Sepulchre, Middlesex, Hackney, Hornsey, St. Mary, Stoke Newington, St. Matthew, Bethnal-green, St. George's in the East, All Saints, Poplar, St. Leonard, Bromley, St. Mary, Whitechapel, Christchurch, Spitalfields, precinct of Old Artillery-ground, St. Botolph Without, Aldgate, St. Ann, Limehouse. The hamlets of Ratcliff and Mile-end Old Town, the liberties of Norton Folgate and Glasshouse-yard, and the extra-parochial place of Charterhouse, all in the county of Middlesex; the parishes of St. Mildred, Poultry, St. Christopher le Stock, St. Margaret, Lothbury, St. Mary, Woolchurch Haw, St. Leonard, Foster-lane, St. Michael le Quern, Christchurch, St. Ann and St. Agnes, St. Botolph, Aldersgate, St. Botolph Without, Aldersgate, St. Martin, Outwich, St. Helen, Bishopsgate, St. Ethelburga, All Hallows, London Wall, St. Botolph Without, Bishopsgate, St. Botolph Without Aldgate, St. Katherine Cree Church, St. James Within, Aldgate, and St. Katherine Coleman, in the city of London.

Each of the said tramways hereinbefore described will occupy throughout a space of 5 feet 1 inch 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 tramway is intended to be laid.

Wherever it is stated in, or appears from, this notice that the centre line of any tramway will be laid partly on and partly at any distance from the imaginary centre line, or partly at one and partly at another distance from such line, the deviation of the centre line of the tramway from the imaginary centre line to the stated distance, and *vice versa*, and from any one to any other distance will (except where otherwise expressed) be effected within a length of 1 chain by a gradually expanding or contracting distance for that length, as the circumstances require.

The following is a description of each place at which the proposed tramways, or some of them, are intended to be so laid that for a distance of 30 feet or upwards a less space than 9 feet and 6 inches will intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway, viz.:

- In Bishopsgate-street Within between Thread-needle-street and Houndsditch;
- In Bishopsgate-street Without between Acon-street and Gun-yard;
- In High-street Shoreditch between a point 50 feet south of Bateman's-row and the north end of High-street;
- In Kingsland-road between Fleming-street and a point $2\frac{1}{2}$ chains south of that street;
- In High-street Stoke Newington between points 3 chains and 6 chains respectively north of Church-street;
- East side of Islington-green;
- In Essex-road between Church-road and a point 4 chains south of Church-road and between Norfolk-road and a point 8 chains south of Norfolk-road;
- Ball's Pond-road;

In Old-street-road between Kingsland-road and High-street Hoxton and between Tabernacle-square and Wood-street;

In Hackney-road between a point 2 chains south-west and a point 1 chain north-east of the end of Austin-street, between Crabtree-road and Crabtree-row, between John-street and Nichol's-square, and between Saint Peter's-street and a point 8 chains west of that street;

Prospect-place, Sewardstone-road, Bishop's-road, and Bonner-road;

In Old Ford-road between Bonner-road and Grove-road;

In Grove-road between Old Ford-road and Mile End-road;

In Cambridge-road between Mile End-road and a point 2 chains north of Northampton-street, between Oxford-street and a point 4 chains north of that street, and between North Side and West-place;

In Cambridge-heath and Mare-street between a point 2 chains north of Cambridge-heath-bridge and the Triangle;

In Mare-street, Church-street, and Lower Clapton-road from Helmsley-street to a point 4 chains north of Glenarn-road;

In Upper Clapton-road from Lea-bridge-road to Mount Pleasant-lane, and between Warwick-road and Stamford-hill;

In Commercial-road between points 1 chain and 3 chains respectively east of Britannia-bridge;

In Aldersgate-street between Falcon-street and a point 3 chains south of that street;

In Saint Martin's-le-Grand between Angel-street and a point 100 feet north of that street;

Princes-street (on the east side);

In East-road between Beviden-street and Murray-street;

In New North-road between Murray-street and Cavendish-street;

Bridport-place;

Park-road between Dalston-lane and Richmond-road.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, 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 at the office of the Board of Trade in Whitehall-gardens, and 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 the city of London, at his office in the Old Bailey in the said city; and that on or before the same day a copy of so much of the said plans and sections as relates to each district in or through which the proposed tramways or any of them will pass, or be made, will be deposited as follows, that is to say, as regards the Metropolis, at the office of the Metropolitan Board of Works, in Spring-gardens; as regards the city of London and the liberties thereof, at the office of the mayor, aldermen, and commons of the city of London, at Guildhall; and as regards the district of South Hornsey, at the office of the Local Board of Health for the district of South Hornsey, at 18, Spenser-road, South Hornsey; and as regards the district of Hornsey, at the office of the Local Board of Health for the district of Hornsey, in South-road-lane, Hornsey; and that a copy of so much of the said plans, and sections, as relates to each of the parishes, townships, extra-parochial, and other places from, in, through, or into, which the proposed tramways and works will be made or pass; and also a copy of

this Notice as published in the London Gazette, will, on or before the 30th day of November, be deposited for public inspection as follows, (that is to say): as regards the parish of Saint Mary, Islington, with the vestry clerk of that parish, at his office in Upper-street, Islington; as regards 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; as regards the parish of Saint Leonard, Shoreditch, with the vestry clerk of that parish, at his office at the Town Hall, Old-street-road; as regards the parish of Saint Luke, Middlesex, with the vestry clerk of that parish, at the Vestry Hall of that parish in the City-road; as regards the parishes of Hackney, and Saint Mary, Stoke Newington, with the clerk of the District Board of Works for the district of Hackney, at his office at the Town Hall, Hackney; as regards the parish of Hornsey, with the parish clerk of that parish, at his place of residence; as regards the parish of Saint Matthew, Bethnal-green, with the vestry clerk of that parish, at his office in the Vestry Hall, Church-row, Bethnal-green; as regards the parish of Saint George's-in-the-East, with the vestry clerk of that parish, at his office at the Vestry Hall, Saint George's-in-the-East; as regards the parishes of All Saints, Poplar, and Saint Leonard, Bromley, with the clerk of the District Board of Works for the district of Poplar, at his office 117, High-street, Poplar; as regards the parishes of Saint Mary, Whitechapel, and Saint Botolph Without Aldgate, Christchurch, Spitalfields, the precinct of Old Artillery-ground, and the Liberty of Norton Folgate, with the clerk of the District Board of Works for the district of Whitechapel, at his office in Great Alie-street, Whitechapel; as regards the parishes of Saint Ann, Limehouse, and the hamlet of Ratcliff, with the clerk of the District Board of Works for the district of Limehouse, at his office in Whitehall-street, Commercial-road; as regards the hamlet of Mile-end Old Town, with the vestry clerk of that parish at his office in the Vestry Hall, Bancroft-road, Mile-end Old-road, as regards the parish of St. Sepulchre, Middlesex, and the liberty of Glasshouse-yard, with the clerk of the District Board of Works for the district of Holborn, at his office, 20, High Holborn, and as regards the parishes of Saint Mildred, Poultry, Saint Christopher-le-Stock, Saint Margaret, Lothbury, Saint Mary Woolchurch Haw, Saint Leonard Foster-lane, Saint Michael le Quern, Christchurch, Saint Ann, and Saint Agnes, Saint Botolph, Aldersgate, Saint Botolph Without, Aldersgate, Saint Martin Outwich, Saint Helen, Bishopgate, Saint Ethelburga, Allhallows, London Wall, Saint Botolph Without, Bishopgate, Saint Botolph Without, Aldgate, Saint Katherine Cree church, Saint James Within Aldgate, and Saint Katherine Coleman, with the parish clerks of those respective parishes at their respective residences; and as regards the extra-parochial place of Charterhouse, with the parish clerk of the adjoining parish of Saint Luke, Middlesex, at his residence.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 1st January next ensuing.

And notice is hereby also given, that on or before the 23rd day of December next, a printed draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade,

and that printed copies of the said draft order when deposited, and of the Provisional Order when made, may be obtained at the price of one shilling each at the office of Messrs. C. and H. Tahourdin, 1, Victoria-street, Westminster, Solicitors to the Company; and of Messrs. Sherwood, Grubbe, Pritt, and Cameron, 7, Great George-street, Westminster, Parliamentary Agents.

Dated this 16th day of November, 1870.

C. and H. Tahourdin, 1, Victoria-street, Westminster.

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

In Parliament.—Session 1871.

Metropolis Water.

(Amendment of "The Metropolis Water Act, 1852," and of the local and personal Acts relating to the Supply of Water in the Metropolis and adjacent Districts; to secure a Constant Supply of Water; the Amalgamation of all or some of the Metropolitan Water Companies and Adjustment of their Capitals; Alteration and Reduction of Rates, Rents, Charges, and Defining Dividends of Water Companies; to Secure Uniformity in the Price and Purity of Water; Purchase by Agreement or Compulsion and Sale of Waterworks and Providing Additional Works; Power to Levy Rents and Rates; to Borrow Money, and to create Rent Charges or other Securities; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for leave to introduce a Bill and to pass an Act, for the following, or some of the following, among other purposes, viz. :—

To alter, amend, extend, and enlarge, or if need be to repeal the whole or some of the powers and provisions of "The Metropolis Water Act, 1852," (hereinafter referred to as the Act of 1852), and to secure to the metropolis as defined by "The Metropolis Local Management Act, 1855" (hereinafter referred to as the Metropolis), and to the several places set out in the Schedule to the Act of 1852, which are not included in the metropolis, a better and constant supply of water, as required by the Act of 1852, and to alter or repeal the several conditions, restrictions, and obligations in that Act which interfere with the carrying into effect the objects and purposes thereof, and particularly the provisions, restrictions, and obligations contained in sections 15, 17, 18, and 22 of that Act.

To control and regulate the exercise of the powers and authorities now vested in the several Companies following (that is to say), the Governors and Company of the New River Company, from Chadwell and Amwell to London, commonly called the New River Company; the Company of Proprietors of the East London Waterworks; the Southwark and Vauxhall Water Company; the Company of Proprietors of the West Middlesex Waterworks; the Company of Proprietors of Lambeth Waterworks; the Governor and Company of Chelsea Waterworks; the Grand Junction Waterworks Company; the Company of Proprietors of the Kent Waterworks; and the Hampstead Waterworks Company (which several Companies are hereinafter referred to as the Water Companies); and to require the said Water Companies to afford a constant supply of water for the use of the owners and occupiers of all houses, lands, and tenements, and for public

purposes within the districts which the Water Companies are now by law respectively authorized to supply with water at the rates, and upon the terms, and in the manner to be specified in the said Bill, or to require the Water Companies, or some of them, to afford an intermittent as well as a constant supply of water within their respective districts, and to require the said Water Companies to execute all fit and proper works for supplying water of improved quality and in increased quantity.

To require the owners and occupiers of property and public bodies within the metropolis and adjacent districts, to provide at their own expense proper cisterns, stopcocks, taps, and other appliances for preventing an undue waste and fouling of water, and to compel such owners and occupiers of property to take water at a price to be fixed by the said Bill.

To enlarge the powers conferred upon the Board of Trade by the Act of 1852, with reference to the carrying into effect the objects and purposes of that Act and with reference to the intended Act.

To authorize the Metropolitan Board of Works, or any district board or other public body to be named in the Bill, to execute any works on behalf of any corporation, body, or person in default, and to recover the expenses incurred from such corporation, body, or person, in the manner to be provided in the said Bill.

To regulate and improve the quality of water to be supplied, and the mode in which and the price at which the water shall be supplied, and the terms and conditions of the supply.

To alter and regulate the mode of keeping and rendering the accounts of the Water Companies, and to provide for the inspection, analysis, audit, and publication of their accounts.

To regulate the capital and borrowing powers of the Water Companies, or any of them, and to limit and define their profits and dividends and rates of dividend, and rates of interest, and to repeal the power to apply surplus profits in the augmentation of previously declared dividends, and to alter and reduce the respective rates, rents, and charges of the Water Companies, and to create exemption from the payment of such rates, rents, and charges.

To appoint officers for all or some of the purposes of the intended Act, and to confer on those officers full powers to enforce the provisions thereof, and to provide for the payment of such officers by the Water Companies or otherwise.

To compel the Water Companies to supply water by meter or other means of measurement, and to provide meters or other appliances for measuring water.

To provide for the settlement by arbitration or otherwise, of all differences relating to any of the subject matters of the intended Act, or incidental thereto.

To authorize the making of bye-laws by an Order in Council, or otherwise, for the better regulation of the Water Companies, and for ensuring a better and cheaper supply of water to the metropolis.

To provide a more summary remedy for the recovery of penalties against the Water Companies.

To provide for the amalgamation into one or more Companies by compulsion or agreement of all or any of the Water Companies upon terms (failing agreement) to be settled by arbitration, and, if Parliament shall so think fit, to authorize all or any two or more of the amalgamating Companies to enter into any agreement or agreements in relation to any of the objects of the said Act,

and to confirm all or any of such agreements as may have been or may be entered into prior to the passing of the intended Act, and to vary or extinguish all existing rights or privileges which might in any way prevent or interfere with any of the objects of the intended Act, and to confer other rights and privileges, and to make such other provisions as may be necessary, proper, or convenient for carrying out the objects of the intended Act, and if need be to dissolve all or some of the Companies so to be amalgamated, and to incorporate a new Company or new Companies, and to vest or provide for the vesting in the new Company or each of the new Companies respectively, all or some part or parts respectively of the undertakings, buildings, lands, machinery, mains, pipes, plant, property, and effects of every description of the amalgamating Companies, and all or some of the rights, powers, and privileges of or belonging to or enjoyed by the amalgamating Companies respectively, of what nature or kind soever, including the making and recovering of the rates, rents, and charges now leviable by those Companies, or any of them, or other rates, rents, and charges in lieu thereof, and for enabling the new Company, or each new Company, to use, exercise, and enjoy all or any of those rights, powers, and privileges.

To make provisions with respect to all or some of the mortgage or bond or other debts of all or some of the amalgamating Companies respectively, and for the security of all or some of their respective creditors and share and stock holders, and to regulate and define the rights and priorities of such creditors, share and stock holders.

To extend, contract, define, and fix or provide for the extension, contraction, and fixing of the limits of the district of the new Company, or of each new Company, and to provide for the reduction, regulation, fixing, and determining of the capital and borrowing powers of the new Company, or of each new Company, and to provide for the reduction, regulation, fixing, and determining of the capital and borrowing powers of the new Company, or of each new Company, and the rights, privileges, preferences, and priorities of the proprietors therein, and of the different classes of such proprietors as amongst themselves in the capital of the new Company, or of each new Company, and the application of the revenues of the new Company, or of each new Company, from whatever source derived; and the fulfilment and discharge by the new Company or by each new Company, of all or some of the contracts, agreements, or arrangements entered into, and liabilities incurred by the amalgamating Companies, or any of them, or in any way relating to or affecting the limits or district of the new Company, or of each new Company, or any part or parts thereof, or the supply of water therein.

To enable the Metropolitan Board of Works (hereinafter called "the Board"), and within the city of London the Mayor, Aldermen, and Commons of the city of London, or the Commissioners of Sewers for the city of London (hereinafter respectively referred to as "the Commissioners"), either jointly or separately, or some other body or persons to be named in the Bill, to purchase and acquire compulsorily or by agreement the lands, sites, works, stations, mains, plant, rights, and interests of all or any one or more of the Water Companies, or of any other Companies or persons supplying water within the metropolis and the city of London or adjacent districts, and to enable the Board Commissioners, or some

other body or persons to enter into contracts and agreements with the Water Companies or any other Companies or persons for supplying the metropolis and the city of London and the respective districts adjacent with water, and to exercise all or any of the powers now vested in the said Water Companies, and all other necessary powers for affording a better and cheaper supply of water.

To enable the Board and Commissioners, and any other body or persons, to enter into contracts and agreements for carrying into effect the objects and purposes of the intended Act, or any of them, and for the purposes of the intended Act, or any of them, to apply any money belonging to them respectively, or which they have the power to raise, and to enable them to borrow and raise other moneys upon mortgage or bond, or by such other means as shall be defined in the said Bill, and to provide for the repayment of the moneys so borrowed with interest, and for the above and other purposes of the Bill to levy and collect rates, rents, dues, and charges upon the property and inhabitants within the metropolis and the city of London and adjacent districts, or any part or parts thereof respectively, and to enable the Board Commissioners, or other body or persons, or any of the shareholders or proprietors in the said Companies, or either of them, to enter into arrangements for the substitution of bonds or other securities to be granted by the Board, Commissioners, or other body or persons, for shares or other securities held by such shareholders or proprietors respectively, and to make other arrangements for paying off and satisfying the shareholders and proprietors in the said Companies, and to enable the Board, Commissioners, or other body or persons, to use and apply the moneys so raised and borrowed for such purposes as they may think fit, and to alter any existing rates, rents, dues, and charges; to confer, vary, or extinguish any exemptions from payment of rates, rents, dues, and charges, and to confer, vary, or extinguish other rights or privileges.

To enable the Board, Commissioners, or other body or persons, after having purchased the lands, sites, works, mains, and plant of all or any one or more of the above-named Water Companies, or other lands or property, to sell and dispose of the same, or any part thereof, and to use and apply the proceeds of such sale and other moneys in and towards the acquisition of other lands and works, and in the erection or providing of other works, either within or beyond the limits of the metropolis and the city of London, for the storing and supplying of water, and to connect such work with the mains and pipes already laid down in the metropolis and the city of London, and to enable the Board, Commissioners, or other body or persons to lay down such other mains and pipes as they may respectively think fit.

To enable the Board, Commissioners, or other body or persons, jointly or separately, to supply water for public purposes and to private consumers, and for that purpose to break up streets, highways, passages, and places, and to enable the owners or bodies, or persons having the management of such streets, highways, passages and places, to grant permission to break up the same for any of the purposes of the intended Act.

And all other necessary powers will be inserted in the said Bill for carrying into complete effect the objects and purposes aforesaid.

For all or any of the purposes of the intended Act, to alter, vary, or repeal, or to repeal and re-

enact, subject to such alterations as may be deemed expedient, all, some, or any of the provisions of the following Acts:—43 Geo. III., cap. 98; 11 Geo. IV., and 1 Will. IV., cap. 44; 15 and 16 Vict., cap. 160; 17 and 18 Vict., caps. 39 and 72; 18 and 19 Vict., cap. 196; 20 and 21 Vict., cap. 42; and 29 and 30 Vict., cap. 280, relating to the Governor and Company of the New River brought from Chadwell and Amwell to London, commonly called "The New River Company," and all other Acts relating to that Company; 47 Geo. III., Sess. 2, cap. 5 and 72; 48 Geo. III., cap. 8; 10 Geo. IV., cap. 117; 15 and 16 Vict., cap. 7; 16 and 17 Vict., cap. 166; 17 and 18 Vict., cap. 65; 18 and 19 Vict., cap. 196; 25 and 26 Vict., cap. 22; 30 and 31 Vict., caps. 148 and 149, relating to the Company of Proprietors of the East London Waterworks, and all other Acts relating to that Company; 8 and 9 Vict., cap. 69; 15 and 16 Vict., cap. 158; 18 and 19 Vict., cap. 21; 27 and 28 Vict., cap. 8; and 30 Vict., cap. 5, relating to the Southwark and Vauxhall Water Company, and all other Acts relating to that Company; 46 Geo. III., cap. 119; 50 Geo. III., cap. 132; 53 Geo. III., cap. 36; 15 and 16 Vict., cap. 159; 23 and 24 Vict., cap. 1; 29 Vict., cap. 6; and 32 Vict., cap. 1; relating to the West Middlesex Water Company, and all other Acts relating to that Company; 11 and 12 Vict., cap. 7; 19 and 20 Vict., cap. 10; and 32 Vict., cap. 4, relating to the Lambeth Waterworks Company, and all other Acts relating to that Company; 49 Geo. III., cap. 157; 15 and 16 Vict., cap. 156; 27 and 28 Vict., cap. 39, relating to the Governor and Company of the Chelsea Waterworks, and all other Acts relating to that Company; 51 Geo. III., cap. 169; 56 Geo. III., cap. 4; 59 Geo. III., cap. 111; 7 Geo. IV., cap. 140; 5 and 6 Will. IV., cap. 95; 7 and 8 Vict., cap. 30; 15 and 16 Vict., cap. 157; 18 and 19 Vict., cap. 21; 19 and 20 Vict., cap. 116; 24 and 25 Vict., cap. 151; and 31 Vict., cap. 5, relating to the Grand Junction Waterworks Company, and all other Acts relating to that Company; 49 Geo. III., cap. 189; 51 Geo. III., cap. 145; 13 and 14 Vict., cap. 59; 25 and 26 Vict., cap. 44; 27 and 28 Vict., cap. 146; and 31 and 32 Vict., cap. 119, relating to the Company of Proprietors of the Kent Waterworks, and all other Acts relating to that Company; and any other Act or Acts relating to any Company or body whose property or interest may be affected by the provisions of the said intended Act.

Dated this 18th day of November, 1870.

By order of the Board of Trade.

Wyatt and Hoskins, 28, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1871.

Thirsk Gas.

(Re-incorporation of Thirsk Gas Company Limited, with Powers to Maintain Works and light Thirsk and Sowerby in Yorkshire with Gas.)

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):—

1. To incorporate, by the same or some other name, the Thirsk Gas Company, Limited, (hereinafter referred to as "the Company"), and to confer upon the Company all necessary powers and authorities for carrying into effect the objects of the Bill.

2. To dissolve the Company as it now exists and to cancel the present memorandum and articles of association of the Company.

3. To confer upon the Company all needful powers for lighting with gas the parishes and places of Thirsk and Sowerby and the neighbourhood thereof, in the North Riding of Yorkshire.

4. To authorize the Company to hold lands and to maintain their existing works, and to alter, enlarge, and improve such works, and to erect additional works on the lands, or any part of the lands, now belonging to, or held by, or on behalf of the Company, and upon any lands which may be purchased or taken by them under the powers of the Bill, and to enable them to manufacture gas and any residual products arising in the manufacture of gas, and to sell and dispose of gas, coke, coal tar, and other residual and manufactured products, matters, and things.

The lands to be held and used for the manufacture of gas and for gas works, and for the manufacture and sale of any residual products arising from the manufacture of gas, or of the materials used therein, are the lands now belonging to the Company, and on which the gas works of the Company have been erected, and which lands contain 1,054 square yards, or thereabouts, and are situate in Long-street, Thirsk, and are bounded as follows:—On the north and east by land belonging to Lady Louisa Ann Frankland Russell, in the occupation of George Yeates; on the south by land belonging to Lady Louisa Ann Frankland Russell, in the occupation of Thomas Wiles; and on the west by the turnpike road leading from Thirsk to Yarm, and also upon so much of the pasture field immediately adjoining the existing Thirsk Gas Works (which said field is the property of Lady Louisa Ann Frankland Russell, and is occupied by George Yeates), as lies immediately to the south of the said Thirsk Gas Works, and is at the east end thereof, within a distance of about twenty-five yards from those works; the said portion of the said field is bounded on the north and east by property belonging to the said Lady Louisa Ann Frankland Russell, and in the occupation of the said George Yeates, on the south entirely, and on the west in part, by property belonging to the said Lady Louisa Ann Frankland Russell, and in the occupation of Thomas Wiles, and on the west, in the remaining part, by the said Thirsk Gas Works.

5. To authorize the Company to purchase (and if need be compulsorily) the said additional land.

6. To enable the Company to purchase lands, and from time to time to sell and dispose thereof, and to acquire and hold patent rights and licences to use or exercise patent rights, and to carry on the business usually carried on by Gas Companies, or which is or may become incident thereto, and to maintain, alter, or renew any existing mains and pipes within the limits to be supplied with gas, and to lay down and maintain mains and pipes in, through, across, along, or under streets, roads, lanes, rivers, canals, waters, bridges, and other passages and places within the limits of the Bill, and to break up and interfere with such streets, roads, lanes, bridges, and other passages and places, and also with any sewers, drains, and pipes, in, over, or under the same.

7. To empower the Company to manufacture, purchase, or hire gas meters, fittings, and other gas apparatus, and to sell or let the same, and to levy and collect rates, rents, and charges for the sale and supply of gas, and gas meters, and fittings, and other gas apparatus, and to alter the existing rates, rents, and charges.

8. To authorize the Company, and any governing or local authority, trustees, or commissioners, 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 streets, roads, places, or buildings within such limits, upon such terms and conditions as they shall respectively agree upon, and if necessary to enable such governing or local authorities, trustees, or commissioners, for the purposes aforesaid, to appropriate and apply any funds belonging to them respectively, or under their control, and to raise moneys by rates and by borrowing.

9. To alter and regulate the capital of the Company, and its distribution into shares, and its appropriation amongst the shareholders, and to enable the Company to raise further capital by shares and stock, and by borrowing, and to attach, if they think fit, to the new shares or stock, or to any part thereof, a preference or priority of dividend over the other shares of the Company.

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 Gas Works Clauses Act, 1847," and it will confer upon the Company all other rights and privileges necessary for carrying into effect the objects of the Bill, and it will vary and extinguish all such existing rights and privileges, and will amend the powers and provisions of any Act now in force within the limits of the Bill, so far as may be necessary or expedient for any of the purposes of the Bill.

Duplicate plans describing the lands sought to be acquired under the powers of the said 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, 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 North Riding of Yorkshire, at his office at Northallerton; and on or before the same day, a copy of the said plans, book of reference, and notice, will be deposited with the parish clerk of Thirsk, at his residence.

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

Dated this 9th of November, 1870.

Tom Turner, Beverley, Solicitor.

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

Cleveland Waterworks.

(Powers to construct new works, and to extend district.—To purchase lands and easements compulsorily.—To levy rates and rents.—To alter existing rates and rents.—To increase capital and borrowing powers.—To alter constitution of the Board of Directors.—To repeal existing restrictions, obligations, and penalties.—To contract with Local Boards.—To repeal, alter, and amend Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Cleveland Water Company (hereinafter referred to as "The Company,") for

leave to bring in a Bill for the following purposes, or some of them (that is to say) :—

To alter, amend, extend, and enlarge, or repeal, all or some of the provisions of "The Cleveland Waterworks Act, 1869," (hereinafter referred to as the recited Act), and to confer on the Company some or all of the several powers hereinafter mentioned.

To extend and better define the limits within which the Company may supply water, and to include within such limits the several parishes, townships, and extra-parochial, and other places following; namely: Skelton, Marske, Upleatham, Saltburn-by-the-Sea, Redcar, Brotton, Skinnin-grove, Lofthouse, Kilton, Liverton, Moorholme, Easington, Stanghow, Guisbro', Tocketts, Hutton Low Cross, and Pinchingthorpe, and the several towns, villages, hamlets, and other places within or partly within such parishes and townships, or any or either of them, all in the North Riding of the county of York.

To authorize the Company to construct and maintain the several works hereinafter mentioned, or some of them, in addition to their present waterworks undertaking (that is to say) :—

1. A reservoir to be situate in the township of Stanghow and parish of Skelton, in the North Riding of the county of York, on certain lands belonging to John Thomas Wharton, Esquire, which said reservoir will be formed by an embankment or dam across the stream called Lockwood Beck, at a point on the said stream about three chains to the south of Lockwood Beck Bridge, in the said township and parish, and extending to a point about thirty chains south of the said bridge.
2. A conduit or catchwater (herein called Conduit No. 1), commencing at or near a point called Six Stoups, on the south side of the public road from Guisbro' to Whitby, about fifty-five chains north-west of Lockwood Beck Bridge aforesaid, and terminating at or near a point on the south side of the same road, about thirty-seven chains north-west of the said bridge.
3. A conduit or catchwater (herein called Conduit No. 2), commencing at the end of Conduit No. 1, and terminating at or near the western extremity of the proposed embankment of the aforesaid reservoir, which said Conduits Nos. 1 and 2 will be wholly situate in the township of Stanghow, in the said parish of Skelton.
4. A conduit or catchwater (herein called Conduit No. 3), commencing at or near the south-west side of the intersection of Low Moor-road with the public highway from Guisbro' to Whitby, and terminating at a point on the Hare Dale Beck, about twenty chains south-west of the junction of the said Hare Dale Beck with Swinsow Dale Beck.
5. A conduit or catchwater (herein called Conduit No. 4), commencing at the end of Conduit No. 3, and terminating at or near a point on the Swinsow Dale Beck, about fifteen chains south-west of the junction of the Hare Dale Beck with Swinsow Dale Beck, which said Conduits Nos. 3 and 4 will be wholly situate in the township of Great Moorholme in the said parish of Skelton.
6. A conduit or catchwater (herein called Conduit No. 5), commencing in the township of Great Moorholme in the said parish of Skelton, at the end of Conduit No. 4, and terminating in the township of Stanghow in the said parish of Skelton, at or near the eastern extremity of the proposed embankment of the aforesaid reservoir, which said

Conduit No. 5 will be made, and pass from in, through, or into the townships of Great Moorsholme, Kilton, and Stanghow, in the said parish of Skelton.

7. A conduit or line of pipes (herein called Conduit No. 6), commencing in the township of Stanghow, in the said parish of Skelton, from and out of the said reservoir at the northern end thereof, and terminating in the township of Great Moorsholme, in the said parish of Skelton, at the inlet of the existing pipe or conduit belonging to the Company, about four chains north of Moorsholme Mill, which said Conduit No. 6 will be made and pass from, in, through, or into the several townships of Stanghow, Kilton, and Great Moorsholme, all in the said parish of Skelton.
8. A conduit or line of pipes (herein called Conduit No. 7), commencing in the township of Skelton, in the said parish of Skelton, at the point at which the existing pipe or conduit belonging to the Company crosses the north-western fence of the Saltburn Extension Railway of the North-Eastern Railway Company, and terminating in the township of Stanghow, in the said parish of Skelton, at or near Slape Wath-bridge on the public road from Guisbro' to Whitby, which said Conduit No. 7 will be made and pass from, in, through, or into the townships of Skelton and Stanghow, in the said parish of Skelton and the township of Guisbro', in the parish of Guisbro', or some of them.
9. A Conduit or line of pipes (herein called Conduit No. 8), commencing in the township of Skelton, in the said parish of Skelton, at the point at which the existing pipe or conduit belonging to the Company crosses the northern fence of the Cleveland Railway of the North Eastern Railway Company, and terminating in the township of Brotton, in the said parish of Skelton, at or near a point on the eastern fence of the Cleveland Railway of the North-Eastern Railway Company, about 150 yards north of the point where the said railway crosses the public road from Saltburn to Brotton, which said Conduit No. 8, will be made and pass from, in, through, or into the townships of Skelton and Brotton, in the said parish of Skelton.
10. A Conduit or line of pipes (herein called Conduit No. 9), commencing in the township and parish of Marske, in the North Riding of the county of York, at or near the eastern end of a street or road in Saltburn-by-the-Sea, called Windsor-street, and terminating in the township of Redcar, in the said parish of Marske, on the south side of the Stockton and Darlington Railway of the North-Eastern Railway Company, at or near the point where such railway crosses the public highway called Redcar-lane, which said Conduit No. 9, will be made and pass from, in, through, or into the townships of Marske and Redcar in the said parish of Marske.

To construct and maintain all necessary and proper embankments, dams, byewashes, weirs, culverts, cuttings, bridges, communications, and other roads, approaches, sewers, drains, sluices, filtering beds, reservoirs, engines, pumps, conduits, catchwaters, tanks, pipes, syphons, and other apparatus for the effectual construction, maintenance, and use of the said intended works, and for conveying and distributing water to and within the said parishes, townships, and places aforesaid or any of them.

To enable the Company to continue and maintain their existing sources of supply, and to collect and divert into the said reservoir, aqueducts, conduits, and pipes, and other works hereinbefore-mentioned, or some of them, and to take, use, and appropriate all or some of the waters of the several brooks and streams called Dale Beck, Lockwood Beck, Swindale Beck, and Oven Close Beck, and the several tributaries thereof, and all surface waters and other waters and springs flowing into or forming part of the said streams, or which may or can be intercepted, or may be diverted by the proposed works and as may be found in, under, or upon any lands to be acquired by the Company under the powers of the said Bill, the waters of which said several brooks, streams, and watercourses now flow or proceed directly or derivatively into or supply the Moorsholme or Hagg Beck at or near Moorsholme Mill aforesaid, and into the conduit and pipes of the Company.

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

To authorize the Company to purchase and take by compulsion or agreement or otherwise, and use all or any of the waters which the Company may be empowered to divert and impound, and all rights and privileges connected with or incidental to such waters.

To authorize the Company by compulsion or agreement to purchase and acquire lands, houses, and other hereditaments, and to take on lease and to take grants of easements in, on, under, or over any lands, houses, springs, streams, brooks, and waters, and other hereditaments delineated on the said plans, or as may be deemed requisite or desirable for any of the purposes of the said Bill, and any rights and interest in or connected with such lands, houses, waters, and other property, and to alter, vary, or extinguish all existing rights or privileges connected with such lands, houses, waters, and other property.

To make, lay down, complete, and maintain, and from time to time alter, vary, replace, repair, and restore conduits, culverts, pipes, drains, tunnels, and other works, for the conveyance of water in, through, or into and over, or under, private lands, and in, along, across, and under, all or any turnpike and other roads, highways, streets, passages, rivers or railways, whether public or private, within the said parishes, townships, or places hereinbefore-mentioned, or any of them, and for the above purposes, permanently or temporarily, to break up, stop up, alter, or divert, all or any of such roads, highways, streets, passages, and other ways which it may be necessary to break up, stop up, alter, or divert, for any of the purposes of the said Bill.

To levy, collect, and recover rates and rents for water supplied within the district, and to vary and alter the existing rates and rents for water supplied by the Company, and to confer, vary, or extinguish exemptions from the payment of rates and rents for such supply, and to confer, vary, and extinguish all or any existing rights, privileges, and exemptions, and to confer, vary, and extinguish other rights, privileges, and exemptions.

To make provisions for ascertaining the quantity of water supplied for other than domestic purposes, and for preventing the waste, fouling, or misuse of water supplied by the Company, and for preventing and punishing fraud in the taking

and using of water so supplied, or for wasting the same.

To augment, and to fix and regulate the capital of the Company, and, if desirable, to capitalise all sums which the Company have expended on their works, and to authorize the Company to raise additional capital by the creation of shares or stock, with or without a preference or priority in payment of interest or dividend, or other special privileges attaching thereto, and by borrowing, or by debenture stock, or by both or either of those means.

To alter the constitution of the Board of Directors of the Company, by increasing the number of directors, and by varying, altering, and better prescribing the qualification and the appointment and election of directors.

To relieve and release the Company absolutely or on conditions to be specified in the Bill, from the restrictions as to taking of water and from the obligations and penalties to which they are now subject by the recited Act with respect to the collection and appropriation of water from the Hagg or Moorsholme Beck, and other streams contributory thereto, and the providing and maintaining of gauges and other works, and for such purposes to repeal the 32nd, 34th, and 35th sections of the said recited Act, or any of such sections, or to alter and amend the same and confer other powers and provisions in lieu thereof.

To enable the Company to contract with all or any of the local boards or local authorities within the district for supplying such local boards and local authorities with water for the public roads, streets, drains, and passages within their respective districts, for cleansing and watering the same, and for extinguishing fires, and to empower any local board or local authority of any district acting under the "Public Health Act, 1848," or "The Local Government Act, 1858," or any other local authority, to contract with the Company for such service and supply, or for the supply of water for any other purposes, and to pay for the same out of any rates or other income under their control and applicable to such purposes or otherwise.

To incorporate and extend and make applicable to the objects and purposes of the said Bill all or some of the powers and provisions of "The Cleveland Waterworks Act, 1869," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Waterworks Clauses Acts, 1847 and 1863," and "The Railways Clauses Consolidation Act, 1845," and all other Acts amending or extending these Acts or any of the provisions thereof.

To vary or extinguish all existing rights and privileges in any way connected with the lands, houses, waters, and other property proposed to be purchased or acquired and all other rights and privileges of whatever description which would in any manner impede or interfere with the carrying into effect of any of the objects and purposes of the said Bill, and to confer other rights and privileges.

To repeal, alter, and amend so far as may be necessary for effecting any of the objects and purposes of the said Bill all or some of the powers and provisions of the local and personal Acts 15 and 16 Vict. cap. 73; 17 and 18 Vict. caps. 164 and 211; 20 and 21 Vict. caps. 19, 33, and 46; 21 and 22 Vic. caps. 114, 116, and 134; 22 and 23 Vict. caps. 10, 91, and 100; 24 and 25

Vict. caps. 135, 141, and 183; 25 and 26 Vict. caps. 85, 120, 145, 146, and 154; 26 and 27 Vict. caps. 31, 122, 221, and 238; 27 Vict. cap. 20; 27 and 28 Vict. caps. 49, 55, and 67; 28 Vic. cap. 111; 28 and 29 Vict. caps. 251, 267, 363, and 368; 29 Vict. cap. 11; and 29 and 30 Vict. caps. 187 and 251, relating to the North Eastern Railway Company and their undertaking, and the several Acts in such Acts respectively or of any of them recited or referred to and any other Acts relating to that Company.

And Notice is hereby given that duplicate plans and sections of the several works to be authorized by the said Bill and of the lands and houses required for the purposes thereof, together with 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 instant, be deposited for public inspection with the Clerk of the Peace for the North Riding of the county of York, at his office in Northallerton, in the said North 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 relates to each of the parishes in or through which the said intended works are proposed to be made, or any lands and houses proposed to be taken, are situate, and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the clerk of each such parish at his place of abode.

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

Dated this 16th day of November, 1870.

Hutchinson and Lucas, Darlington, Solicitors for the Bill.

Durnford and Co., 39, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1871.

Billingsgate Market.

(Enlargement of Market and other Powers—Alteration of Tolls—Amendment of Act.)

NOTICE is hereby given, that the Mayor, Aldermen, and Commons of the city of London (who are herein referred to as "The Corporation") intend to apply to Parliament in the next Session thereof, for leave to bring in a Bill to amend and enlarge some of the powers and provisions of "The Billingsgate Market Act, 1846," and to confer upon the Corporation, with reference to such market, all or some of the following among other powers.

To alter the tolls payable under the said Act, and to enable the Corporation to levy other tolls and charges, and to take stallages and rents in respect of the said market, and of the fish sold therein.

To enlarge the said market, and for that purpose to purchase and if needs be by compulsion, lands and houses in the parishes of St. Mary-at-Hill, St. Dunstan-in-the-East, St. Botolph, Billingsgate, and St. George, Botolph-lane, within the city of London, adjoining and near to the existing market.

To enable the Corporation to apply to the purposes of the Bill any of the monies belonging to

them or under their control, and, if necessary for the purposes aforesaid, to borrow further monies.

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 London City Improvement Act, 1847;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and of "The Markets and Fairs Clauses Act, 1847."

Duplicate plans describing the lands, houses, and other property 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 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 county of Middlesex, at his office, at the Sessions-house, Clerkenwell-green, and with the Clerk of the Peace for the city of London, at his office, at the Sessions-house, in the Old Bailey; and, on or before the same day, a copy of the said plan and book of reference, and 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 21st day of December next.

Dated this 17th day of November, 1870.

William Corrie, Remembrancer, Guildhall, London.

In Parliament—Session 1871.

Leadenhall Market.

(Powers to Corporation of London with reference to Market Restrictions as to Sales therein—Enlargement of Market—Purchase of Lands.)

NOTICE is hereby given, that the Mayor, Aldermen, and Commons of the city of London (who are herein referred to as "The Corporation"), 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 confer upon them further powers with reference to Leadenhall Market, and to enable them to make rules, bye-laws, and regulations with respect to such market, and the sale of game, poultry, and other articles and things in such market, and to prohibit the sale therein of meat, skins, and hides, and of such other commodities as to the Corporation may from time to time seem fit.

To authorise the Corporation to enlarge and improve the said market, and to take tolls and charges in respect thereof, and to alter the existing tolls and charges.

For the purposes of such enlargement to purchase, and if need be by compulsion, certain lands and houses adjacent to such market, in the parishes of St. Peter, Cornhill, St. Andrew Undershaft, St. Dionis Backchurch, All Hallows, Lombard-street, and St. Gabriel Fenchurch, within the city of London.

To enable the Corporation to apply to the purposes of the Bill and of the monies belonging to

them or under their control, and, if necessary for the purposes aforesaid, to borrow further monies.

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 London City Improvement Act, 1847," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and of "The Markets and Fairs Clauses Act, 1847;" and it will amend and enlarge the powers and provisions of any existing Act or Acts so far as may be necessary for the purposes of the Bill.

Duplicate plans, describing the plans, houses, and other property 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 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 county of Middlesex, at his office, at the Sessions House, Clerkenwell-green; with the Clerk of the Peace 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 and book of reference as relates to each parish 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 21st day of December next.

Dated this 17th day of November, 1870.

Wm. Corrie, Remembrancer, Guildhall, London.

In Parliament.—Session 1871.

The City of London Court.

(Alteration of Fees authorised by "The London (City) Small Debts Extension Act, 1852," and "Amendment of Act.")

NOTICE is hereby given, that the Mayor, Aldermen, and Commons of the city of London, intend to apply to Parliament in the next session thereof, for leave to bring in a Bill to alter, amend, and enlarge some of the provisions of "The London (City) Small Debts Extension Act, 1852," and particularly to enable the said Mayor, Aldermen, and Commons, from time to time, to make such alterations as they think fit in the fees to be taken under the said Act in the City of London Court, and to enable them to assimilate the fees for such period as they think fit to those taken in county courts.

The Bill will vary all existing rights and privileges which would interfere with any of its objects, and it will amend besides the said Act of 1852, all such other Acts as may be necessary.

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

Dated this 17th day of November, 1870.

William Corrie, Remembrancer, Guildhall, London.

Liverpool Street Tramway Company, Limited. (Application to Board of Trade under "The Tramways Act, 1870," for Provisional Order authorising construction of Tramways within the Borough and Parish of Liverpool; also on Quays of Mersey Docks; and in the Townships of Everton, West Derby, and Wavertree; Running Powers over the Tramways of the Liverpool Tramways Company; Powers affecting Corporation of Liverpool, and other Local Authorities.)

NOTICE is hereby given that the Liverpool Street Tramway Company, Limited (who are herein referred to as the Company), are about to apply to the Board of Trade under "The Tramways Act, 1870," for a Provisional Order to be confirmed by Parliament in the ensuing Session, and that by such order powers will be sought for making and maintaining the street tramways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all needful works connected therewith, that is to say:—

Tramway No. 1.

A tramway (herein referred to as Tramway No. 1) commencing by a junction with the Tramway No. 1 authorised by "The Liverpool Tramways Act, 1868," in Saint John's-lane, in the borough and parish of Liverpool at or near the end of Roe-street, and passing thence along the carriage way on the north side of Saint George's-place, passing thence in a northerly direction into and along Lime-street, thence into and along London-road, Prescott-street, Low-hill, and West Derby-road (keeping on the north side of the church), and terminating in the township of Everton, in the parish of Walton-on-the-Hill, in West Derby-road, at or near the end of Heber-street.

The centre line of Tramway No. 1 will be as follows, that is to say:—

In Saint John's-lane and in the carriage road on the north side of Saint George's-place, on the north side of and at a distance of six feet from the imaginary centre line of the said Saint John's-lane and of the said carriage road; in Lime-street, on the westerly side of and at a distance from the imaginary centre line of that street of 9 feet at the lamp standard in Lime-street, at the end next Saint George's-place, and gradually increasing from 9 feet to and being 11 feet at the lamp standard in Lime-street, at the end next William Brown-street; in London-road and Prescott-street, on the north side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line of that road and street, except at the lamp standards and safety crossings at the western and eastern ends respectively of London-road, where the distance from the imaginary centre line will be 9 feet, and between Norton-street and Audley-street, where at Norton-street it will be on the northerly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, and gradually increasing to 108 feet from such imaginary centre line at Audley-street; in Low-hill, on the western side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line of Low-hill, and in West Derby-road on the northern side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line of that road, except that from a point distant about 2 chains from its termination the centre line of Tramway No. 1 will gradually approach the imaginary centre line, until it intersects it at a point distant 1 chain or thereabouts from the termination of the tramway, and thence the centre line of the said tramway will gradually diverge from the imaginary centre line

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

Tramway No. 1A.

A tramway (herein referred to as Tramway No. 1A), commencing by a junction with the Tramway No. 1 authorised by "The Liverpool Tramways Act, 1868," in Lime-street, in the said borough and parish of Liverpool, at or near the end of Skelhorne-street, passing thence in a northerly direction along Lime-street, thence into and along London-road, Prescott-street, Low-hill, and West Derby-road (keeping on the north side of the church), and terminating in the said township of Everton, and parish of Walton-on-the-Hill, in West Derby-road, at or near the end of Heber-street.

The centre line of Tramway No. 1A will be as follows:

In Lime-street throughout on the easternly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line of that street, except along the part of Lime-street opposite Saint George's-hall, where the distance from the imaginary centre line will be 9 feet at the lamp standard at the end next St. George's-place, and will gradually increase from 9 feet to and will be 11 feet at the lamp standard at the end next William Brown-street; in London-road and Prescott-street on the southerly side of, and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line of that road and street, except at the lamp standards and safety crossings at the western and eastern ends respectively of London-road, where the distance from the imaginary centre line will be 9 feet respectively, and between Norton-street and Audley-street where at Norton-street it will be on the southerly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, whence it proceeds in a northerly direction, crossing the imaginary centre line opposite Norton-street, and gradually increasing to 99 feet from such imaginary centre line opposite Audley-street; in Low-hill on the easternly side of, and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line; in West Derby-road, on the southerly side of, and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

Tramway No. 2.

A Tramway No. 2 (herein referred to as Tramway No. 2), wholly situate in the township of West Derby and parish of Walton-on-the-Hill, commencing by a junction with Tramway No. 1, at or near the end of Prescott-street, opposite the end of Low-hill, and passing thence into and along, and terminating in, the street called Kensington, at or near the junction therewith of Deane-road.

The centre line of Tramway No. 2 will be throughout on the north side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except that from a point distant about 2 chains from its termination the centre line of the said Tramway will gradually approach the imaginary centre line until it intersects it at a point distant 1 chain or thereabouts from the termination of the tramway, and thence the centre line of the said tramway will gradually diverge from the imaginary centre line to the termination of the tramway, where it will be at a distance of $4\frac{1}{2}$ feet from and on the south side of the imaginary centre line.

Tramway No. 2A.

A tramway (herein referred to as Tramway No. 2A), wholly situate in the township of West

Derby and parish of Walton-on-the-Hill, commencing by a junction with Tramway No. 1A in Prescot-street, opposite the end of Low-hill, and passing thence into and along, and terminating in the said street called Kensington at or near the junction therewith of Deane-road.

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

Tramway No. 3.

A tramway (herein referred to as Tramway No. 3) commencing in the said borough and parish of Liverpool by a junction with Tramway No. 1 in London-road, at or near the end of Saint Vincent-street, and passing thence along London-road and thence into and along Pembroke-place, West Derby-street, Mount Vernon-road, Irvine-street, and passing thence across the south-western side of Holland-place into and along Wavertree-road, and terminating in the township of West Derby and parish of Walton-on-the-Hill in Wavertree-road aforesaid, at the centre of the bridge which carries the said road over the London and North Western Railway.

The centre line of Tramway No. 3 will be throughout on the northernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except in London-road, where at Saint Vincent-street it will be at a distance of $4\frac{1}{2}$ feet from and on the northernly side of such imaginary centre line, and proceeding in a southerly direction, crossing such imaginary centre line opposite Norton-street, and gradually increasing to 90 feet from such imaginary centre line opposite Moor-place, and also except that from a point distant 2 chains or thereabouts from its termination, the centre line of Tramway No. 3 will gradually approach the imaginary centre line until it intersects it at a point distant about one chain or thereabouts from the termination of the said tramway, and thence the centre line of the said tramway will gradually diverge from the imaginary centre line to the termination of the tramway, where it will be at a distance of $4\frac{1}{2}$ feet from and on the southernly side of the imaginary centre line.

Tramway No. 3A.

A tramway (herein referred to as Tramway No. 3A), commencing in the borough and parish of Liverpool, by a junction with Tramway No. 1A, in London-road, at or near the end of Saint Vincent-street, and passing thence along London-road, Pembroke-place, West Derby-street, Mount Vernon-road, Irvine-street, passing thence across the south-western side of Holland-place into and along Wavertree-road, and terminating in the said township of West Derby and parish of Walton-on-the-Hill, in Wavertree-road, aforesaid, at the centre of the bridge which carries the said road over the London and North Western Railway.

The centre line of Tramway No. 3A will be throughout on the southernly side of, and at a distance of $4\frac{1}{2}$ feet from, the imaginary centre line, except in London-road, where at Saint Vincent-street, it will be at a distance of $4\frac{1}{2}$ feet from, and on the southernly side of such imaginary centre line, and gradually increasing to 99 feet from such imaginary centre line opposite Moor-place; and in Pembroke-place, where, opposite Ashton-street, it will gradually increase to a distance of 12 feet from the imaginary centre line and decrease to the distance of $4\frac{1}{2}$ feet opposite Elizabeth-street.

Tramway No. 4.

A Tramway (herein referred to as Tramway No. 4), commencing by a junction with Tramway No. 3 in the township of West Derby, in the parish of Walton-on-the-Hill, in Wavertree-road, at a point thereon 2 chains or thereabouts from the termination thereof, as hereinbefore described, and passing thence along Wavertree-road into and along High-street, in the village of Wavertree, and terminating in the township of Wavertree and parish of Childwall in High-street aforesaid, at or near the end of Church-road, in the said village of Wavertree.

The centre line of Tramway No. 4 will be throughout on the northernly side of, and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except that from a point distant about 2 chains or thereabouts from its termination, the centre line of the said tramway will gradually approach the imaginary centre line, until it intersects it at a point distant 1 chain or thereabouts from the termination of the said tramway, and thence the centre line of the said tramway will gradually diverge from the imaginary centre line to the termination of the said tramway, where it will be at a distance of $4\frac{1}{2}$ feet from, and on the southernly side of the imaginary centre line.

Tramway No. 4A.

A Tramway (herein referred to as Tramway No. 4A), commencing by a junction with Tramway No. 3A at the termination thereof, as hereinbefore described, and passing thence along Wavertree-road into and along High-street, in the village of Wavertree, and terminating in the township of Wavertree, and parish of Childwall, in High-street aforesaid, at or near the end of Church-road, in the said village of Wavertree.

The centre line of Tramway No. 4A will be throughout on the southernly side of, and at a distance of $4\frac{1}{2}$ feet from, the imaginary centre line.

Tramway No. 5.

A tramway (herein referred to as Tramway No. 5) wholly in the township of West Derby, and parish of Walton-on-the-Hill, commencing in Kensington by a junction with Tramway No. 2 at a point thereon 2 chains or thereabouts from the termination thereof as hereinbefore described, and passing thence along Kensington into and along the Liverpool, Prescot, Ashton, and Warrington turnpike road and terminating in the said turnpike-road at or near the end of Saint Oswald-street.

The centre line of Tramway No. 5 will be throughout on the northernly side of and at the distance of $4\frac{1}{2}$ feet from the imaginary centre line, except that from a point distant 2 chains or thereabouts from its termination, the centre line of the said tramway will gradually approach the imaginary centre line until it intersects it at a point distant about 1 chain from the termination of the said tramway, and thence the centre line of the said tramway will gradually diverge from the imaginary centre line to the termination of the said tramway, where it will be at a distance of $4\frac{1}{2}$ feet from and on the southernly side of the imaginary centre line.

Tramway No. 5A.

A tramway (herein referred to as Tramway No. 5A) wholly in the parish of West Derby and parish of Walton-on-the-Hill, commencing in Kensington by a junction with Tramway No. 2A, at the termination thereof as hereinbefore described, and passing thence along Kensington into and along the said Liverpool, Prescot, Ashton, and Warrington turnpike-road, and ter-

minating in the said turnpike-road, at or near the end of Saint Oswald-street.

The centre line of Tramway No. 5A will be throughout on the southernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

Tramway No. 6.

A tramway (herein referred to as Tramway No. 6) commencing in the township of Everton and parish of Walton-on-the-Hill, in the West Derby-road, by a junction with Tramway No. 1 at a point thereon 2 chains or thereabouts from the termination thereof, as hereinbefore described, and passing thence along West Derby-road into and along Rocky-lane, West Derby-road, Mill-bank, and Mill-lane, and terminating in the said township of West Derby and parish of Walton-on-the-Hill, at or near the east end of Mill-lane aforesaid.

The centre line of Tramway No. 6 will be throughout on the northernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except that from a point distant 2 chains or thereabouts from its termination the centre line of the said tramway will gradually approach the imaginary centre line until it intersects it at a point distant about 1 chain from the termination of the said tramway, and thence the centre line of the said tramway will gradually diverge from the imaginary centre line to the termination of the said tramway, where it will be at a distance of $4\frac{1}{2}$ feet from and on the southernly side of the imaginary centre line.

Tramway No. 6A.

A tramway (herein referred to as Tramway No. 6A) commencing by a junction with Tramway No. 1A at the termination thereof, as hereinbefore described, and passing thence along West Derby-road into and along Rocky-lane, West Derby-road, Mill-bank, and Mill-lane, and terminating in the said township of West Derby and parish of Walton-on-the-Hill, at or near the east end of Mill-lane aforesaid.

The centre line of Tramway No. 6A will be throughout on the southernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

Tramway No. 7.

A Tramway (herein referred to as Tramway No. 7) wholly in the borough and parish of Liverpool, commencing by a junction with the Tramway No. 1 authorised by "The Liverpool Tramways Act, 1868," in Lord-street, at or near the east end thereof, and passing thence into and along Whitechapel, and terminating at or near the east end of Manchester-street by a junction with Tramway No. 8A hereinafter described.

The centre line of Tramway No. 7 will be throughout on the south-east side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

Tramway No. 8.

A Tramway (herein referred to as Tramway No. 8) wholly in the borough and parish of Liverpool, commencing at the west end of a street called Temple-court, at the junction of that street with North John-street, passing into and along Victoria-street and terminating in Old Haymarket, at or near the south end thereof, by a junction with the Tramway No. 3 authorised by "The Liverpool Tramways Act, 1868."

The centre line of Tramway No. 8A, will be throughout on the northernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

Tramway No. 8A.

A Tramway (herein referred to as Tramway No. 8A), wholly in the borough and parish of Liverpool, commencing at the west end of a street called Temple-court, at the junction of that street with North John-street, passing into and along Victoria-street, and terminating in Old Haymarket, at or near the south end thereof, by a junction with the Tramway No. 3A authorised by "The Liverpool Tramways Act, 1868."

The centre line of Tramway No. 8A will be throughout on the southernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

Tramway No. 9.

A Tramway (herein referred to as Tramway No. 9) wholly in the borough and parish of Liverpool, commencing by a junction with the Tramway No. 1 authorised by "The Liverpool Tramways Act, 1868," in Saint George's-crescent, at or near the west end of Lord-street, and passing thence into and along the carriage way of Derby-square, on the north side of Saint George's Church, into and along James-street, and the carriage way or street known as the "Goree," and thence into and along Water-street, and terminating at the end of Castle-street by a junction with Tramway No. 1 authorised by "The Liverpool Tramways Act, 1868," nearly opposite to the Town-hall.

The centre line of Tramway No. 9 will be as follows, that is to say:—In the carriage way of Derby-square and in James-street it will be on the south side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except at the lamp standards at each end of James-street, where the distance from the imaginary centre line will be 9 feet.

In the carriage-way on the east side of George's Dock, commonly called the "Goree," it will be on the east side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

And in Water-street it will be on the north side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

Tramway No. 10.

A Tramway (herein referred to as Tramway No. 10) wholly in the borough and parish of Liverpool, commencing by a junction with Tramway No. 9 in James-street, at or near the westernly end of the said street, and passing thence over the Swing Bridge at the south end of George's Dock, and passing thence into and along Mann Island, and thence along the open space on the west and north sides of George's Dock, and passing thence over the Swing Bridge at the north end of the said dock into and in a south-easterly direction along the carriage-way on the east side of the said dock, commonly called George's Dock Gates, and terminating at the west end of Water-street by a junction with Tramway No. 9.

The centre line of Tramway No. 10 will be as follows, that is to say: In James-street on the southernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line; on the Swing Bridge at the south end of George's Dock it will be on the south side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

In Mann Island it will be on the south side of and at a distance of 20 feet from the imaginary centre line.

In the open space on the west side of George's Dock it will be at a distance of 16 feet from and east of the edge of the foot pavement running round the westernmost side of such open space. In the open space on the north side of the said

dock it will be on the south side of the paved footway leading from the bridge at the north end of the George's Landing-stage to the Swing Bridge at the north end of the George's Dock, and at a distance therefrom gradually diminishing from 16 feet at the west end thereof to 6 feet at the east end thereof.

On the Swing Bridge at the north end of George's Dock it will be on the north side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

In the carriage-way on the east side of George's Dock, commonly called George's Dock Gates, it will be on the east side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

And in Water-street it will be on the east side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

Tramway No. 11.

A tramway (herein referred to as Tramway No. 11), wholly in the borough and parish of Liverpool, commencing by a junction with the Tramway No. 3, authorised by "The Liverpool Tramways Act, 1868," in the Old Haymarket, at or near the end of Albion-place, and passing thence in a north-easterly direction into and along William Brown-street, and terminating at the west end of London-road by a junction with Tramway No. 1.

The centre line of Tramway No. 11 will be as follows, that is to say :—

In the Old Haymarket, on the west side of and at a distance of 35 feet from the imaginary centre line, gradually approaching and crossing such imaginary centre line and proceeding in a north-easterly direction, crossing the imaginary centre line of William Brown-street, nearly opposite to Livsley-place, and thence proceeding in an easterly direction on the north side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line of William Brown-street, except opposite St. George's-hall, where it will gradually increase the distance from the imaginary centre line to 9 feet, and gradually diminish the distance from the imaginary centre line to $4\frac{1}{2}$ feet.

Tramway No. 11A.

A Tramway (herein referred to as Tramway No. 11A), wholly in the borough and parish of Liverpool, commencing by a junction with the Tramway No. 3A, authorised by "The Liverpool Tramways Act, 1868," in the Old Haymarket, at or near the end of Albion-place, and passing thence in a north-easterly direction into and along William Brown-street, and terminating at the west end of London-road by a junction with Tramway No. 1A.

The centre line of Tramway No. 11A will be as follows, that is to say :—

In the Old Haymarket on the west side of and at a distance of 26 feet from the imaginary centre line, gradually approaching and crossing such imaginary centre line, and proceeding in a north-easterly direction, and passing into William Brown-street, and proceeding in an easterly direction on the southernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except opposite to Saint George's-hall, where it will gradually diminish the distance from the imaginary centre line, proceed on the centre line, and then gradually increase the distance from the imaginary centre line to 10 feet.

All the said intended Street Tramways hereinbefore described will pass, or be made from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say :—Liverpool, Wal-

ton-on-the-Hill, Childwall, Everton, West Derby, and Wavertree, all in the county of Lancaster.

Each of the intended Tramways hereinbefore described will occupy throughout a space of five feet three inches in width. The imaginary centre line means in all cases an imaginary line drawn along the centre of the carriage-way of the street (by whatever name known or called) along which the tramway is intended to be laid.

In the following cases a less space than 9 feet 6 inches will intervene for a distance of 30 feet or upwards, between the outside of the footpath on either side of the street or road and the nearest rail of the tramway, namely :—

Borough of Liverpool.

Name of Street or Road.	No. of Tramway.	Part of Street or Road where less space than 9 feet and 6 inches occurs for a distance of 30 feet and upwards.
London-road ..	1	On north side of the road, for a distance of 17 yards or thereabouts from the west side of Moss-street towards Falkland-street.
Low-hill	1	On west side of the street, from a point opposite Holborn-street to Brunswick-road.
West Derby-road	1	On north side of the road, from Ogwen-street to Kilshaw-street.
West Derby-road	1	On north side of the road, from a point distant 33 yards or thereabouts westward from the west side of Horne-street to the west side of Tooke-street.
Low-hill	1A	On east side of the street, from Holborn-street to Brunswick-road.
West Derby-road	1A	On south side of the road, from a point opposite Lavan-street to Farnworth-street.
West Derby-road	1A	On south side of the road, from a point distant 33 yards or thereabouts from the west side of Butler-street to a point opposite to the west side of Heber-street.
West Derby-street	3	On north side of the street, from a point distant 22 yards or thereabouts westwards from the west side of Dalton-street to Mount Vernon-street.
Mount Vernon-road	3	On the north side of the road, from Mount Vernon-street to Mount Vernon-place.
Irvine-street ..	3	On the north side of the street, from Mount Vernon-place to a point opposite the east end of Paddington.

Name of Street or Road.	No. of Tramway.	Part of Street or Road where less space than 9 feet and 6 inches occurs for a distance of 30 feet and upwards.	Name of Street or Road.	No. of Tramway.	Part of Street or Road where less space than 9 feet and 6 inches occurs for a distance of 30 feet and upwards.
Wavertree-road..	3	On the north side of the road, from Holland-place to west side of Botanic-road.	Open Space on north side of George's Dock	10	On north side of the open space, from a point 88 yards or thereabouts west of the swing bridge at the north end of the George's Dock, to the said swing bridge.
Wavertree-road..	3	On north side of the road, from a point 70 yards or thereabouts from west side of the Botanic-road, in an easterly direction, to a point 44 yards west of the centre of the bridge which carries the Wavertree-road over the London and North Western Railway	Swing Bridge at north end of George's Dock	10	On north side of bridge for the whole length thereof.
Pembroke-place..	3A	On south side of the road, from east side of Ashton-street to west side of Elizabeth-street.	Liverpool, Prescott, Ashton, and Warrington Turnpike-road	5	On the north side of the road, from the east side of Derby-street, for a distance of 22 yards towards Swan-street.
West Derby-street	3A	On south side of the street, from the west side of Crown-street to Minshull-street.	Liverpool, Prescott, Ashton, and Warrington Turnpike-road	5	On the north side of the road, from the east side of Greenfield-road, to the west side of Derby-lane.
Mount Vernon-road	3A	On south side of the road, from Minshull-street to Parron-street.	Liverpool, Prescott, Ashton, and Warrington Turnpike-road	5A	On the north side of the road, from the east side of Fairfield-street, to a point 36 yards east of the toll-bar.
Irvine-street ..	3A	On south side of the street, from Parron-street to the east end of Paddington.	Liverpool, Prescott, Ashton, and Warrington Turnpike-road	5A	On the south side of the road, from the east side of Derby-street, for a distance of 22 yards towards Swan-street.
Wavertree-road..	3A	On south side of the road, from Holland-place to the centre of the bridge which carries the Wavertree-road over the London and North Western Railway.	Liverpool, Prescott, Ashton, and Warrington Turnpike-road	5A	On the south side of the road, from Greenfield-road to St. Oswald-street.
Wavertree-road..	4	On north side of the road, from a point 2 chains west of the centre of the bridge which carries the Wavertree-road over the London and North Western Railway to the municipal boundary.	West Derby-road	6	On the north side of the road, from west side of Heber-street, to Lombard-street.
Wavertree-road..	4A	On south side of the road, from centre of bridge which carries the Wavertree-road over the London and North Western Railway to the municipal boundary.	West Derby-road	6	On the north side of the road, from a point opposite east side of Green-lane to Sandy-lane.
West Derby-road	6	On the north side of the road, from west side of Tooke-street to west side of Heber-street.	Mill-bank ..	6	On the north and east sides of the road from Sandy-lane, to the west end of Mill-lane.
Whitechapel ..	7	On east side of the street, from the north side of Church-street to the south side of Great Richmond-street.	Mill-lane ..	6	On the north side of the road, from the east end of Mill-bank, to a point 2 chains west from the west side of Town-row.
Swing Bridge at the south end of George's Dock	10	On south side of the bridge for the whole length thereof.	West Derby-road	6A	On the south side of the road, from west side of Heber-street, to Lombard-street.
			West Derby-road	6A	On the south side of the road, from east side of Green-lane, to Bankfield road.
			Mill-bank ..	6A	On the south and west sides of the road from Bankfield-road to the west end of Mill-lane.
			Mill-lane ..	6A	On the south side of the lane from the east end of Mill-bank, to a point 35 yards or thereabouts west from the west side of Town-row.

Township of Wavertree.

Name of Street or Road.	No. of Tramway.	Part of Street or Road where less space than 9 feet and 6 inches occurs for a distance of 30 feet and upwards.
Wavertree-road..	4	On the north side of the road, from the municipal boundary to Combermere-street.
Wavertree-road..	4	On the north side of the road, from a point 30 yards west of Picton-street to Sandown-lane.
High-street ..	4	On the north side of the street, from Sandown-lane to a point opposite the west end of the Lamb-inn.
Wavertree-road..	4A	On the south side of the road, from the municipal boundary to Combermere-street.
Wavertree-road..	4A	On the south side of the road, from a point 30 yards west of Picton-street to Sandown-lane.
High-street ..	4A	On the south side of the street, from Sandown-lane to a point opposite the west side of Church-road.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, roads, tramways, footpaths, sewers, drains, pipes, and electric telegraphs, and to remove and interfere with urinals, cabstands, lamp pillars or safety crossings, as far as may be necessary for the purpose of constructing and maintaining the proposed tramways, or for other the purposes of the provisional order.

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, sheds, stables, and other conveniences.

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

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels suitable only to run on an edge rail.

To authorise agreements between the Company and any other persons or corporations for the use of the tramways.

To enable the Company, and all companies and persons lawfully using the tramways of the Company to run over and use, upon such terms and conditions as may be agreed upon, or settled by arbitration or defined by the provisional order, the tramways or any part of the tramways for the time being of the Liverpool Tramways Company.

To enable the Company, on the one hand, and the Mayor, Aldermen, and Burgesses of the borough of Liverpool, or any other local authority, on the other hand, to agree as to any special

terms or conditions upon which the Company shall be entitled to lay down and maintain their tramways in and along any of the streets or roads within the respective districts of the said Mayor, Aldermen, and Burgesses, and other local authorities.

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

To extend to the Company the provisions of "The Tramways Act, 1870," so far as the same are applicable, except so far as the same may be specially varied by the provisional order.

And notice is hereby further given, that plans and sections of the proposed tramways, 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 instant be deposited with the Clerk of the Peace for the County Palatine of Lancaster at his office at Preston; with the Clerk of the Peace for the borough of Liverpool at his office at Liverpool; with the Mayor, Aldermen, and Burgesses of the borough of Liverpool at the office of the town clerk of the borough, in Liverpool; with the Board of Trade at their offices in Whitehall-gardens; in the Parliament Office of the House of Lords at Westminster; in the Private Bill Office of the House of Commons at Westminster; and also at the respective offices of the following local authorities, namely, with the Local Board of West Derby at their office in West Derby, and with the Local Board of Wavertree at their office in Wavertree; and that on or before the same day 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 be deposited for public inspection with the parish clerk of each such parish at his residence.

And notice is hereby further given, that printed copies of the draft of the Provisional Order can, on and after the 23rd day of December next, be obtained at the offices of Messrs. Laces, Banner, Newton, Bushby, and Richardson, solicitors, No. 1, Union-court, Liverpool, or of Messrs. Dyson and Co., No. 24, Parliament-street, Westminster, on payment of one shilling for each copy; and all persons desirous of making to the said Board of Trade any representation, or of bringing before that Board any objection respecting the application to the said Board for the said Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the said Board, on or before the 1st day of January next, and that copies of such objections must at the same time be also sent to the solicitors of the Company.

And notice is hereby also given, that after the Board of Trade have settled the said Provisional Order, printed copies thereof can be obtained at the before-mentioned offices, at a charge of one shilling for each copy, or such sum as the Board of Trade may direct.

Dated this 10th day of November, 1870.

Laces, Banner, Newton, Bushby, and Richardson, Solicitors, Liverpool.

Dyson and Co., 24, Parliament Street, Westminster, Parliamentary Agents.

Provisional Order—Board of Trade, Session 1871.
Leeds Street Tramways.

(Application for Provisional Order under "The Tramways Act, 1870," for powers to Messrs. William and Daniel Busby and Company, or other parties to be named in the Order to construct Street Tramways in the Borough of Leeds. Tolls, provisions for use of Tramways and streets traversed. Agreements with and Powers to Mayor, Aldermen, and Burgesses of the Borough of Leeds, and other bodies and persons. Amendment and incorporation of Acts and other purposes.)

NOTICE is hereby given, that in pursuance of the provisions of "The Tramways Act, 1870," application is intended to be made to the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations (hereinafter called "The Board of Trade") by memorial to be deposited in the office of the Board of Trade, on or before the 23rd day of December, 1870, praying for a provisional order to confer on Messrs. William and Daniel Busby and Company, or some other person or persons to be named therein (hereinafter referred to as the "Promoters") the powers, and to enable them to effect the objects hereinafter mentioned, or some of them, that is to say:

1. To make and maintain the following Tramways or street Tramways, or some or one of them, with all necessary works and conveniences connected therewith respectively, that is to say:

(No. 1.) A tramway No. 1, situate wholly in the townships of Leeds and Headingley cum Burley, in the parish of Leeds, commencing at the east end of Boar-lane, at its junction with Briggate, at a point ninety feet or thereabouts west of the north-west corner of Duncan-street, at its junction with Briggate, passing thence in a westerly direction along Boar-lane, Wellington-street, and Kirkstall-road, and terminating at the north-west end of that road, where that road joins the Kirkstall and Headingley-lane, and the Leeds and Bradford-road, at a point in Kirkstall road ninety feet or thereabouts north of the north-east corner of the "Star and Garter Hotel."

The centre line of the proposed Tramway No. 1, will be at its commencement, and for its entire length on the left 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 or roads along which it is intended to be laid, except that (a) from the east end of Wellington-street, at its junction with Park-row and Bishopsgate-street, to a point in Wellington-street, thirty-three feet from the south-west corner in Wellington-street of the West Riding Hotel the centre line of the Tramway will be laid in the centre of Wellington-street, and from that point it will gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and southward of the imaginary centre line of that street; and (b) from a point in the Kirkstall road eighty-five feet south of the south-west corner of the Cardigan Arms Inn, the centre line of the Tramway will gradually approach until in the length of a chain it reaches the centre of the Kirkstall-road, and from thence the said Tramway will be laid along the centre of that road until it reaches a point in that road sixty-six feet from and eastward of the north-east corner of Burley South Row, and from that point it will gradually diverge until in the length of half a chain it reaches the distance of four feet six inches from and southward of the imaginary centre line of that road, thence con-

tinuing for a length of one chain at the said distance of four feet six inches from and southward of that imaginary centre line, whence it will gradually approach until in a further length of half a chain it reaches the centre of that road, from which point it will be laid along the centre of that road until it reaches a point in that road one and a half chains from and south-eastward of the termination of the Tramway, whence it will gradually diverge until in a length of half a chain it attains a distance of four feet six inches from and southward of the imaginary centre line of that road, and from thence will continue at that distance from and southward of that imaginary centre line until it reaches the termination of the Tramway hereinbefore described;

(No. 1a.) A tramway No. 1a situate wholly in the township of Leeds, in the parish of Leeds, commencing at the East End of Boar-lane, at its junction with Briggate, at a point ninety feet or thereabouts west of the north-west corner of Duncan-street at its junction with Briggate, proceeding thence in a westerly direction along Boar-lane, and Wellington-street, and terminating by a junction with Tramway No. 1 at a point in that street twenty feet or thereabouts south of the north-east corner of Wellington-street, at its junction with Park-row and Bishopsgate-street;

The centre line of the proposed Tramway No. 1a will be at its commencement at a distance of four feet six inches from and northward of the imaginary centre line of Boar-lane, and will thence continue in a westerly direction at that distance from and northward of that imaginary centre line until it reaches the west end of Boar-lane at its junction with Bishopsgate-street and Wellington-street, thence curving in a south-westerly direction until it reaches the centre of Wellington-street at the termination of the Tramway hereinbefore described;

(No. 1 b.) A Tramway No. 1 b wholly situate in the township of Leeds, in the parish of Leeds, commencing by a junction with Tramway No. 1 before described, at a point in Wellington-street thirty-three feet or thereabouts south of the south-west corner of the "West Riding Hotel," and proceeding thence in a westerly direction along Wellington-street and Kirkstall-road, and terminating in that road by a junction with Tramway No. 1 at a point eighty feet or thereabouts west of the south-west corner of the "Cardigan Arms Inn";

The centre line of the proposed Tramway No. 1 b will be at its commencement in the centre of Wellington-street, and will thence gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and northward of the imaginary centre line of that street, thence proceeding at a distance of four feet six inches from and northward of the imaginary centre line of Wellington-street and Kirkstall-road until it reaches a point one chain from and eastward of the termination of the tramway, whence it will gradually approach until at that termination it reaches the centre of Kirkstall-road;

(No. 1 c.) A Tramway No. 1 c wholly situate in the township of Headingley cum Burley, in the parish of Leeds, commencing by a junction with Tramway No. 1, at a point in the Kirkstall-road sixty-six feet east of the north-east corner of Burley South-row, proceeding thence in a westerly direction for a distance of two chains, and terminating by a junction with Tramway No. 1 at a point in that road seventy-seven feet

or thereabouts north-west of the north-east corner of Burley South-row ;

The centre line of the proposed Tramway No. 1c will be at its commencement in the centre of Kirkstall-road, and thence will gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and northward of the imaginary centre line of that road, and thence it will continue for the length of one chain at a distance of four feet six inches from and northward of that imaginary centre line, whence it will gradually approach until in a length of half a chain it reaches the centre of that road at the point of termination of the tramway hereinbefore described ;

(No. 1 d.) A Tramway No. 1 d, situate wholly in the township of Headingley cum Burley, in the parish of Leeds, commencing by a junction with Tramway No. 1, at a point in the Kirkstall-road one and a half chains or thereabouts south-east of the termination of Tramway No. 1 hereinbefore described, and terminating at the north-west end of Kirkstall-road, at a point one hundred feet or thereabouts north-east of the north-east corner of the Star and Garter Hotel ;

The centre line of Tramway No. 1 d will be at its commencement in the centre of the Kirkstall-road, and will thence gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and northward of the imaginary centre line of that road, and will continue at that distance from and northward of that imaginary centre line until it reaches the termination of the tramway hereinbefore described ;

(No. 2.) A Tramway No. 2, situate in the townships of Leeds and Headingley cum Burley, in the parish of Leeds, commencing at the east end of Boar-lane at its junction with Briggate, at a point ninety feet or thereabouts west of the north-west corner of Duncan-street at its junction with Briggate, passing thence along Boar-lane, Park-row, and across Park-lane and Guildford-street, into and along Cookridge-street, Woodhouse-lane, Headingley-lane, and Otley-road, and terminating in the last-mentioned road at a point forty-five feet or thereabouts south of the south-westerly corner of the Three Horse Shoes Inn ;

The centre line of the proposed Tramway (No. 2) will be at its commencement four feet six inches from and south of the imaginary centre line of Boar-lane, and thence will proceed at that distance from and south of the imaginary centre line of Boar-lane, and westward of the imaginary centre line of Park-row, until it reaches a point in Park-row twenty feet north-east of the north-east corner of Peel's Statue at the junction of Infirmary-street and Park-row, and will thence gradually approach until in the length of half a chain it reaches the centre of Park-row, and will thence be laid along the centre of Park-row to the end of that row at its junction with Park-lane and Guildford-street, thence curving in a north-westerly direction across Guildford-street and Park-lane to a point at the south end of Cookridge-street where that street joins Park-lane and Guildford-street, at which point it will be four feet six inches from and westward of the imaginary centre line of Cookridge-street, and will thence continue along Cookridge-street and Woodhouse-lane at the distance of four feet six inches from and westward of the imaginary centre line of Cookridge-street and Woodhouse-lane until it reaches a point in Woodhouse-lane twenty-five feet west of the south-west corner of Cobourg-street at its junction with Woodhouse-lane, and will thence gradually approach until in the length of one chain it reaches the centre of

Woodhouse-lane, at a point thirty feet north-east of the north-east corner of Portland-crescent, and will thence be laid along the centre of Woodhouse-lane until it reaches a point fifty feet north of the north-west corner of Fenton-street at its junction with Woodhouse-lane, and will thence gradually diverge until in the length of half a chain it reaches the distance of four feet six inches from and westward of the imaginary centre line of Woodhouse-lane, and thence proceeding in a northerly direction along Woodhouse-lane at the same distance from and westward of the imaginary centre line of that lane to a point in that lane ninety feet south of the south-west corner of Ridge-street at its junction with Woodhouse-lane, and will thence gradually approach until in the length of half a chain it reaches the centre of Woodhouse-lane, and will thence be laid along the centre of Woodhouse-lane to a point in that lane one hundred feet south-east of the south corner of the Pack Horse Inn, and will thence gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and westward of the imaginary centre line of Woodhouse-lane, and will thence continue at the same distance from and westward of the imaginary centre line of that lane, to a point in that lane two hundred feet south-east of the north-east corner of Hyde Park-road, and will thence gradually approach until in the length of half a chain it reaches the centre of Woodhouse-lane, and thence it will be laid along the centre of that lane and Headingley-lane to the termination of the tramway hereinbefore described, except that

(a) At a point in Headingley-lane, two hundred and ten feet south-east of the south-east corner of North Hill-road, at its junction with Headingley-lane, 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 southward of the imaginary centre line of that lane, and will thence proceed at the same distance from and southward of that imaginary centre line for a distance of one chain, whence it will gradually approach until in the length of half a chain it reaches the centre of that lane ; and

(b) At a point in Headingley-lane thirty feet, or thereabouts, south of the southern corner of the Oak Inn, from which point it will gradually diverge into Otley-road until in the length of half a chain it attains the distance of four feet six inches from and westward of the imaginary centre line of that road, and will thence proceed at the same distance from and westward of that imaginary centre line for a distance of one chain, whence it will gradually approach until in the length of half a chain it reaches a point in the centre of that road thirty feet south-east of the north-east corner of the Skyrack Inn ; and

(c) At a point in Otley-road one and a-half chains southward of the termination of the tramway hereinbefore described, it will gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and westward of the imaginary centre line of Otley-road, and will continue at the same distance from and westward of that imaginary centre line to the termination of the tramway hereinbefore described :

(2a.) A Tramway, No. 2a, wholly situate in the township and parish of Leeds, commencing at the east end of Boar-lane at its junction with

Briggate, at a point ninety feet or thereabouts west of the north-west corner of Duncan-street, at its junction with Briggate, proceeding thence along Boar-lane and Park-row, and terminating in Park-row at a point fifty feet or thereabouts north of the north-east corner of Peel's Statue at the junction of Infirmary-street and Park-row:

The centre line of the intended tramway (No. 2a) will, at its commencement and for its entire length, be on the right 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 Boar-lane and Park-row, except that from a point half a chain from the termination of the tramway, whence it will gradually approach until in the length of half a chain it reaches the centre of Park-row, at the termination of the tramway hereinbefore described:

- (2b.) A Tramway, No. 2b, wholly situate in the township and parish of Leeds, commencing at a point in Park-lane twenty-five feet or thereabouts north of the north-west corner of the Leeds branch of the Bank of England, thence proceeding into and along Cookridge-street and Woodhouse-lane, and terminating in Woodhouse-lane at a point thirty feet or thereabouts north of the north-east corner of Portland-crescent at its junction with Woodhouse-lane:

The centre line of the intended Tramway No. 2b will from its commencement curve in a north-westerly direction to the southern end of Cookridge-street where that street joins Park-lane, where it will be at a distance of four feet six inches from and eastward of the imaginary centre line of Cookridge street, and will thence continue at that distance from and eastward of the said imaginary centre line of that street and Woodhouse-lane until it reaches a point in that lane forty feet west of the south-east corner of Cobourg-street, whence it will gradually approach until in a distance of one chain it reaches the centre of Woodhouse-lane;

- (No. 2c.) A Tramway No. 2c wholly situate in the township of Leeds and parish of Leeds, commencing by a junction with Tramway No. 2 at a point fifty feet or thereabouts north of the north-west corner of Fenton-street where that street joins Woodhouse-lane, proceeding thence along Woodhouse-lane, and terminating by a junction with Tramway No. 2, at a point in Woodhouse-lane fifty-five feet or thereabouts south of the south-west corner of Ridge-street at its junction with Woodhouse-lane:

The centre line of the proposed Tramway No. 2c will be at its commencement in the centre of Woodhouse-lane, and will thence gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of that lane, proceeding thence along that lane at that distance from and eastward of the said imaginary centre line until it reaches a point in that lane half a chain south eastward of the termination of the Tramway as hereinbefore described, whence it will gradually approach until at its termination it reaches the centre of Woodhouse-lane:

- (2d.) A Tramway No. 2d, wholly situate in the township and parish of Leeds, commencing by a junction with Tramway No. 2, at a point in Woodhouse-lane one hundred feet or thereabouts south of the south corner of the Pack Horse Inn in Woodhouse-lane, and terminating in Woodhouse-lane at a point one hundred and sixty feet or thereabouts south-east of the north-east corner of Hyde-park-road:

The centre of the proposed Tramway No. 2d will at its commencement be in the centre of Woodhouse-lane, and will thence gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of that lane, and will thence continue at the same distance from and eastward of the imaginary centre line of that lane until it reaches a point in that lane half a chain eastward of the termination of the Tramway, as hereinbefore described, whence it will gradually approach until in the length of half a chain it reaches the centre of that lane at the termination of the Tramway hereinbefore described:

- (No. 2e.) A Tramway No. 2e, situate wholly in the township of Headingley cum Burley, in the parish of Leeds, commencing by a junction with Tramway No. 2 at a point in Headingley-lane two hundred and twenty feet or thereabouts west of the south-west corner of Cumberland-road, and terminating by a junction with Tramway No. 2 at a point eighty feet or thereabouts south-east of the south-east corner of North Hill-road.

The centre of the proposed Tramway No. 2e will be at its commencement in the centre of Headingley-lane and thence will gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and north-eastward of that imaginary centre line of that lane, and will thence continue at a distance of four feet six inches from and north-eastward of that imaginary centre line for a distance of one chain, whence it will gradually approach until in the length of half a chain it reaches the centre of Headingley-lane at the termination of the Tramway hereinbefore described:

- (No. 2f.) A Tramway No. 2f, situate wholly in the township of Headingley cum Burley, in the parish of Leeds, commencing by a junction with Tramway No. 2, at a point in Headingley-lane thirty feet or thereabouts south of the south-east corner of the Oak Inn, and terminating in Otley-road at a point thirty feet or thereabouts south-east of the north-east corner of the Skyrack Inn:

The centre line of the proposed Tramway No. 2f will be at its commencement in the centre of Headingley-lane, and will thence gradually diverge until in the length of half a chain it reaches Otley-road, and there attains the distance of four feet six inches from and north-eastward of the imaginary centre line of that road, and will thence continue at a distance of four feet six inches from and north-eastward of that imaginary centre line for a distance of one chain, whence it will gradually approach until in the length of half a chain it reaches the centre of Otley-road at the termination of the Tramway hereinbefore described:

- (No. 2g.) A Tramway No. 2g, wholly situate in the township of Headingley cum Burley, in the parish of Leeds, and in Otley-road, commencing by a junction with Tramway No. 2, at a point one and a half chains or thereabouts southward of the termination of that Tramway as hereinbefore described, and terminating in that road at a point forty feet or thereabouts south of the south-west corner of the Three Horse Shoes Inn:

The centre line of Tramway No. 2g, will be at its commencement in the centre of Otley-road, and will thence gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of that road, and will thence continue at a distance of four feet six

inches from and eastward of the imaginary centre line of that road until it reaches the termination of the Tramway hereinbefore described ;

(No. 3.) A Tramway No. 3, situate in the townships of Leeds, Potter Newton, and Chapel Allerton, in the parish of Leeds, commencing at the east end of Boar-lane at its junction with Briggate, at a point ninety feet or thereabouts west of the north-west corner of Duncan-street at its junction with Briggate, proceeding thence along Briggate, North-street, and Chapeltown-road, and terminating in that road at a point thirty feet west of the north corner of the Queen's Arms Hotel.

The centre line of the proposed Tramway No. 3 will be at its commencement four feet six inches from and northward of the centre line of Boar-lane, and will thence curve in a northerly direction until it reaches a point in Briggate fifty-five feet north-west of the north-west corner of Duncan-street, at which point it will be seven feet from and westward of the imaginary centre line of Briggate, and will thence continue at that distance from and westward of the imaginary centre line of that street until it reaches a point two hundred and twenty feet south of the south-west corner of Lowerhead-row at its junction with Briggate, and from thence it will gradually approach until in a length of one chain it attains a distance of four feet six inches from and westward of the imaginary centre line of Briggate, proceeding thence at that distance from and westward of the imaginary centre line of Briggate and North-street to a point in the last-mentioned street twenty-five feet north of the north corner of Trafalgar-street at its junction with North-street, and thence it will gradually approach until in a length of one chain it reaches the centre of that street, continuing thence along the centre of that street until it reaches a point in that street thirty feet north-east of the south-east corner of the Leeds Cattle Market, whence it will gradually diverge until in a length of one chain it attains the distance of four feet six inches from and westward of the imaginary centre line of that street, continuing thence at that distance from and westward of that imaginary centre line until it reaches a point in that street forty feet south-west of the south-west corner of the Old Toll-house at the junction of North-street and Roundhay-road, whence it will gradually approach until in the distance of one chain it reaches the centre of Chapeltown-road, continuing thence along the centre of Chapeltown-road until it reaches a point in that road one hundred and ten feet north of the north-west corner of Cowper-street at its junction with Chapeltown-road, whence it will gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and westward of the imaginary centre line of that road, proceeding thence for a length of one chain at the distance of four feet six inches from and westward of that imaginary centre line, whence it will gradually approach until in the length of half a chain it reaches the centre of that road,

proceeding thence along the centre of that road until it reaches a point in that road four hundred and eighty feet south of the south-west corner of Chapel-street, at its junction with Chapeltown-road, whence it will gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and westward of the imaginary centre line of that road, continuing thence for a length of one chain at the distance of four feet six inches from and westward of that imaginary centre line, whence it will gradually approach until in a length of half a chain it reaches the centre of that road, from thence proceeding along the centre of that road until it reaches a point in that road one and one-half chains southward of the termination of the Tramway hereinbefore described, and from thence it will gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and westward of the imaginary centre line of that road, and thence continuing at that distance and westward of that imaginary centre line to the termination of the Tramway hereinbefore described ;

(No. 3a.) A Tramway No. 3a, situate wholly in the township of Leeds and parish of Leeds, commencing at the east end of Boar-lane at its junction with Briggate, at a point ninety feet or thereabouts west of the north-west corner of Duncan-street, at its junction with Briggate, passing thence along Boar-lane, Briggate, and North street, and terminating by a junction with Tramway No. 3 at a point in the last-mentioned street sixty feet south-eastward of the north-west corner of Trafalgar-street ;

The centre line of the proposed Tramway No. 3a, will be at its commencement four feet six inches from and southward of the imaginary centre line of Boar-lane, and will thence curve in a northerly direction to a point in Briggate forty-three feet west of the north-west corner of Duncan-street, at which point it will be seven feet from and eastward of that imaginary centre line until it reaches a point two hundred and twenty feet south of the south-west corner of Lowerhead-row, at its junction with Briggate, whence it will gradually approach until in a length of one chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of Briggate, and will thence continue at a distance of four feet six inches from and eastward of the imaginary centre line of Briggate and North-street, until it reaches a point in the last-mentioned street twenty feet westward of the north-west corner of Trafalgar-street, whence it will gradually approach until in a length of one chain it reaches the centre of North-street, at the termination of the tramway hereinbefore described ;

(No. 3b.) A Tramway No. 3b, situate in the township of Leeds and parish of Leeds, commencing by a junction with Tramway No. 3 in North-street, at a point thirty feet north east of the south-east corner of the Leeds Cattle Market, proceeding thence along North-street and into the Chapeltown-road, and terminating by a junction with Tramway No. 3 in that road, at a point seventy feet or thereabouts north-west of the south-west corner of the Old Toll House at the junction of Chapeltown-road and Roundhay-road ;

The centre line of the proposed Tramway No. 3b will be at its commencement in the centre of North-street, and will thence gradually diverge until in a length of one chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of North-street, continuing thence at that distance from

and eastward of the imaginary centre line of North-street and Chapeltown-road, until it reaches a point in that road opposite the south-west corner of the said Old Toll House, whence it will gradually approach until in a length of one chain it reaches the centre of Chapeltown-road ;

(No. 3c.) A Tramway No. 3c, situate in the township of Potter Newton and parish of Leeds, commencing by a junction with Tramway No. 3 in the Chapeltown-road, at a point one hundred and ten feet north of the north-east corner of Cowper-street, at its junction with Chapeltown-road, continuing thence along that road, and terminating by a junction with Tramway No. 3 at a point in that road two chains or thereabouts north of the commencement of the Tramway hereinbefore described ;

The centre line of Tramway No. 3c. will at its commencement be in the centre of Chapeltown-road, and will thence gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of that road, and will thence proceed at that distance from and eastward of that imaginary centre line for a distance of one chain, and will thence gradually approach until in the length of half a chain it reaches the centre of Chapeltown-road, at the termination of the tramway hereinbefore described ;

(No. 3d.) A Tramway No. 3d, situate in the township of Potter Newton and parish of Leeds, commencing by a junction with Tramway No. 3 in the Chapeltown-road, at a point three hundred and forty feet south of the south-east corner of the Gate Lodge to Newton Hall, and terminating by a junction with Tramway No. 3 in the same road, at a point two chains or thereabouts north of the point of commencement of the tramway hereinbefore described ;

The centre line of the proposed Tramway No. 3d will be at its commencement in the centre of Chapeltown-road, and will thence gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of that road, and will thence proceed at that distance from and eastward of that imaginary centre line for a distance of one chain, and will thence gradually approach until in a length of half a chain it reaches the centre of that road at the point of termination of the tramway hereinbefore described ;

(No. 3e.) A Tramway No. 3e, situate in the township of Potter Newton, in the parish of Leeds, commencing by a junction with Tramway No. 3 in the Chapeltown-road, at a point four hundred and eighty feet south of the south-west corner of Chapel-street, at its junction with Chapeltown-road, and terminating by a junction with Tramway No. 3 at a point in that road two chains north of the commencement of that Tramway as hereinbefore described ;

The centre line of Tramway No. 3e will be at its commencement in the centre of Chapeltown-road, and will thence gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of that road, and will thence continue at that distance from and eastward of that imaginary centre line for a distance of one chain, whence it will gradually approach until in the length of half a chain it reaches the centre of that road ;

(No. 3f.) A Tramway No. 3f, situate in the township of Chapel Allerton and parish of Leeds, commencing by a junction with Tramway No. 3

at a point in Chapeltown-road one hundred feet or thereabouts south of the north-west corner of the Queen's Arms Hotel, and terminating at a point in that road twenty feet west of the said north-west corner of the Queen's Arms Hotel ;

The centre line of Tramway No. 3f will be at its commencement in the centre of Chapeltown-road, and will thence gradually diverge until in a length of half a chain it attains a distance of four feet six inches from and eastward of the imaginary centre line of that road, and will thence continue at that distance from and eastward of that imaginary centre line until it reaches the termination of the Tramway hereinbefore described ;

(No. 4.) A Tramway No. 4, situate in the township of Leeds, in the parish of Leeds, commencing at the east end of Boar-lane at its junction with Briggate at a point ninety feet or thereabouts west of the north-west corner of Duncan-street, at its junction with Briggate, proceeding thence into and along Briggate and along Leeds Bridge, as authorized to be constructed by "The Leeds Improvement Act, 1869," and along Hunslet-lane, Hunslet-road and Low-road, and terminating at the south-east end of Low-road at a point in that road one hundred and ninety feet south of the south-east corner of the Crooked Billet Inn ;

The centre line of the proposed Tramway No. 4 will be at its commencement four feet six inches from and northward of the centre of Boar-lane, and will thence curve to the southward until in Briggate, where that street joins Boar-lane and Duncan-street, it will be seven feet from and east of the imaginary centre line of Briggate, and will thence continue at that distance from and east of that imaginary centre line to a point in that street one hundred and seventy feet north of the northern side of the bridge carrying the North Eastern Railway over Briggate, from which point it will gradually approach until in a length of half a chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of Briggate, and will thence continue at that distance from and eastward of that imaginary centre line until it reaches the southern end of Briggate, at its junction with Swinegate and Call-lane, and will thence proceed along Leeds Bridge, as authorized to be constructed by "The Leeds Improvement Act, 1869," at the distance of four feet six inches from and eastward of the imaginary centre line of that bridge, as that bridge is shown on the plans deposited for the purposes of that Act, until it reaches the northern end of Hunslet lane, where that lane joins Bridge-end and Dock-street, whence it will proceed at a distance of four feet six inches from and eastward of the imaginary centre line of Hunslet-lane until it reaches the western end of Hunslet-road, and thence along Hunslet-road at a distance of four feet six inches from and northward of the imaginary centre line of that road until it reaches a point in that road ninety feet west of the south-west corner of Crown Point-road, whence it will gradually approach until in the length of one chain it reaches the centre line of Hunslet-road, thence proceeding along the centre of Hunslet-road until it reaches a point in that road one hundred and eighteen feet south-east of the south-east corner of Crown Point-road, whence it will gradually diverge until in the length of half a chain it reaches the distance of four feet six inches from and north-eastward of the imaginary centre line of Hunslet-road, and will thence continue at that distance from and north-eastward of that imaginary centre line until it reaches a point at

the south-eastern end of Hunslet-road fifty-five feet north of the north-east corner of Waterloo-street, whence it will gradually approach until in the length of one chain it reaches the imaginary centre line of Low-road, and will thence continue along the centre of Low-road until it reaches a point in that road thirty feet east of the north-west corner of Church-street, whence it will gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and north-eastward of the imaginary centre line of Low-road, and will thence continue at a distance of four feet six inches from and north-eastward of the imaginary centre line of that road for a length of one chain, whence it will gradually approach until in a further length of half a chain it reaches the imaginary centre line of that road, whence it will proceed along the centre of that road until it reaches a point in that road one hundred and twenty feet north-west of the north-east corner of Pepper-lane, whence it will gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and north-eastward of the imaginary centre line of Low-road, and will thence proceed at that distance from and north-eastward of that imaginary centre line for a distance of one chain, whence it will gradually approach until in a further length of half a chain it reaches the imaginary centre line of that road, and from thence it will proceed along the centre of that road until it reaches a point in that road sixty-five feet south of the south-west corner of the Crooked Billet Inn, whence it will gradually diverge until in a length of one chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of that road, and will thence continue at that distance from and eastward of that imaginary centre line for a distance of one chain, until it reaches the termination of the Tramway hereinbefore described;

(No. 4a.) A Tramway No. 4a, situate in the township of Leeds and town-ship of Hunslet, in the parish of Leeds, commencing at the east end of Boar-lane, at its junction with Briggate, at a point ninety feet or thereabouts west of the north-west corner of Duncan-street at its junction with Briggate, passing thence in a southerly direction along Briggate, and along Leeds Bridge, as authorized to be constructed by "The Leeds Improvement Act, 1869," and along Hunslet-lane and Hunslet-road, and terminating by a junction with Tramway No. 4 at a point in the last mentioned road thirty feet or thereabouts south-west of the south-west corner of Crown Point Road;

The centre line of the proposed Tramway No. 4a will be at its commencement four feet six inches from and southward of the centre of Boar-lane, and will thence curve to the southward until in Briggate, where that street joins Boar-lane and Duncan-street, it will be seven feet from and westward of the imaginary centre line of Briggate, and will thence continue at that distance from and westward of the imaginary centre line of that street until it reaches a point in that street one hundred and seventy feet north of the north side of the bridge carrying the North-Eastern Railway over that street, whence it will gradually approach until in a length of half a chain it attains the distance of four feet six inches from and westward of the imaginary centre line of that street, and will thence continue at that distance from and westward of the imaginary centre line of that street until it reaches the southern end of that street at its junction with Swinegate and Call-lane,

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and will thence proceed along Leeds Bridge as authorized to be constructed by "The Leeds Improvement Act, 1869," at a distance of four feet six inches from and westward of the imaginary centre line of that bridge as that bridge is shown on the plans deposited for the purposes of that Act, and will thence continue at the same distance from and westward of the imaginary centre line of Hunslet lane and Hunslet-road, until it reaches the western end of Hunslet-road at a point ninety feet west of the south-west corner of Crown Point-road, and will thence gradually approach until in the length of one chain it reaches the centre of Hunslet-road, at the termination of the Tramway hereinbefore described;

(No. 4b.) A Tramway No. 4b, situate wholly in the township of Hunslet, in the parish of Leeds, commencing by a junction with Tramway No. 4 at a point in Hunslet-road one hundred and eighteen feet south-east of the south-east corner of Crown Point road, proceeding thence along that road and Low-road and terminating by a junction with Tramway No. 4 at a point at the north-western end of Low road twenty-seven feet east of the north-east corner of Waterloo-street;

The centre line of the proposed Tramway No. 4b, will be at its commencement in the centre of Hunslet-road; and will thence gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and south-westward of the imaginary centre line of Hunslet-road, and will thence continue at that distance from and south-westward of that imaginary centre line until it reaches a point at the south-eastern end of Hunslet-road fifty feet north of the north-eastern end of Waterloo-street, whence it will gradually approach until in the length of one chain it reaches the centre of Low-road, at the termination of the Tramway hereinbefore described;

(No. 4c.) A Tramway No. 4c, situate wholly in the township of Hunslet, in the parish of Leeds, commencing by a junction with Tramway No. 4 at a point in Low-road thirty feet south-east of the north-eastern corner of Church-street, continuing thence for a distance of two chains or thereabouts, and terminating by a junction with Tramway No. 4 at a point in Low-road one hundred and sixty-two feet south-eastward of the north-east corner of Church-street;

The centre line of Tramway No. 4c will be at its commencement in the centre of Low-road, and will thence gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and south-west of the imaginary centre line of Low-road, and will thence continue at that distance from and south-westward of that imaginary centre line for a distance of one chain, whence it will gradually approach until in a further length of half a chain it reaches the centre of Low-road, at the point of termination of the tramway hereinbefore described;

(No. 4d.) A Tramway No. 4d, situate wholly in the township of Hunslet, in the parish of Leeds, commencing by a junction with Tramway No. 4 in Low-road, at a point one hundred and twenty feet north-west of the north-east corner of Pepper-lane, and terminating by a junction with Tramway No. 4 at a point in Low-road thirty feet east of the north-east corner of Pepper-lane;

The centre line of Tramway No. 4d will at its commencement be in the centre of Low-road, and will thence gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and south-westward of the imaginary centre line of that road, and will continue at that distance from and south-west;

ward of that imaginary centre line for a distance of one chain, whence it will gradually approach until in a further length of half a chain it reaches the centre of that road at the point of termination of the tramway hereinbefore described ;

(No. 4e.) A Tramway No. 4e, two chains or thereabouts in length, situate in the township of Hunslet, in the parish of Leeds, commencing by a junction with Tramway No. 4 in Low-road, at a point sixty-five feet south of the south-west corner of the Crooked Billet Inn, and terminating at a point in Low-road one hundred and ninety-two feet or thereabouts south of the south-east corner of the Crooked Billet Inn ;

The centre line of the proposed Tramway No. 4e will be at its commencement in the centre of Low-road, and will thence gradually diverge until in a length of one chain it attains the distance of four feet six inches from and westward of the imaginary centre line of that road, and will thence continue at that distance from and westward of that imaginary centre line for a length of one chain until it reaches the termination of the Tramway hereinbefore described :

(No. 5.) A Tramway No. 5, situate wholly in the township of Leeds and parish of Leeds, commencing in Briggate at a point thirty-five feet or thereabouts north-east of the north-east corner of Boar-lane, at its junction with Briggate, thence continuing along Briggate, Kirkgate, and Marsh-lane, and terminating in Marsh-lane, opposite the south-west corner of the "Shoulder of Mutton Inn" :

The centre line of the proposed Tramway No. 5 will be at its commencement seven feet from and westward of the imaginary centre line of Briggate, and will thence continue at that distance from and westward of that imaginary centre line, until it reaches a point in Briggate fifty feet south-east of the south-east corner of Commercial-street, and will thence curve to the north-east until it reaches the west end of Kirkgate, where it will be two feet six inches from and northward of the imaginary centre line of Kirkgate, and will thence continue at that distance from and northward of the imaginary centre line of Kirkgate, until it reaches a point in Kirkgate twenty-five feet north-east of the north-east corner of Call-lane, and will thence gradually diverge until in a length of half a chain it attains the distance of three feet six inches from and northward of the imaginary centre line of Kirkgate, and will thence continue at the distance of three feet six inches from and northward of the imaginary centre line of Kirkgate and Marsh-lane, until it reaches the termination of the Tramway hereinbefore described :

(No. 5a.) A Tramway No. 5a, situate wholly in the township of Leeds, in the parish of Leeds, commencing in Briggate by a junction with Tramway No. 5, at a point thirty-five feet or thereabouts north of the north-east corner of Boar-lane at its junction with Briggate, proceeding thence across Briggate into and along Duncan-street, Call-lane, Kirkgate, and Marsh-lane, and terminating in Marsh-lane, opposite the south-west corner of the "Shoulder of Mutton Inn" :

The centre line of the proposed Tramway No. 5a, will be at its commencement at the distance of seven feet from and westward of the imaginary centre line of Briggate, and will thence curve in a south-easterly direction until it reaches the west end of Duncan-street, where it will be at the distance of two feet six inches from and southward of the imaginary centre

line of that street, and will thence continue at that distance from and southward of the imaginary centre line of Duncan-street and Call-lane, until it reaches a point in Call-lane fifteen feet south-west of the north-east corner of Crown-street, at its junction with Call-lane, and will thence proceed along the proposed new street authorized by "The Leeds Improvement Act, 1866," at a distance of four feet six inches from and south-eastward of the imaginary centre line of that proposed street, as that street is shown on the plans deposited for the purposes of that Act, until it reaches a point in Call-lane forty feet west of the north-east corner of Call-lane, at its junction with Kirkgate, thence curving to the north-eastward until it reaches a point in Kirkgate forty feet east of the north-east corner of Call-lane, at its junction with Kirkgate, where it will be three feet six inches from and southward of the imaginary centre line of Kirkgate, and will thence continue at that distance from and southward of the imaginary centre line of Kirkgate and the imaginary centre line of Marsh-lane, until it reaches the point of termination of the tramway hereinbefore described ;

(No. 5b.) A Tramway No. 5b, one chain or thereabouts in length, situate wholly in the township of Leeds and parish of Leeds, and in Marsh-lane, commencing by a junction with Tramway No. 5a, at a point in Marsh-lane fifty feet east of the south-east corner of York-street, at its junction with Marsh-lane, and terminating by a junction with Tramway No. 5, at a point in Marsh-lane one chain west of the termination of Tramway No. 5, hereinbefore described ;

The centre line of the proposed Tramway No. 5b will be at its commencement three feet six inches from and southward of the imaginary centre line of Marsh-lane, and will thence gradually approach, until in a length of half a chain, it intersects that imaginary centre line, and will thence gradually diverge until, in the further length of half a chain, it attains the distance of three feet six inches from and north-westward of the imaginary centre line of that line at the termination of the Tramway hereinbefore described ;

All the said intended Street Tramways hereinbefore described, will pass or be made from, in, through, or into the several townships of Leeds, Hunslet, Headingley-cum-Burley, Potter Newton, and Chapel Allerton, in the parish of Leeds, all in the West Riding of the county of York.

In the following instances the said Tramways will be laid along the several streets or roads hereinafter-mentioned, so that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the footpath on the sides of the said streets or roads and the nearest rails of the Tramway, that is to say :

Kirkstall-road : On both sides the road, from opposite the north-east corner of Peel-place in Kirkstall to the junction of Kirkstall-road with the Leeds and Bradford road and Kirkstall and Headingley-lane.

Cookridge-street : On both sides for a distance of four chains measured northwards along that street from the point where that street joins Park-lane.

Woodhouse-lane : On both sides from opposite the north-west corner of the garden in front of Highfield House to opposite the south-west corner of the back entrance to Kingston-terrace ; and from opposite the south-west corner of St. Mark's-street to opposite the south-west corner of the Pack Horse Inn.

Otley-road : On both sides, for a distance of three chains, measured westward along that

road from the south-east corner of the Sky-rack Inn.

Briggate: On both sides, from opposite the north-west corner of the house No. 12 in Merrion-place, abutting on Briggate, to opposite the north entrance to the Leeds Public Dispensary.

North-street: On both sides, from opposite the north-east corner of Brunswick street to opposite the north-west corner of North-terrace.

Briggate, Leeds-bridge, and Hunslet-lane: On both sides, from a point commencing at the southern side of the arch carrying the North-Eastern Railway over Briggate to and across Leeds-bridge and to and along Hunslet-lane to where that lane joins Hunslet-road.

Hunslet-road: On both sides, from opposite the north-east corner of Blucher-street to opposite the south-east corner of Pickersgill-court, and from opposite the south-east corner of Jericho-street to opposite the north-east corner of Church-street.

Kirkgate: On the north side, from the north-west corner of that street at its junction with Briggate to the south-east corner of the Covered Market.

On both sides of Kirkgate, from opposite the north-east corner of Call-lane to opposite the eastern entrance gates to St. Peter's Church, and from opposite the north-east corner of the entrance to Garland's Fold to the Shoulder of Mutton Inn, at the north-east end of Marsh-lane.

Duncan-street: On the south side, from the south-west end of that street at its junction with Briggate to the south-east end of the same street, at its junction with Call lane.

On the north side, from a point sixty feet west of the south-west corner of the Central Market to the north-east end of Duncan-street, at its junction with Rotation Office-yard.

Call-lane: On both sides, from the junction of that street with Duncan-street and Cloth Hall-street, in a north-easterly direction to the south-west corner of Crown-street, and

On the east side, from the north-west corner of Crown-court, for a distance of sixty-five feet in a north-eastwardly direction.

2. To make from time to time 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 sheds or works of the promoters.

3. To authorize the promoters 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, foot-paths, watercourses, bridges, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus within the parish of Leeds aforesaid, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or substituting others in their places, or for other purposes of the Provisional Order.

4. For all or any of the purposes of the Provisional Order, or of their tramway undertaking, to purchase or acquire by agreement or to take by agreement, easements over lands, house-, and property, and to erect offices, buildings, and other conveniences on any such lands.

5. 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, goods, minerals, and other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, and charges. The Provisional Order will further contain provisions:—

6. Providing 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 promoters 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.

7. Reserving to the promoters the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edged rail or on a grooved rail.

8. Prohibiting, except by agreement with the promoters, or upon terms to be prescribed by the Provisional Order, the use of the proposed tramways by persons, companies, or corporations other than the promoters, with carriages with flange wheels, specially or particularly adapted to run on an edged rail, or on a grooved rail, and authorizing and giving effect to agreements between the promoters and any other persons, companies, or corporations for the use of the said tramways with such carriages, and confer all necessary powers in that behalf on the promoters, and all such other persons, companies, or corporations.

9. Regulating the passage of traffic (whether of the promoters 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 enabling the promoters, and the Mayor, Aldermen, and Burgesses of the borough of Leeds (hereinafter referred to as "the Corporation"), or either of them, 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 Provisional Order.

10. Enabling the promoters 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 the parish of Leeds, 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.

11. Enabling the promoters and the Corporation 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, steam, or other power, and for the payment of a composition in respect of the user of such streets, roads, and places, and for securing the carrying out of the undertaking to be authorized by the Provisional Order, and to confirm any agreement or agreements which have or has already been made, or may hereafter be made, with reference to any of these matters.

12. 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 Provisional Order may be referred, or directed to be referred, to such Referee or Referees, with power to such Referee or Referees to administer oaths and affirmations and to confer upon him or them, and to enable him or them to exercise the power of a Court of Law, or the powers usually conferred upon Arbitrators, or other special powers, and to make provisions for enforcing and giving effect to his or their decisions, awards and reports.

13. The Provisional Order will incorporate with, and extend and apply to itself "The Tramways' Act 1870," or wholly or partially exempt the promoters from any of the provisions of that Act, or modify or alter the same with reference to all or any of the objects of the Provisional Order, and may vary or extinguish any rights or privileges thereunder, or under any other Act or Acts, and will alter, amend, extend, and enlarge or repeal all or some of the powers and provisions of the Acts (local and personal) following, that is to say: "The Leeds Improvement Act, 1842;" "The Leeds Improvement Amendment Act, 1848;" "The Leeds Improvement Amendment Act, 1856;" "The Leeds Improvement Act, 1866;" "The Leeds Improvement Act, 1869;" "The Leeds Corporation Gas Act, 1870;" and "The Leeds Corporation, Gas and Improvement, &c. Act, 1870;" and any other Acts relating to the Borough of Leeds.

14. And the Provisional Order 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 or privileges.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 1st January, 1871.

And notice is hereby further given that plans and sections of the proposed street Tramways and Works, and a copy of this notice, will be deposited on or before the 30th day of November instant for public inspection with the Clerk of the Peace for the Borough of Leeds, at his office at Leeds, and with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and with the town Clerk of the Borough of Leeds, at his office at Leeds, and with the Parish Clerk of the Parish of Leeds, at his office at Leeds, and at the office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order will be furnished by the Solicitors and Agents for the Promoters, at their Offices, as under, to all persons applying for the same, on and after the 23rd day of December, 1870, at the price of One Shilling each.

Dated this 17th day of November, 1870.

Barr, Nelson, and Barr, 4, South-parade, Leeds, Solicitors for the Promoters.
Simson and Wakeford, 11, Great George-street, Westminster, Parliamentary Agents.

Ely, Soham, and Newmarket Tramway.

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, by the Ely, Soham, and Newmarket Tramway Company

(Limited) for a Provisional Order, pursuant to the Tramways' Act, 1870, to make and maintain the Tramways next hereinafter described, or some of them, viz.:—

1. A Tramway commencing in the City of Ely at a point in Minster Place, opposite to the eastern end of St. Mary's Road, and about 60 feet northward of the Mile-post, opposite the Lamb Hotel, indicating 67 miles from London, thence passing in a south-easterly direction along Minster Place, the Gallery, Back Hill, Railway Terrace, and the turnpike road to the village of Soham, and terminating in that road opposite the George and Dragon Inn; which said intended Tramway will pass from, through, or into the parishes and places of Ely and Soham, in the County of Cambridge.

The centre line of Tramway No. 1 will, throughout its entire length, be on the left hand or eastern side of the streets and roads through which it will pass, and will be at a distance of about 4 feet 6 inches from, and to the eastward of, an imaginary line drawn along the middle or centre of those streets and roads, except (A) from a point about 66 feet northward of the Great Eastern Railway bridge over the said turnpike road, the centre line of the Tramway will gradually approach the centre of the road, and continue to keep on or near the centre until it passes to the south side of the river bridge under the same road, and from thence the centre line of the Tramway will diverge from the imaginary centre line of the road towards the left hand or eastern side, until it attains the distance of 4 feet 6 inches from such centre line, and continue at such distance therefrom to the before-described termination, opposite the George and Dragon Inn.

2. A Tramway to be wholly situated in the City and Parish of Ely, commencing by a junction with Tramway No. 1 at a point opposite the eastern corner of the Angel Inn, thence passing along the said turnpike road, and diverging therefrom in a south-westerly direction, and passing along Railway Terrace and the road to the Ely Passenger Station, and terminating at or near the front entrance to the said station.

The centre line of Tramway No. 2 will, throughout its entire length, be laid on the western or right hand side of the imaginary centre line of the streets and roads along which it will pass, and at a distance of 4 feet 6 inches from such imaginary centre line.

3. A Tramway to be wholly situated in the Parish of Ely, commencing by a junction with Tramway No. 1 about 4 chains north of the said river bridge, thence diverging from the road in a north-westerly direction, and terminating at or near the Signal-post opposite the Ely Goods Station.

4. A Tramway in continuation of Tramway No. 1, and commencing at the termination thereof before described, and passing in a south-easterly direction along the Public Road, Turnpike Road, and Market Street Road, and terminating at a point in the last-mentioned road opposite the Red Lion Inn, in the village of Fordham, which intended Tramway No. 4 will pass from, through, or into the parishes and places of Soham and Fordham, in the County of Cambridge.

The centre line of Tramway No. 4 will, throughout its entire length, be laid on the left hand or eastern side of, and at a distance of about 4 feet 6 inches from, the centre of the road along which it will pass.

5. A Tramway in continuation of Tramway No. 4, and commencing at the termination thereof before described, and passing in a south-easterly direction along the High Road, Ely Road, and Station Road, and terminating at or near the front entrance of the railway station in the Town of Newmarket; which intended Tramway No. 5 will pass in, from, through, and into the parishes and places of Fordham and

Landwade, in the County of Cambridge, and Exning and Newmarket, in the County of Suffolk.

The centre line of Tramway No. 5 will, throughout its entire length, be laid on the left hand or Eastern side, and at a distance of about 4 feet 6 inches from the centre of the Streets and Roads along which it is intended to pass, except (B) that at or near the North-western end of the Station Road, in Newmarket, the centre line of the Tramway will diverge from the left hand or Eastern side to the right hand or Western side of the centre of the Road, and from thence to its termination continue on the Western side, and at a distance of about 4 feet 6 inches from the centre of the Road.

The Provisional Order will empower the Company from time to time to make such crossings, passing-places, sidings, junctions, and other works 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.

The Tramways will be constructed on a gauge of 4 feet 8½ inches, or such other gauge as the Board of Trade shall approve, and the Provisional Order prescribe.

It is intended to use the Tramway for passenger traffic and also for the conveyance of goods and merchandize, and to authorise the Company to demand and recover Tolls, Fares, and Charges in respect of such use, and also for the carriages and other conveniences provided by the Company.

The Provisional Order will prohibit the Tramway being used by carriages or trucks other than those belonging to, or provided by, the Company, having flange wheels or wheels adapted for running on the Tramway, and it will provide for the use of animal power only, unless the Board of Trade should licence the use of some other power.

The Order will provide for the breaking up of streets and roads under the superintendence and subject to the conditions prescribed by the Tramways Act, 1870, and it will incorporate all or some of the provisions of that Act, and so much of the Lands Clauses Consolidation Acts as relates to the purchase of Land by Agreement.

A Copy of this Notice and also a proper Plan and Section of the proposed Tramway will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace for the Isle of Ely, at his Office, at Wisbeach; with the Clerk of the Peace for the County of Cambridge, at his Office, at Cambridge; with the Clerk of the Peace for the County of Suffolk, at his Office, at Bury St. Edmund's, and at the Office of the Board of Trade, Whitehall, London; and on or before the same day a copy of this Advertisement and of so much of the said Plans and Sections as relates to each of the before-mentioned parishes and districts, will be deposited with the Clerk of each such parish, at his residence, and at the Office of the Local Authority of each such district.

Printed Copies of the Draft Provisional Order when deposited on or before the 23rd day of December next, and also printed Copies of the Provisional Order, when made, may be obtained at the Office of William Bell, 27, Great George Street, Westminster.

Notice is hereby further given, that the space of nine feet six inches between the outside of the footpath on either side of the road, and the nearest rail of the Tramway, cannot be afforded in the before-mentioned Streets, Roads, and Places.

All Persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the proposed Appli-

cation, may do so by Letter addressed to the Assistant Secretary, Railway Department, Board of Trade, on or before the 1st day of January, 1871.

Dated this 19th Day of November, 1870.

William Bell, 27, Great George Street,
Westminster.

North British, Arbroath, and Montrose Railway.

(Incorporation of Company; Construction of Railway from the Caledonian Railway, near Arbroath, in the County of Forfar, to the Caledonian Railway near Hillside, in the same County, and Branches in connection therewith; Compulsory Purchase of Lands; Powers to, and Arrangement with, the North British Railway Company; Amendment of Provisions of the Caledonian and Scottish North-Eastern Railways Amalgamation Act, 1866, as to Extension of lines by the North British Railway Company from Arbroath to Aberdeen; Conditions affecting same extended to proposed Railways; 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 for the following purposes, or some of them:—

To incorporate a company hereafter referred to as "the company," and to enable the company to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, together with all proper and necessary stations, approaches, bridges, roads, communications, and other works and conveniences connected therewith respectively, that is to say:

(First.) A railway (hereinafter referred to as "Railway No. 1") commencing in the Parish of St. Vigeans and County of Forfar by a junction with the Caledonian (late Scottish North Eastern) Railway, at a point thereon five hundred (500) yards or thereabouts northward from the north parapet of the bridge at Stobcross, in Arbroath, carrying the Arbroath and Forfar turnpike-road over the said Caledonian (late Scottish North Eastern) Railway, and terminating in the parish of Montrose and county of Forfar, by a junction with the Caledonian (late Scottish North Eastern) Railway at a point thereon four hundred and six (406) yards or thereabouts north-westward from the north parapet of the bridge at Sunnyside Farm, carrying the occupation road leading from the Montrose and Laurencekirk turnpike-road to the farm of Upper Mills of Kinnaber over the said Caledonian (late Scottish North Eastern) Railway, and one hundred and twenty-six (126) yards or thereabouts northward from the north-east corner of the Kinnaber Water-works Reservoir; which intended railway will pass from, through, or into, or be situate within, all or some of the parishes of St. Vigeans, Inverkeillor, Lunan, Maryton, Craig, Dun, Montrose, the royal burgh of Montrose, and the bed or soil of the river or estuary of the River South Esk in or adjoining the said parishes of Craig Dun and Montrose, or one of them, all in the county of Forfar.

(Second.) A railway (hereinafter referred to as "Railway No. 2") commencing in the parish of Montrose, and county of Forfar, by a junction with Railway No. 1, at a point thereon three hundred and eighty-six (386) yards or thereabouts, measuring in a south-easterly direction along the road leading from the farm of Borrowfield to Montrose, from the south gable of the southmost cottage or Cottar's House at the steading of the said farm of Borrowfield, and terminating in the parish of Montrose and county of Forfar, by a junction with

the Caledonian (Montrose branch) Railway, at a point thereon one hundred and thirty-three (133) yards or thereabouts south-eastward from the centre of the bridge under the said Caledonian (Montrose branch) Railway at or near Dryley's Brickwork; which intended railway will pass from, through, or into, or be situate within, the parish of Montrose and county of Forfar.

(Third.) A railway (hereinafter referred to as "Railway No. 3"), commencing in the parish of Montrose and county of Forfar by a junction with Railway No. 1, at the point thereon above described as the commencement of Railway No. 2, and terminating in the parish of Montrose and county of Forfar, by a junction with the Montrose and Bervie Railway, at a point thereon three hundred (300) yards or thereabouts northward from the north-east corner of the steading of the farm of Northfield, in the occupation of Joseph Spankie; which intended railway will pass from, through, or into, or be situate within, the parish of Montrose, Royal Burgh of Montrose, or one of them, and county of Forfar.

And it is proposed by the said intended Act to take powers of lateral and vertical deviation from the line and levels of the proposed railways and works, as shown upon the plan and sections hereinafter referred to, within the limits usually authorised, or as may be prescribed in the intended Act; to authorise 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, extra-parochial and other places aforesaid, for the purposes of the intended railways and works, or any of them, and also of other lands by agreement.

And it is proposed by said Act to authorise the Company to levy tolls, rates, duties, and charges upon or in respect of the intended railways, or some of them, and the stations and works in connection therewith, to alter, vary, or extinguish existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from the 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 authorised by the intended Act, or otherwise for the purposes of the intended Act, any turnpike or other roads and highways, railways, tramways, passages and places, bridges, rivers, streams, water-courses, sewers, mains, pipes, buildings, telegraph wires and apparatus, 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 authorise the Company and the North British Railway Company to enter into, make, and carry into effect agreements and arrangements upon such terms and conditions as they may think fit, in respect to the construction of the said intended railways and works, and the maintenance, management, working and use by the North British Railway Company of the said intended railways, the conveyance of the traffic thereon, and the providing of rolling stock for the same or any part thereof, and the payment, and also the fixing, division, and apportionment between the said Companies of the costs, charges, and expenses of such maintenance and management, use, and working, and the collection, appropriation, and distribution of the tolls, rates, and charges, and other income and profits arising from the traffic passing over the railways of the said Companies, or either of them, and to confirm any such agreements as

may have been entered into prior to the passing of the intended Act, and to make provision for carrying the same into effect, or in default of agreement to make provision in the said intended Act for carrying out all or any of the objects aforesaid.

And it is proposed by said intended Act to amend, alter, and extend certain of the provisions of the Caledonian and Scottish North Eastern Railways Amalgamation Act, 1866, and in particular the provisions thereof, whereby the North British Railway Company are entitled to make application to Parliament for the extension and completion of a line or lines of railway from Arbroath to Aberdeen, with running powers and facilities in favour of the Caledonian Railway Company, and to make provision that the said intended railways and works shall have the same rights and immunities, and be subject to the same or similar conditions and obligations as are by that Act provided with respect to the said line or lines of railway from Arbroath to Aberdeen, and to make all other necessary and proper provisions in relation thereto.

And it is also proposed by the said intended Act to authorise the magistrates and town council of the royal burgh of Montrose to contribute or subscribe such sum or sums of money as they may deem expedient towards the purposes of the said undertaking.

And it is proposed by said intended Act to authorise the Company to raise money for the purposes of their undertaking by the creation and issue of shares, and by borrowing on mortgage or bond; and, farther, to incorporate with the intended Act 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 Railways Clauses Consolidation (Scotland) Act, 1845," "The Railways Clauses Act, 1863," "The Railway Companies Powers Act, 1864," "The Railway Companies (Scotland) Act, 1867," and "The Regulation of Railways Act, 1868," and of any other Acts which it may be necessary to incorporate therewith; and to insert in the Act all other powers and provisions necessary for effecting all or any of the objects thereof.

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. 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., 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; 32 and 33 Vict., cap. 119; 33 and 34 Vict., caps. 91, 104, and 135; 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 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, the 32nd and 33rd, and the 33rd and 34th years of the reign of her present Majesty; 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 Railway 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 Dundee and Arbroath Railway Company (now amalgamated with the Caledonian Railway Company), 6 Will. IV., cap. 32; 5 Vict. (Session 2), cap. 83; 9 and 10 Vict., cap. 133; 11 and 12 Vict., caps. 129 and 154; and 14 and 15 Vict., cap. 63; the Dundee and Perth Railway Act, 1845; the Act 6 and 7 Vict., cap. 84, and the Acts therein recited, and any other Act or Acts relating to the Tay Ferries; the Act 23 and 24 Vict., cap. 142, relating to the Montrose and Bervie Railway; 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; and 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 St. Andrews Railway Act,

1851; the Act relating to the Glasgow and Miln-gavie Junction Railway Company, 24 and 25 Vict., cap. 198; the Acts relating to the Blane Valley Railway Company, 24 and 25 Vict., cap. 248; 28 and 29 Vict., cap. 356; and 33 and 34 Vict., cap. 78; Acts relating to the Perth General Railway Station, 28 and 29 Vict., caps. 252 and 253; 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: the Broxburn Railway Act, 1867; the Dundee Sea Wall, Esplanade, and Street Act, 1868; the Newport Railway Act, 1866; the Newport Railway Act, 1867; and the Newport Railway Act, 1870; 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 forming part of their system of railways, 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 a plan and section in duplicate of the intended railways and works, and of the lands to be subject to the powers of compulsory purchase to be conferred by the intended Act, and a book of reference to the said plan, and a published map showing the general course and direction of the intended railways, will be deposited with the principal sheriff-clerk of the county of Forfar at his offices at Forfar and Dundee respectively; and that a copy of so much of the said plan, section, and book of reference as relates to the royal burgh of Montrose, or to any parish or extra-parochial place, will be deposited in the case of the said royal burgh with the town clerk thereof at his office at Montrose, 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, 1870, 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 21st day of December, 1870.

Dated this 17th day of November, 1870.

T. J. Gordon, W.S., 12, Duke-street, Edinburgh.

Burness and Dickson, Solicitors, Montrose.

Chapel and Inverwick, Solicitors, Arbroath.

Simson and Wakeford, 11, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1871.

Staffordshire Potteries Stipendiary Justice.

(Amendment of Act 2 Vic., cap. 15, 1839—Extension of Jurisdiction of Stipendiary Justice and Officers thereunder, and application of Act of 1839 thereto—Power for Queen, by Order in Council, to further extend limits of jurisdiction—Alteration of existing Powers to levy Rates and Assessments—Payments, in lieu of Rates, by Corporations and other Local Authorities within extended limits—Power to them to levy Rates and Assessments—Increase of salary of Justice and Clerk, &c.—Alteration of number of Commissioners, and appointment and election of Commissioners and additional Commissioners—Additional Officers—Stipendiary Justice's residence—Application of Penalties—Definition of

word "Constable"—Payment of expenses of Bill—Repeal or 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 the purposes, or some of the purposes following, that is to say:—

1. To alter, amend, extend, and enlarge all or some of the powers and provisions of the Public General Act, 2nd Victoria, chapter 15, intituled "An Act to provide for the more effectual execution of the office of a Justice of the Peace within and adjoining to the district called the Staffordshire Potteries, and for purposes connected therewith," in this Notice referred to as the Act of 1839, or to repeal that Act, and to make other provisions and confer other powers in lieu thereof.

2. To define and extend the jurisdiction, authority, powers, and duties of the Stipendary Justice, Commissioners, Officers, and others, or of some of them, from time to time acting under the provisions of the Act of 1839 and of the Bill, and to define and extend the limits within which such jurisdiction, authority, powers, and duties may be exercised, so as to include within those limits the following places, or some of them, or some part or parts thereof respectively, that is to say—

The Parliamentary Borough of Stoke-upon-Trent, as altered by "The Boundaries Act, 1868," the townships of Brieryhurst, Oldcot (otherwise Oldcote), Ranscliff, Stadmoreslow, Thursfield, and Wedgwood, in the parish of Wolstanton, and so much of the hamlet of Talk-o'-th'-Hill, in the parish of Audley, as lies within the Local Government District of Kidsgrove, all in the County of Stafford, and which places, together with the places included within the limits of the Act of 1839, are in this Notice referred to as "the extended district," and to extend and apply to the extended district the powers and provisions of the Act of 1839, as amended by the Bill.

3. To extend the jurisdiction of the Stipendary Justice and Officers acting under the provisions of the Act of 1839 to, and to enable them, to take cognizance of all cases arising within the county of Stafford, and within one mile outside the extended district, or within such other distance outside that district as may be defined in the Bill which may be brought before the Stipendary Justice when sitting or acting within the extended district.

4. To provide for the future extension of the said extended district, and to provide for the addition thereto of such parishes, townships, districts, and places near or adjoining the said extended district as Her Majesty, on the application of any local authority, or of the ratepayers in such parishes, townships, districts, or places, or any of them, or otherwise, as the Bill may provide, may, by Order in Council, from time to time direct, and to apply to parishes, townships, districts, and places, so to be added the powers and provisions of the Act of 1839 and of the Bill, and to make all necessary and proper provisions and regulations with reference to the matters aforesaid.

5. To alter the number and constitution of the Commissioners under the Act of 1839, and to make provision for the appointment of other and additional Commissioners for the purposes of the said Act and of the Bill, and to provide for the future constitution of the Commissioners, and their meetings, proceedings, powers, and duties.

6. To provide for the election of Commissioners for the purposes of the Act of 1839 and of the Bill.

7. To empower the Stipendary Justice, with the approval of the Commissioners or otherwise, as the Bill may provide from time to time, to fix and alter the places and times of attendance and sittings of the

Stipendary Justice and Officers and to make such other provisions with reference thereto, and to matters connected therewith, as the Bill may define.

8. To authorise recognizances to be taken for appearance before the Stipendary Justice at any of his public sittings to be holden at any time not exceeding eight days from the taking of such recognizances.

9. To make and levy rates and assessments within the extended district for the purposes of the Act of 1839, and of the Bill, and to alter the rates and assessments made and levied under the powers of the said Act, to alter other existing rates and assessments, and to confer, vary, or extinguish exemptions from payment of rates and assessments.

10. To alter and amend Section 22 and Section 23 of the Act of 1839, and to enable the Commissioners to make within the extended district the assessment in Section 22 mentioned, or in lieu thereof to make an assessment based on or to adopt any assessment made or to be made for the rate for the relief of the poor within the extended district or any part thereof.

11. To provide that any rate to be made for the purposes of the Act of 1839 or of the Bill within the extended district shall be made upon the occupiers of all property within the extended district for the time being assessable to any rate made for the relief of the poor within the extended district.

12. To empower the Commissioners, or any person appointed by them so to do, at all reasonable times to inspect, take copies of, or extracts from any rate for the relief of the poor within the extended district, or of any rate-book relative thereto, and to impose penalties on all persons having the custody or control of such rates or rate-books neglecting or refusing to permit such inspection or taking of copies or extracts.

13. To extend and apply the provisions of the 32nd Section of the Act of 1839 to the Mayor, Aldermen, and Burgesses of the Borough of Hanley, the Mayor, Aldermen, and Burgesses of the Borough of Longton, the Local Board of Health for the district of Burslem, the Local Board of Health for the district of Tunstall, the Local Boards of Dre-den, East Vale, Kidsgrove, and Smallthorne, and any other Corporation, Improvement Commissioners, Local Board, District Board, Vestry Overseers of the Poor, or other Local Body now or hereafter having power to levy any rate within the extended district or any part thereof, all of whom are hereinafter referred to as the Local Public Bodies, and to provide for the payment by the Local Public Bodies respectively or any of them, and to enable them respectively or any of them to pay to the Commissioners out of any moneys from time to time in their hands, or out of any rate levied by them respectively, any sum or sums not exceeding the full amount of any rate to be from time to time made by the Commissioners by virtue of the Act of 1839 or of the Bill within the respective districts of such Local Public Bodies, and to enable the said Local Public Bodies respectively, or any of them, to add to any rate they respectively have or may have power to levy in their respective districts such an amount as will provide a sum not exceeding the amount so paid or payable to the Commissioners, and to make such other provisions with reference to the matters aforesaid as the Bill will provide.

14. To extend and apply the provisions of the Public Act of the 25th and 26th Vict., cap. 82, for the more economical recovery of poor rates and other local rates and taxes to the rates to be made under the Act of 1839, and under the Bill or some of them or otherwise as the Bill may provide.

15. To make provision for defraying the salary and other expenses of the Stipendiary Justice and Officers now or hereafter to be appointed for the purpose of carrying the provisions of the Act of 1839 and of the Bill into operation.

16. To increase or alter the salaries and emoluments of the Stipendiary Justice and officers, and to make other provisions with reference thereto.

17. To provide for the appointment of a Clerk of Accounts and other officers, and to prescribe and define their respective duties.

18. To require the Clerk to the Stipendiary Justice to find security for the due and faithful discharge of the duties of his office.

19. To repeal or alter so much of the Act of 1839 as limits the place of residence of the Stipendiary Magistrate, and to make other provisions in lieu thereof.

20. To repeal or alter the following sections of the Act of 1839:—

Section 8, requiring that the Clerk to the Stipendiary Justice shall not act as an Attorney or Solicitor, or Clerk to any Board of Guardians of the Poor;

So much of Section 15 as requires that the Auditors to be appointed by the Commissioners shall be liable to be rated for the purposes of the Act of 1839;

Section 25, exempting certain property from payment of rates.

21. To provide in such manner as the Bill will define for the payment and application of the moneys arising from the fines, penalties, and forfeitures imposed under the provisions of the Act of 1839 and of the Bill.

22. To provide that the word "Constable," in Section 13 of the Act of 1839, shall include a Superintendent or Inspector of the County Constabulary, or of any Police force within the extended district, and any Sergeant of either force acting for a Superintendent or Inspector or otherwise as the Bill may define.

23. To extinguish, alter, or vary all powers, authorities, rights, privileges, or exemptions which would in any way impede or interfere with the objects of the Bill, and to confer other powers, rights, privileges, and exemptions.

24. To incorporate with the Bill, with or without modification, all or some of the powers and provisions of "The Commissioners Clauses Act, 1847," and of "The Stipendiary Magistrates Act, 1863."

25. To alter, amend, extend, and enlarge all or some of the powers and provisions of the several Acts following, that is to say: the Act 2 Victoria, chapter 44; "The Public Health Act, 1848;" "The Local Government Act, 1858;" and all other Acts applying the Public Health and Local Government Acts, or either of them, to any part of the extended district; and to vary and extinguish any rights or privileges thereunder, or under any other Act or Acts, Charters, or otherwise.

26. The Bill will contain all necessary and proper provisions for carrying the several purposes aforesaid into effect, and will provide for the payment by the Commissioners, out of any moneys now or hereafter belonging to them, or out of any rates they now have or may hereafter have power to raise, of all costs, charges, and expenses of and incident to the preparing for, obtaining, and passing the Bill into an Act, or otherwise in relation thereto.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House

of Commons, on or before the 21st day of December, 1870.

Dated this 10th day of November, 1870.

Blakiston and Everett, Hanley;

John Booth, Tunstall;

Law Clerks to the Commissioners and Solicitors for the Bill.

Simon and Wakeford, 11, Great George Street, Westminster, Parliamentary Agents.

In Parliament—Session 1871.

Metropolis Sewage and Essex Reclamation.

(Amendment or Repeal of the "Metropolis Sewage and Essex Reclamation Acts, 1865 and 1866;" Alterations of Line and Levels of existing Works; Construction of new Works; Compulsory Purchase of Lands for Works and of Canvey Island; Further Powers for application and disposal of Sewage and Irrigation of lands, and to discharge Water and Sewage into the River Thames; Powers to Landowners in respect of Irrigation Works, &c.; Rescinding or Alteration of Agreements of the Company and the Metropolitan Board of Works respectively with Messrs. Napier and Hope; Provisions as to Capital and Borrowing Powers of the Company; Return of Money deposited with Metropolitan Board of Works; Powers to that Board to undertake Construction of Company's Works, to Subscribe to or Guarantee Money in aid of Company's Undertaking, and to raise further Moneys and other Powers; Extension of Time for completing Authorized Works; 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 to effect the purposes, or some of the purposes following (that is to say):—

1. To amend, and so far as may be necessary, to repeal the provisions, or some of the provisions of the "Metropolis Sewage and Essex Reclamation Act, 1865" (in this notice called the Act of 1865), and of the "Metropolis Sewage and Essex Reclamation Act, 1866" (in this notice called the Act of 1866), or one of those Acts.

2. To authorize and empower the Metropolis Sewage and Essex Reclamation Company (in this notice called the Company), to make alterations in the line and levels of their main conduit as now authorized (the conduit which, by the Act of 1866, the Company were authorized to make in substitution for certain of the works authorized by the Act of 1865, being for this purpose deemed to be part of the main conduit of the Company, which proposed alterations of line and levels are as follows:—

Alteration No. 1, commencing in the parish of Barking, in the county of Essex, in the field adjoining and to the north of the London, Tilbury, and Southend Railway, and shown on the plans deposited for and referred to in the Act of 1865, and on those plans numbered 252 in the said parish of Barking, and terminating in the parish of Upminster, in the said county of Essex, in the field shown on the plans deposited for and referred to in the Act of 1866, and on those plans numbered 25 in the said parish of Upminster.

Alteration No. 2, commencing at the intended point of termination as above described of alteration No. 1, and terminating in the parish of Pitsea, in the said county of Essex, in the field

shown on the plans deposited for and referred to in the Act of 1866, and on those plans numbered 28 in the said parish of Pitsea.

The proposed alterations of line and levels will be made in the parishes and places following, or some of them (that is to say):—Barking, Dagenham, Hornchurch, Havering atte Bower, Upminster, Cranham Great Warley, Little Warley, Childerditch, West Horndon, or West Horndon-with-Ingrave, East Horndon, Dunton, Bulphan, Orsett, Horndon-on-the-Hill, Stanfordsle-Hope, Corringham, Fobbing, Vange, and Pitsea, all in the county of Essex.

3. To authorize and empower the Company to make and maintain the new works hereinafter described, with all necessary and convenient roads, bridges, embankments, quays, banks, sewers, culverts, sluices, and other works and conveniences (that is to say):—

1st. A new conduit, hereinafter called Canvey Conduit, commencing at the intended point of termination, as above described, of the proposed alteration No. 2, and terminating in Canvey Island, in the parish of Pitsea, in the county of Essex, at a point in a field known as the Hill Marsh, part of Brick House Farm, and in the occupation of Charles Asplin, and which field abuts upon the south side of the road leading from the Sluice House, or the Sluice farm, to Leigh Beck, and which point is at a distance of 140 yards, or thereabouts, measured in a south-easterly direction from the public-house called the "Red Cow."

2nd. A new conduit, hereinafter called Outfall Conduit, commencing in and out of the proposed Canvey Conduit, at or near its termination, as above described, and terminating on the bed and shore of the River Thames, on its northern side, in the parish of Vange, in the county of Essex, at a point 20 chains or thereabouts, measured in a south-easterly direction from the farm-house on Canvey Island called Scar House, in the occupation of John Scott and James Turner: and which proposed new conduits will be made or pass from, in, through, or into the parishes and places following, or some of them (that is to say):—Pitsea, Bowers Gifford, South Benfleet, Barstable, North Benfleet, Laindon, Vange, and Canvey Island, all in the county of Essex.

4. To authorize the Company for the purpose of the proposed alterations of the line and levels and new conduits and works, and for any other purposes of the Bill, to purchase and take, compulsorily or by agreement, lands, houses, and hereditaments, in the parishes and places aforesaid, or some or one of them, or some estates, or interests in, or easements, or rights over or affecting any such lands, houses, or hereditaments, and to cross, stop up, alter, or divert, either temporarily or permanently, roads, highways, footpaths, railways, tramways, canals, rivers, creeks, streams, bridges, sewers, drains, ways, water-courses, telegraphs, and water and gas pipes in any of such parishes and places, and to vary and extinguish all rights, including rights of foreshore, in any way connected with such lands, houses, and hereditaments.

5. To authorize the Company to deviate from the line and levels of the proposed works, as shown upon the plans and sections hereinafter mentioned, to such extent as may be authorized by the Bill.

6. To authorize the Company to abandon and relinquish the construction of so much and such parts of their authorized works as may be ren-

dered unnecessary by the alteration of the line and levels, and works proposed to be authorized by the Bill.

7. To authorize the Company to purchase and take, compulsorily or otherwise, additional lands known as Canvey Island, or some part or parts of such lands, or easements, rights or interests, in or over the same, and which lands are situate in the parishes or places following, or some of them (that is to say):—Bowers Gifford, Prittlewell North Benfleet, South Benfleet, Laindon, Pitsea, Hadleigh, Southchurch, Leigh, Vange, Barstable, and Rochford, all in the county of Essex.

8. To authorize and empower the Company to convey and supply, and use sewage to and for the irrigation and fertilization of all or any part or parts of the last-mentioned lands, and of any other lands lying within ten miles in any direction from any of their constructed works for the time being, and to construct, execute, and lay down and maintain, and from time to time renew, improve, cleanse, and repair all necessary works and apparatus for the conveyance and supply of sewage from any of the works for the time being of the Company to any such lands, and for the irrigation and fertilization of such lands by means of such sewage, including any culvert, pipes, or covered drains under any public road or highway which they may find to be necessary for any of the purposes aforesaid, and to confer upon the Company all or some of the powers which are conferred upon sewer authorities by the "Sewage Utilisation Act, 1865," the "Sewage Utilisation Act, 1866," the Sanitary Act, 1866," and the "Sanitary Act, 1868," or any of the Acts referred to in those Acts respectively.

9. To authorize and empower the Company, by means of their authorized works, and of the works proposed to be constructed under the powers of the Bill, to convey and discharge water and sewage into the river Thames.

10. To declare and provide that any works, matters, or things to be done under the powers of any of the Acts relating to the Company, or of the Bill, for or towards the irrigation or fertilization of lands, shall be deemed to be "an improvement of land," authorized by the "Land Improvement Act, 1864," and to apply the provisions of that Act accordingly; and further, to declare and provide that any such works, matters, or things, and any works, matters, or things required to be done for the purpose of carrying sewage or waters resulting from the application to any lands of sewage, shall respectively be deemed to be a drainage of land within the meaning of the "Land Drainage Act, 1861," and to confer upon the Company for the purposes of the Acts above mentioned, or either of them, the powers of landowners in respect of any lands to which they may convey or apply sewage, and to enable any parties under disability, as are mentioned in section 7 of the "Lands Clauses Consolidation Act, 1845," to exercise under such restrictions, if any, as may be prescribed by the Bill, the rights of land-owners under the above-mentioned Acts, or either of them.

11. To repeal, vary, or modify section 70 of the Act of 1865, which prescribes the dimensions and mode of construction of the main and other conduits of the Company.

12. To rescind or vary the Articles of Agreement between the Metropolitan Board of Works (in this Notice called the Board) and Messrs. Napier and Hope, a copy whereof is set forth in Schedule C, to the Act of 1865, and to repeal or amend section 115 of that Act, the marginal note whereof is "Confirmation of Agreement with Messrs. Napier and Hope, and transfer of their

rights to the Company," and section 116 and any other sections or provisions of the said Act relating to the said Agreement; and also to rescind or vary the Articles of Agreement, made the 10th day of August, 1865, and all other agreements or contracts between the Company and the said Messrs. Napier and Hope, and to abolish or vary all or any rights which may have arisen or might otherwise arise under any of the articles of agreement or agreements, or contracts referred to in this paragraph.

13. To prescribe, define, and regulate the capital and borrowing powers of the Company, and to enable them, from time to time, to reduce their capital, and afterwards, within the limits prescribed by the Act of 1865, again to increase the same, and to call in and rescind by agreement or otherwise, and to enable the directors of the Company to cancel or accept surrenders of any of their capital, shares, or stock already issued; and any scrip or other certificates of shares outstanding, and from time to time to create and issue, or to divide their existing or authorized capital into two or more classes, and to attach to any class or classes of shares or stock, preferences or priorities of dividend or interest, or other special privileges or disabilities; and to prescribe and regulate the right of voting at general and other meetings of the Company of the various classes of shareholders, and to authorize the Company to apply to the purposes of their Bill, any of their authorized capital or funds.

14. To provide for and require the return or repayment to the Company, of all or any moneys which may have been deposited with the Board, under the Act of 1865, or the articles of agreement above-mentioned, by way of guarantee for the construction of works or otherwise.

15. To authorize the Board to undertake the construction of any of the authorized works for the time being of the Company, and to exercise all or some of the powers conferred upon the Company by the Act of 1865 or the Act of 1866, or to be conferred upon them by the Bill.

16. To sanction and give effect to contracts and agreements between the Company and the Board, with reference to the construction, maintenance, repair, or use of any of their respective works; and the interception, collection, storage, and discharge of sewage, the employment of officers and servants, the payments to be made by either party to the other, and all incidental matters.

17. To contribute upon such terms and conditions as may be agreed upon, or prescribed by the Bill towards the expense of constructing any of the authorized works or purposes for the time being of the Company, and for the purposes of any agreement to be made between the Company with the Board, under the powers of the Bill or otherwise, or for any of the purposes of the Bill, to raise further moneys on mortgage, bond, annuity, or otherwise, and to apply any moneys for the time being in their hands, or under their control, and not required for any special purpose for which the same may have been authorized to be borrowed or raised, and to guarantee the payment of interest or dividend upon any shares or stock (including debenture stock), and the principal of and interest upon any debentures or bonds to be issued or granted by the Company, either absolutely or conditionally, and either in perpetuity or for any specified period or periods, and to take and hold shares or stock of the Company, and to lend and advance money to them from time to time upon mortgage, or debentures, or bonds, or such other securities as may be prescribed or authorized by the Bill.

18. To extend the time limited by the Act of 1865 and the Act of 1866 respectively for the completion of the works by those Acts respectively authorized.

19. And the Bill will vary or extinguish all rights and privileges inconsistent with, or which may interfere with its purposes or operations, and will confer other rights and privileges.

20. To repeal, alter, and amend, so far as may be necessary, the provisions, or some of the provisions of the following Acts relating to the Board (that is to say): "The Metropolis Management Act, 1855;" "The Metropolis Management Amendment Act, 1862," and any other Act or Acts relating to the local management of the Metropolis or to the Board.

21. Duplicate plans and sections shewing the lines and levels of the proposed works, and of the lands required to be taken for the purposes of the same, and also plans of the other lands to be taken compulsorily, under the powers of the Bill, and a book of reference to such plans respectively, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, together with a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November next, be deposited for public inspection with the clerk of the peace for the county of Essex, at his office at Chelmsford, in that county, and that a copy of so much of the said plans, sections, and book of reference, respectively, as relates to each parish or extra-parochial place in or through which the proposed works or any part of them are, or is intended to be made, and in which any land is to be taken by compulsion under the powers of the Bill, are situate, together with a copy of the 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 parish immediately adjoining thereto, at his residence.

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

Dated this 17th day of November, 1870.

Bircham and Co., Parliament-street, London,
Solicitors for the Bill.

J. Dorington and Co., 29, Great George-street, Westminster, S. W., Parliamentary Agents.

In Parliament—Session 1871.

Kidsgrove Gas.

(Re-Incorporation of Kidsgrove Gas Light Company (Limited); Usual Powers for Manufacture of Gas and Residual Products; Power to Light Kidsgrove and other places with Gas).

THE Kidsgrove Gas Light Company (Limited) (hereinafter called the Company) intend to apply to Parliament, in the ensuing session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say)

1. To dissolve the Company, and to re-incorporate the shareholders thereof by the same or some other name, and to transfer to the new Company to be incorporated by the Bill all the rights, powers, and privileges, buildings, works, and

hereditaments, capital, stock, claims, and demands, and all other the property, real and personal, of the Company, together with all the debts, duties and liabilities, contracts and engagements of the Company.

2. To authorise the new Company to supply with gas the district of Kidsgrove, in the parishes of Wolstanton and Audley, and the township of Talk-o'-th'-Hill, in the parish of Audley, in the county of Stafford, and Church Lawton, in the parish of Church Lawton, and the township of Alsager, in the parish of Barthomley, in the county of Chester, and to lay down mains and pipes, and for that purpose to open streets as defined by "The Gas Works Clauses Act, 1847," and to do all other acts necessary for such supply.

3. To authorise the new Company to manufacture, sell, and dispose of gas coal coke, and the residual products arising from the manufacture of gas, and for that purpose to maintain, extend, and enlarge the existing gas works of the Company on lands already belonging to the Company, which lands are situate at Kidsgrove, in the parish of Wolstanton, and in the parish of Audley, or one or both of such parishes, in the county of Stafford, bounded on the north by a basin leading from and out of the Trent and Mersey Canal, on the south and west by the towing-path belonging to the said Trent and Mersey Canal, and by the highway leading from Kidsgrove to Hardingswood, and on the east by land and premises belonging to Messieurs Barker and Cope.

4. To authorise the new Company to hold and acquire patent rights or licenses to use patent rights in relation to the manufacture or distribution of gas and the utilisation of residual products arising from the manufacture of gas.

5. To enable the new Company to raise additional capital by shares or by borrowing, and to attach to the new capital such preferential dividend or other advantages as the Bill may define.

6. To authorise the new Company to manufacture, sell, hire, and let on hire gas meters, gas pipes, apparatus, and fittings.

7. To enable the new Company to charge rates or rents for the supply of gas, and to incorporate with the Bill "The Gas Works Clauses Act, 1847," and the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863;" and the Bill will confer on the new Company all powers, rights, and privileges necessary for the attainment of their objects, and will vary or extinguish all existing rights and privileges which may interfere with those objects.

8. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 11th day of November, 1870.

T. H. and F. W. Tomkinson, Solicitors,
Burslem, Staffordshire.

John Burton, No. 15, Serjeants'-inn,
Fleet-street, London, Parliamentary
Agent.

In Chancery.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Devon and Cornwall Granite Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Court of Chancery was, on the 24th

day of November, 1870, presented to the Lord Chancellor by George Moyses, of Gunnislake, in the parish of Calstock, in the county of Cornwall, Accountant, a creditor of the said Company; and that the said petition is directed to be heard before the Vice-Chancellor Sir Richard Malins, on Saturday, the 3rd day of December, 1870; 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.

Fredk. Wm. Snell, Solicitor for the Petitioner, No. 1, George-street, Mansion House, London, E.C.

In Chancery.

In the Matter of the Afon Railway Act, 1865, and in the Matter of the Abandonment of Railways Act 1850, the Railway Companies Act 1867, and the Abandonment of Railways Act 1869, and in the Matter of the Companies Acts 1862 and 1867.

NOTICE is hereby given, that a petition for the winding up of the above-mentioned Railway Company by the Court of Chancery was, on the 22nd day of November, 1870, presented to the Lord Chancellor by Elizabeth Ann Miers, of Cadoxton-lodge, Cadoxton, in the county of Glamorgan, Widow, and Joshua Williams, of Neath, in the said county, Esquire, the executors of Richard Hanbury Miers, late of Cadoxton-lodge aforesaid, one of the obligors of a bond conditioned for the completion of the railway and works authorised by the Afon Valley Railway Act, 1865; and that the said petition is directed to be heard before the Vice-Chancellor Malins, on the 9th day of December, 1870; 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.—Dated this 24th day of November, 1870.

Talbot and Tasker, No. 47, Bedford-row,
Solicitors for the said Petitioners.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Cornish Granite Company Limited.

BY an Order made by the Master of the Rolls in the above matters, dated the 14th day of November, 1870, on the petition of Edward Harper, of No. 14, Russell-street, Covent-garden, in the county of Middlesex, Gentleman, John Smith, of No. 22, Russell-street aforesaid, Licensed Victualler, and Eustace Booker, of No. 48, Lincoln's-inn-fields, in the said county of Middlesex, Accountant, it was ordered that the said Cornish Granite Company Limited be wound up by this Court under the provisions of the Companies Acts, 1862 and 1867.

Lowther, Mullens, and Clive, Petitioners'
Solicitors.

CONTRACT FOR BRAZIER'S AND COPPERSMITHS' GOODS.

Contract Department, Admiralty,
Whitehall, November 21, 1870.

TENDERS will be received on Tuesday, 3rd January, 1871, at two o'clock, for supplying Braziers', Founders', and Copper-smiths' Goods for Her Majesty's Service under a running contract.

A form of tender containing all particulars may be obtained at this Office.

CONTRACT FOR HAIR FELT.

Contract Department, Admiralty,
Whitehall, November 24, 1870.

TENDERS will be received on Tuesday, 13th December next, at two o'clock, for
HAIR FELT

for Her Majesty's Service under a running contract.

A form of tender containing all particulars may be obtained at this Office.

CONTRACTS FOR FRESH BEEF.

Contract Department, Admiralty,
Whitehall, November 24, 1870.

TENDERS, addressed to the Superintendent of Contracts, Admiralty, Whitehall, S.W., will be received at noon, on Friday, the 9th December, 1870, for the supply of

FRESH BEEF,

at the following places, for six calendar months from the 1st January next ensuing; viz. :—

ENGLAND, &c.

Berwick
Cowes
Dartmouth
Falmouth
Harwich
Hull, Hawke Roads, and in the Humber
Jersey
Liverpool
London Bridge to Woolwich, inclusive
Milford Haven, Pembroke, and Pater
Netley
Newhaven
Plymouth (Oxen)
Portsmouth (Oxen)
Portland and in Portland Roads
Sheerness, &c. (Oxen)

SCOTLAND.

Ardrishaig
Greenock
Granton
Queensferry

IRELAND.

Carrickfergus
Castletown (Berhaven)
Foynes
Galway
Killibegs
Kilrush
Kingstown and Dublin
Queenstown and Kinsale
Rathmullen
Waterford

Forms of tender* containing all particulars and full conditions of contract (which have been greatly altered and to which special attention is called) can be had on application in writing, or otherwise,

to the Superintendent of Contracts, Admiralty, Whitehall, S.W.; to the Superintending Storekeepers of the Victualling Yards at Deptford, Gosport, and Plymouth; the Superintendents of Her Majesty's Dock Yards at Chatham, Sheerness, and Pembroke; the Naval and Victualling Storekeeper at Haulbowline; the Officer conducting the Packet Service at Liverpool; the Secretary to the Postmaster-General, Dublin; to the Collectors of Her Majesty's Customs at Berwick, Cowes, Dartmouth, Falmouth, Harwich, Hull, Jersey Newhaven, Weymouth, Granton, Greenock, Galway, and Waterford; and to the Postmasters at the other places.

In filling up the Forms of Tender parties must be careful to insert the name of the place in full, as given above.

Parties tendering for oxen or beef at Portsmouth, Plymouth, Portland, Sheerness, Dartmouth, Falmouth, and Queenstown, must name two responsible persons to become bound with them for the due performance of their contracts. Parties tendering for other places will not be required to name sureties. Contractors will not be called upon to pay half stamps, as heretofore. See instructions on forms of tender.

No tenders for Vegetables are required on this occasion.

* Forms of Tender are as follows :—

- (1) For Oxen for Fresh Beef, at Portsmouth and Plymouth.
- (2) For Oxen for Fresh Beef, at Sheerness.
- (3) For Fresh Beef, at all other places.

Applications should state which Form is required. The forms used in June last are obsolete. None should be used which have not the words "Revised Form" printed in the left-hand upper corner.

To the Members of the National Life Assurance Society.

NOTICE is hereby given, that an Extraordinary Court of the Members of the National Life Assurance Society, will be held at the office of the said Society, No. 2, King William-street, in the city of London, on Wednesday, the 7th day of December next, at one o'clock in the afternoon precisely, for the purpose of approving or rejecting certain propositions (which have already been approved by the Court of Directors, and also agreed to by three fourths in number of all the Directors for the time being of the Society by writing under their hands) that the claims numbered respectively, 10, 89, 90, 91, and 91A, of the Deed of Settlement of the Society, dated the 16th day of March, 1848, as altered by the resolutions of certain subsequent Extraordinary General Courts shall be abrogated, and that certain clauses and provisions which have been prepared by or under the direction of the Court of Directors (and a copy of which may at any time be seen at the office of the Society, between the hours of 10 A.M. and 2 P.M. on each day except Sunday) shall be substituted in lieu of the said clauses 80, 90, 91, and 91A, and that the words "Exclusive of the reversionary bonuses that may from time to time be allotted to such Assurance or Assurances" be added at the end of clause 95 of the said Deed of Settlement, and that the words "one calendar month" be substituted for the words "twenty days" in clause 99 of the said Deed of Settlement.

By order of the Court of Directors.

Chas. Ansell, jr., Actuary.

In the Matter of the New Mill Cotton Spinning Company Limited.

THE creditors of the above-named Company are required, on or before the 1st day of January, 1871, 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 Mr. Samuel Wimpenny, of Holmfirth, near Huddersfield, in the county of York, Auctioneer, or Mr. Samuel Wibberley, of Hinchliff Mill, near Holmfirth aforesaid, Cloth Finisher, the Liquidators of the said Company, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 22nd day of November, 1870.

Kidd, Jessop, and Armitage, Holmfirth, Solicitors to the said Liquidators.

The Liverpool Western and Spanish American Steam Packet Company Limited.

NOTICE is hereby given, that a General Meeting of the above Company will be held on Tuesday, the 27th day of December next, at one o'clock in the afternoon, at the office of Messrs. Tomlinson, Hodgetts and Company, Rumford-street, Liverpool, for the purpose of having the accounts of the Liquidators laid before the Meeting.

Liverpool, 22nd November, 1870.

By order of the Liquidators,

A. Duranty, one of the Liquidators.

In the Matter of The Plynlimon Lead Mining Company Limited.

I. THOMAS SIVITUR SMITH, of Birmingham, in the county of Warwick, Solicitor, the Liquidator of the Plynlimon Lead Mining Company Limited, do hereby summon a General Meeting of the Shareholders of the same Company, to be held at the Company's offices, No. 39, Waterloo-street, Birmingham, on Tuesday, the 27th day of December, 1870, at half-past eleven o'clock, A.M., for the purpose of receiving and considering my account as such Liquidator as aforesaid, of the winding up of the same Company.—Dated the 22nd day of November, 1870.

T. Sivitur Smith, Liquidator of the above-named Company.

The Companies Act, 1862 and 1867.

The Llandudno Pier Company Limited.

AT an Extraordinary General Meeting of the Members of the Company, duly convened and holden at the Board Room, Church-walks, Llandudno, in the county of Carnarvon, on Wednesday, the 2nd day of November, 1870, and at a subsequent Extraordinary General Meeting also duly convened and holden in like manner at the same place, on Thursday, the 17th day of November, 1870, the following Resolutions were passed and confirmed:

"That the Company be voluntarily wound up from this date.

"That the resident Directors, namely, Dr. Nicol, Messrs. E. Moore, Thomas Jones, James Williams, Thomas Williams, and G. L. Woodley be appointed Liquidators, for the purpose of winding up the affairs of the Company and distributing the property, they agreeing to act without salary; and that Mr. P. Ellis Eyton be appointed Solicitor to the Liquidators, he agreeing to act without remuneration."

James Nicol, Chairman.

The Wavertree Baths Company Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Wavertree Baths Company Limited, duly convened, held at the offices of the Company, Chesnut-grove, Wavertree, near Liverpool, in the county of Lancaster, on the 10th day of November, 1870, at eight o'clock in the evening, Mr. William Rowe in the chair, an Extraordinary Resolution was passed by a majority of three-fourths of the Members present at the Meeting.

"That it has been proved to the satisfaction of this Meeting, that the Company cannot by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and that a Liquidator be appointed at a remuneration to be fixed by the Company.

And it was further resolved, that Mr. Joseph Evans, of Chesnut-grove aforesaid, Bookkeeper, should be appointed Liquidator of the Company.—Dated this 18th day of November, 1870.

Wm. Rowe, Chairman.

In Chancery.

In the Matter of the Joint Stock Companies Winding-up Acts, 1848 and 1849, and of the Joint Stock Companies Winding-up Amendment Act, 1857, and in the Matter of the Public Life Assurance Company.

NOTICE is hereby given, that in pursuance of the 142nd section of the Companies Act, 1862, a General Meeting of the Members of the above-named Company will be held at the offices of Messrs. Harding, Whinney Gibbons, and Company, No. 8, Old Jewry, in the city of London, on Thursday, the 29th day of December, 1870, at twelve o'clock precisely, for the purpose of receiving the final account of the undersigned, the Liquidator of the above-named Company, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and hearing any explanation that may given by the Liquidator.—Dated this 24th day of November, 1870.

Fredk. Whinney, Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and of the South Barrule Slate Quarry Company Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the above Company, held at No. 26, Regent-street, London, on the 22nd day of November, 1870, the following Extraordinary Resolutions were unanimously passed, viz.:

1. "That it has been proved to the satisfaction of this Meeting, that the Company cannot by reason of its liabilities continue its business, and that it is advisable to wind up the same.

2. "That Mr. Webb be Liquidator, and be entitled to receive out of the assets of the Company his expenses and Ten per cent. on the entire net proceeds of the winding up."

Charles Edward Webb, Chairman at the said Meeting.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Richard Amery and George Hugh Augustus Cox, carrying on business at No. 4, Finsbury-chambers, No. 5, Bloomfield street, in the city of London, as General Merchants and Commission Agents, under the style or firm of Amery, Cox, and Co., is this day dissolved by mutual consent.—Dated this 22nd day of November, 1870.

Richard Amery.

George Hugh Augustus Cox,

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, William Richard Sumpter and John William Howard Crane, under the style or firm of Sumpter and Crane, at No. 8, Frieschool-lane, Cambridge, in the county of Cambridge, as Attorneys and Solicitors, was this day dissolved by mutual consent. All persons indebted to or having any claims or demands upon the said late firm are requested to pay the amount of their debts, and to send the particulars of their claims to the said John William Howard Crane forthwith.—As witness our hands this 21st day of November, 1870.

*Willm. R. Sumpter.
J. W. Howard Crane.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Wakefield Smith and William Smith, carrying on business as Butchers, No. 112, Talbot-road, Paddington, in the county of Middlesex, under the style of Smith and Son, has this day been dissolved by mutual consent, and the said business will in future be carried on by William Smith alone.—Dated this 25th day of November, 1870.

*John Wakefield Smith.
William Smith.*

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, Frederick Francis Bingham and Robert Baylis, as Bakers and Confectioners, at No. 1, Rye lane, Peckham, in the county of Surrey, was dissolved by mutual consent as from the 29th day of September last. All debts due to or owing by the said partnership will be received and paid by the said Robert Baylis.—Dated this 17th day of November, 1870.

*Frederick Francis Bingham.
Robert Baylis*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Matthews, James Carruthers, and Jabez Booth, Paper Hanging Manufacturers, heretofore carrying on business together in copartnership in Savoy-street, West Gorton, near Manchester, in the county of Lancaster, under the style or firm of Matthews, Carruthers, and Company, has been dissolved by mutual consent, so far as concerns the said James Carruthers as and from the 19th day of November, 1870, and that the said business will for the future be carried on by the said John Matthews and Jabez Booth alone, in Savoy-street, West Gorton aforesaid, under the firm or style of Booth and Matthews. And that all debts due and owing by and to the said firm of Matthews, Carruthers, and Company, will be paid and received by us the said John Matthews and Jabez Booth.—As witness our hands this 19th day of November, 1870.

*James Carruthers.
Jabez Booth.
John Matthews.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Godfrey Horsfall and George Horsfall, both of Heckmondwike, in the county of York, carrying on business at Heckmondwike aforesaid or elsewhere, as Stone Masons and Contractors, under the style or firm of Horsfall Brothers, has been this day dissolved by mutual consent. All debts due to and from the said partnership will be received and paid by the said George Horsfall. Each of the said parties will in future carry on the business of a Stone Mason and Contractor on his own account.—Dated this 22nd day of November, 1870.

*Godfrey Horsfall.
George Horsfall.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned Benjamin Greaves, Samuel Greaves, and John Greaves, as File Manufacturers, at Hunslet, near Leeds, in the county of York, under the style or firm of Greaves Brothers, was this day dissolved by mutual consent so far as concerns the said John Greaves, and that all debts due to or owing by the said firm will be received and paid by the said Benjamin Greaves and Samuel Greaves, who will henceforth carry on the said business under the style of Greaves Brothers.—Dated this 21st day of November, 1870.

*Benjn. Greaves.
Samuel Greaves.
John Greaves.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us undersigned, Henry Gouvernon of No. 17, Tavies-inn, High Holborn, and Frederic Widmer, of the same place, trading under the firm of Gouvernon, Widmer and Co., as Watch Makers and General Agents, at the said No. 17, Tavies-inn, in the city of London, has been this day dissolved by mutual consent.—Dated the 22nd of November, 1870.

*Hry. Gouvernon.
F. Widmer.*

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Silvester Gregory Wherly and Leo Pius Wherly, under the firm of S. G. Wherly and Company, at Toro Law, in the county of Durham, as General Drapers, was this day dissolved by mutual consent. All debts due from the said firm will be paid as they fall due, by the said Leo Pius Wherly, and all debts due to the said firm are to be paid to the said Leo Pius Wherly, at the above address, where he will continue to carry on the business as heretofore carried on by the said firm.—Dated this 17th day of November, 1870.

*Silvester Gregory Wherly.
Leo Pius Wherly.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Kearsley and James Kearsley, carrying on business at No. 27, Brazennose-street, Manchester, in the county of Lancaster, and at the city of York, as Carriage Builders, under the style or firm of George Kearsley and Co., was dissolved on the 9th instant. All partnership debts owing to and by the said firm will be received and paid by the said William Kearsley, who will in future carry on the said business.—Dated this 15th day of November, 1870.

*Wm. Kearsley.
James Kearsley.*

NOTICE is hereby given, that the Partnership or joint trade heretofore subsisting between us the undersigned, Elizabeth Marriott and Sarah Ann Marriott, and carrying on business as Ironfounders, at the Phoenix Foundry, St. John's-street, Northampton, and the Crystal Palace, Sydenham, under the style or firm of Duley and Co., has been this day dissolved by mutual consent, the said Sarah Ann Marriott having retired from the said business.—Witness our hands this 19th day of November, 1870.

*Elizabeth Marriott.
Sarah Ann Marriott.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Eliza Clibborn, Thomas Robinson Gatchell, and Henry Clibborn, carrying on business as Provision Merchants, at Liverpool, in the county of Lancaster, under the style or firm of Clibborn and Co., was dissolved by mutual consent, on the 18th day of November, instant.—As witness our hands this 23rd day of November, 1870.

*Eliza Clibborn.
Henry Clibborn.
Thos. R. Gatchell.*

WE the undersigned, Herman Charles Ludwig Erhardt and Hugo Dramburg, hitherto trading together in copartnership under the style of Erhardt, Dramburg and Co., at No. 2, Tower Royal, Cannon-street, and No. 49, Watling-street, both in the city of London, as Merchants have this day dissolved partnership by mutual consent.—Dated this 22nd day of November, 1870.

*Herman Charles Ludwig Erhardt.
Hugo Dramburg.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Frederick Hooper and Charles William Corpe, carrying on business at No. 3, Park Prospect, Westminster, as Surveyors and Contractors for Concrete Works, has been dissolved by mutual consent, as from the date hereof.—Dated this 21st day of November, 1870.

*W. F. Hooper.
C. W. Corpe.*

NOTICE is hereby given, that the Partnership heretofore subsisting between and carried on by us the undersigned, John Mitchell and William Hughes, under the style or firm of Mitchell and Hughes, as Printers, at No. 24, Wardour-street, Soho, in the county of Middlesex, was this day dissolved by mutual consent, and that the said William Hughes is empowered to receive and discharge all debts due to and from the said copartnership concern.—Dated this 30th day of September, 1870.

*John Mitchell.
William Hughes.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Samuel Litchfield and Leopold Henry Radclyffe, carrying on the business of China and Furniture Dealers and Importers of Works of Art, at No. 30, Hanway-street, Oxford-street, and No. 19, Green-street, Leicester square, both in the county of Middlesex, under the name or style of Litchfield and Radclyffe, was this day dissolved by mutual consent.—Witness our hands this 19th day of November, 1870.

*Samuel Litchfield.
Leopold Henry Radclyffe.*

NOTICE is hereby given, that the Partnership hitherto subsisting between us the undersigned, Jeremiah Olive Hayward and Thomas Ekins, carrying on business as Auctioneers and House and Estate Agents, at Archer-villa, Westbourne Park, West, in the parish of Kensington, in the county of Middlesex, under the style or firm of Hayward and Ekins, has been this day dissolved by mutual consent, and all debts due from or to the firm will be paid or received by the said Jeremiah Olive Hayward.—Dated this 19th day of November, 1870.

*J. Olive Hayward.
Thomas Ekins.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, John Anderson, Henry Courtney, Thomas Bell, Henry Bell, James Crosby Anderson, and John Bell, carrying on business as Iron Manufacturers, at Walker, in the county of Northumberland, Newcastle-upon-Tyne, and elsewhere, under the firm of Losh, Wilson, and Bell, has been dissolved as to the said John Bell, in whose place the undersigned William Henry Porter, has been admitted as a partner.—Dated this 14th day of October, 1870.

*John Anderson. James Crosby Anderson.
Henry Courtney. John Bell.
Thomas Bell. W. H. Porter.
Henry Bell.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Alfred Collinson and William Robert Crozier, carrying on business at No. 17, Gracechurch-street, in the city of London, as Ship and Insurance Agents, under the style or firm of Collinson, Crozier and Company, has been this day dissolved by mutual consent. All debts due to or owing by the said late firm will be respectively received or paid by the said William Alfred Collinson, who still continues to carry on the said business.—Dated this 22nd day of November, 1870.

*W. A. Collinson.
W. R. Crozier.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Alexander Skillecorn and James Skillecorn trading under the style or firm of Alexander and James Skillecorn, at the Coach and Horses Public House, High-street, Stoke Newington, in the county of Middlesex, was this day dissolved by mutual consent, and that the business will henceforth be carried on by the said Alexander Skillecorn alone, to whom all debts owing to the late firm are to be paid, and by whom all debts owing from the late firm will be discharged.—As witness our hands this 24th day of November, 1870.

*Alexander Skillecorn.
James Skillecorn.*

THE Partnership heretofore existing between us, Thomas Tichbon and Thomas Marchant, as Furniture Brokers and Upholsterers, at No. 26, London-road, St. Leonard's-on-Sea, Sussex, was this day dissolved by mutual consent. The business will in future be carried on by Thomas Tichbon and William Holdom, who will receive and pay all accounts of the late firm.—Dated this 23rd day of November, 1870.

*Thomas Tichbon.
Thomas Marchant.
William Holdom.*

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, Edward Hartley and William Edward Hartley, in the business and trade of Farmers, Dealers, and Seedsmen, at Chipping Norton, in the county of Oxford, under the style or firm of Hartley and Son, was dissolved by mutual consent as from the 21st day of November instant. All debts owing to or by the late firm of Hartley and Son, will be received and paid by William Edward Hartley, by whom the business will in future be carried on.—Dated this 23rd day of November, 1870.

*Edward Hartley.
William Edward Hartley.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Hague, Robert Hague, and Saxon Hague, carrying on business at Waterhead Mill, in the township of Oldham, in the county of Lancaster, as Machinists, under the firm of Edward Hague and Sons, is this day dissolved by mutual consent, so far as regards the said Robert Hague, who retires from the concern. All debts due to and owing by the partnership will be received and paid by the said James Hague and Saxon Hague, by whom the business will in future be carried on.—Dated this 23rd day of November, 1870.

*James Hague.
Robert Hague.
Saxon Hague.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Fenton and John Willcock, as Pawnbrokers, at No. 33, Gravel-lane, Salford, in the county of Lancaster, has this day been dissolved by mutual consent. All debts due to and owing by the partnership will be received and paid by the said John Willcock, who will henceforth carry on the said business on his own account.—Dated this 22nd day of November, 1870.

*William Fenton.
John Willcock.*

NOTICE is hereby given, that, by mutual consent of the partners, the firm of Brigham and Bickerton, heretofore carrying on business in Berwick-upon-Tweed and elsewhere as Manufacturers of Agricultural Implements has been this day dissolved. The book debts of the firm have been placed for collection in the hands of their late cashier, Mr. Robert Cairns, to whom early payment at the works in Castlegate is requested, and with whom particulars of claims against the firm should be lodged within a month from this date.—Dated this 10th day of November, 1870.

*John Brigham.
Richard Bickerton.
Robert Cairns.*

NOTICE is hereby given, that the Partnership lately existing between Robert How and William Nash, lately carrying on the business of Coal Merchants, at Cubitt-town, Poplar in the county of Middlesex, under the firm of How and Nash, has this day been dissolved by mutual consent.—Dated this 24th day of November, 1870.

*Robert How,
William Nash.*

JOHN STOVELD, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35. NOTICE is hereby given, that all claimants against the estate of John Stoveld, late of Stedham Hall, Sussex, Esq., deceased (who died on the 1st day of October, 1870, and whose will was proved by his executors, in the Principal Registry of Her Majesty's Court of Probate, on the 4th day of November instant), are hereby required to send in particulars of their claims to the said executors, at the office of the undersigned, at Midhurst, Sussex, on or before the 31st day of December next, after which day the said executors will distribute the assets of the deceased, paying regard only to the claims (if any) of which notice shall have been given to them as aforesaid.—Dated this 16th day of November, 1870.

ALBERY and LUCAS, Midhouse, Sussex, Solicitor to the said Executors.

Miss ELLINOR JANE SUSAN MAITLAND, 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, debt, or demand against or upon the estate of Miss Ellinor Jane Susan Maitland, formerly of Upper Berkeley-street, in the county of Middlesex, but late of Villa Augri, Posillipo, Naples, in the Kingdom of Italy, Spinster (who died on the 4th day of June, 1870, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 5th day of October, 1870, by Sir Charles Fitzroy Maclean, Bart., one of the executors therein named), are required to send particulars, in writing, of their claims, debts, or demands to Messrs. Meyrick, Gedge, and Loaden, of No. 1, Old Palace-yard, Westminster, the Solicitors to the said executor, before the 2nd day of January, 1871. And notice is hereby given, that after the said 2nd day of January, 1871, the said executor will proceed to distribute the assets of the said Ellinor Jane Susan Maitland among the parties entitled thereto, having regard only to the claims of which the said executor shall then have had notice; and he will not be liable or responsible for the said assets so distributed, or any part thereof, to any person of whose claim, debt, or demand he shall not then have had notice.—Dated this 23rd day of November, 1870.

MEYRICK, GEDGE, and LOADEN, No. 1, Old Palace-yard, Westminster, Solicitors.

THOMAS WILLS, 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 all creditors and other persons having any claims or demands upon or against the estate of Thomas Wills, late of Morice Town, Devonport, in the county of Devon, Draper and Outfitter (who died on the 17th day of June, 1870, and whose will was proved in the Exeter District Registry of Her Majesty's Court of Probate, on the 24th day of June, 1870, by William Henry Wills, of Brixham, in the county of Devon, Draper,

and George Hosking Wills, of Cardiff, in the county of Glamorgan, Merchant, two of the executors therein named), are hereby required to send in particulars of such claims or demands to the said executor, George Ho-king Wills, Lougeroft Villa, Cardiff, on or before the 17th day of December, 1870, at the expiration of which time the said executors will distribute the whole of the assets among the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and the said executors will not be liable for such assets, or any part thereof, to any person or persons of whose claim or demand they shall not then have had notice.—Dated 17th November, 1870.

INGLEDEN and INCE, Solicitors, Cardiff.

ROBERT BROWN DOEG, 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 claim, debt, or other demand against the estate of Robert Brown Doeg, late of Park-road, in the town and county of Newcastle upon-Tyne, Mercantile Clerk, deceased (who died on the 27th day of October, 1869, and of whose estate and effects letters of administration were granted on the 13th day of August, 1870, in the District Registry at Newcastle-upon-Tyne, of Her Majesty's Court of Probate, to Frederick Charles Coxon, of Grey-street, in Newcastle-upon-Tyne aforesaid, Draper), are required to send particulars of their claims, debts, or demands, on or before the 10th day of January, 1871, to us the undersigned as Solicitors for the said administrator, after which day the said administrator 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 he the said administrator shall then have had notice; and the said administrator will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claim, debt or demand they shall not then have had notice.—Dated this 21st day of November, 1870.

HOYLE, SHIPLEY, and HOYLE, of No. 33, Mosley-street, Newcastle upon-Tyne, Solicitors to the said Administrator.

JONATHAN THOMAS MAUND, Deceased.

Pursuant to the Act 22nd and 23rd Vic., cap. 35.

ALL creditors and others having claims against the estate of Jonathan Thomas Maund, late of No. 9, St. James's-square, in the city of Bristol, Gentleman, late Furniture Broker, deceased (who died at No. 9, St. James's-square aforesaid, on the 31st day of May, 1870, and whose will was proved in the District Registry attached to Her Majesty's Court of Probate, at Bristol, on the 27th day of June, 1870), are hereby required to send in their claims to William Palmer, of Rock House, Clifton Wood, in the said city of Bristol, Gentleman, and Frederick Thomas Owen Maund, of No. 9, St. James's-square, in the same city, Gentleman, the executors named in the said will, addressed to the residence of the said William Palmer, Rock House, Clifton Wood aforesaid, on or before the 19th day of January, 1871, at the expiration of which time the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard to the claims and demands only of which they shall then have had notice. And all persons indebted to the estate of the said Jonathan Thomas Maund are requested by the executors to pay the amount of their respective debts forthwith to the said William Palmer at the address aforesaid.—Dated this 19th day of November, 1870.

STRICKLANDS and ROBINSON, No. 2, All Saints-court, Bristol, Solicitors of the said Executors.

The Reverend HENRY PALMER, 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 the Reverend Henry Palmer, late of Little Laver, in the county of Essex, Clerk, deceased (who died on or before the 31st day of October, 1870, and whose will was proved by the Reverend Richard Palmer, of Purley Rectory, in the county of Berks, Clerk, one of the executors therein named, on the 19th day of November, 1870, in the Principal Registry of Her Majesty's Court of Probate), are hereby required to send in the particulars of their claims or demands to the said Reverend Richard Palmer, or to the undersigned his Solicitors, on or before the 31st day of December, 1870. And notice is hereby also given, that after that day the said executor will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executor shall then have notice; and that he will not be liable for the assets or any part thereof,

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so distributed to any person of whose debt or claim he shall not then have had notice.—Dated this 24th day of November, 1870.

HARRISON, FINCH, and JENNINGS, No. 2, Gray's Inn-square, London, Solicitors for the said Executor,

Mr. CHARLES NIBLETT, 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 against the estate of Charles Niblett, late of the city of Gloucester, Builder, deceased (who died on the 18th day of July, 1870, and whose will was proved in the District Registry of Her Majesty's Court of Probate, at Gloucester, on the 24th day of August, 1870, by Thomas White, of the said city of Gloucester, Auctioneer, and Oliver Estcourt, of the same city, Builder, the executors named in the said will), are required to send the particulars in writing, of their claims to me the undersigned, James Bretherton, as Solicitors to the said executors, on or before the 31st day of December next, after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons 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 or any part thereof to any person of whose claim they shall not then have had notice.—Dated this 24th day of November, 1870.

JAS. BRETHERTON, Bell-lane, Gloucester, Solicitor to the said Executors.

WILLIAM STONE, 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 all creditors and other persons having any claims or demands whatsoever against the estate of William Stone, late of Wootton, in the county of Berks, Yeoman (who died on the 11th day of December, 1869, and whose will, with a codicil, was proved in the Oxford District Registry of Her Majesty's Court of Probate, on the 5th day of February, 1870, by his sons William Stone and Thomas Stone, and John Martin and Richard Badcock, the executors), are hereby required to send in particulars of such claims and demands to me the undersigned, Solicitor to the said executors, on or before the 7th day of January next, and in default thereof the said executors after the expiration of the above period, will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to those claims only of which the said executors shall then have had notice; and will not be liable for the assets, or any part thereof, so distributed, or dealt with as aforesaid, to any person of whose claim or demand he shall not then have had notice.—Dated this 23th day of November, 1870.

A. D. BARTLETT, Abingdon, Berks.

JAMES COOPER, 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."

NOTICE is hereby given, that all creditors and other persons having any debt or claim upon or affecting the estate of James Cooper, late of Crayford, in the county of Kent, Miller, deceased (who died on the 1st day of November, 1870, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 18th day of November, 1870, by William Vooght Cooper and Francis Robert Harrison Hedwood, the executors in the said will named), are hereby required to send in the particulars of their claims to the said executors, at the offices of their Solicitor, Messrs. Hillearys and Tunstall, No. 5, Fenchurch-buildings, in the city of London, on or before the 31st day of December, 1870, after which day the said executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard to the debts and claims only of which the said executors shall then have had notice; and the said executors will not be liable for the assets, so distributed to any person of whose debt or claim they shall not have had notice at the time of such distribution.—Dated this 24th day of November, 1870.

HILLEARYS and TUNSTALL, No. 5, Fenchurch-buildings, City, Solicitors to the said Executors.

ROWLAND ELWELL, Deceased.

Pursuant to an 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 persons being creditors of, or otherwise having any claims, or demands upon, against, or affecting the estate of Rowland Elwell, late of The Limes, Forest Hill, in the county of Surrey, and of No. 42,

Hatton-garden, in the city of London, Merchant in Precious Stones (who died on the 30th June, 1870, and whose will was proved on the 18th day of July, 1870, in the Principal Registry of Her Majesty's Court of Probate, by Henry Jones, William Horatio Berry, and William Davies, the executors and trustees therein named), are hereby required to send particulars, in writing, of their debts, claims, or demands to or against the said estate to Messrs. Boulton and Sons, of No. 21A, Northampton-square, Clerkenwell, London, the Solicitors for the said executors and trustees, on or before the 31st day of December next, and at the expiration of such time the said executors and trustees will proceed to distribute the estate of the said testator among the parties entitled thereto, having regard only to the debts, claims and demands of which they shall then have had notice; and notice is hereby also given, that for the assets, or any part thereof, so distributed, the said executors will not be liable, to any person of whose debt, claim, or demand they shall not then have had notice. And all persons indebted to the estate of the said deceased are requested forthwith to pay the amount of their debts to the said executors.—Dated this 21st day of November, 1870.

BOULTON and SONS, No. 21A, Northampton-square, Solicitors to the Executors and Trustees.

SAMUEL MORTIMER, 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 persons having any legal claims or demands against or upon the estate of Samuel Mortimer, late of Shipley, in the parish of Bradford, in the county of York, Farmer, deceased (who died on the 19th day of October last, and whose will was proved in the District Registry of Wakefield attached to Her Majesty's Court of Probate, on the 10th day of November instant, by Thomas Normington, of Shipley aforesaid, Grocer, and Samuel Mortimer, of Mill House, near Shipley aforesaid, Farmer and Salt Dealer, the executors therein named), are required to send the particulars of such claims or demands on or before the 2nd day of January next, to the said Thomas Normington and Samuel Mortimer or to me the undersigned, George Humble, of Bradford aforesaid, Solicitor to the said Thomas Normington and Samuel Mortimer. And notice is hereby also given, that after the said 2nd day of January next the said Thomas Normington and Samuel Mortimer will proceed to distribute the assets of the said Samuel Mortimer deceased amongst the persons who shall be then known to be entitled thereto; and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 21st day of November, 1870.

GEO. HUMBLE, Solicitor for the said Executors, Bradford.

Mrs. EMILY ELIZA HARRIS, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to amend the Law of Property, and to relieve Trustees"

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of Emily Eliza Harris, late of Kingston Vale, Roehampton, in the county of Surrey, Widow, deceased (who died on the 15th day of September, 1870, and of whose personal estate and effects letters of administration were on the 21st day of October, 1870, granted by the Principal Registry of Her Majesty's Court of Probate, to Louisa Athelia Darley, the wife of Henry Darley, of No. 21, Porchester-terrace, in the county of Middlesex, Esq.) are hereby required to send in particulars of their respective debts, claims, or demands to the said administratrix, at the office of Messrs. Thomas White and Sons, No. 11, Bedford-row, London, W.C., on or before the 24th day of December next, at the expiration of which the administratrix will proceed to distribute the assets of the said Emily Eliza Harris, deceased, among the parties entitled thereto, having regard only to the claims of which the said administratrix may then have had notice; and will not be liable for the assets so distributed, to any person or person of whose claims she shall not then have had notice.—Dated this 23rd day of November, 1870.

THOS. WHITE and SONS, No. 11, Bedford-row, Solicitors to the Administratrix.

RICHARD WOODS, Deceased.

Pursuant to an 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 against or affecting the estate of Richard Woods, late of Cottingham, in the county of Oxford, Farmer, deceased (who died on the 9th day of August, 1870, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 27th day of September, 1870, by Joseph Waters, of Cottingham aforesaid, and William Collingridge, of Hetha, in the

said county of Oxford, Farmers, the executors therein named) are hereby required to send in the particulars of their claims to the said executors, or one of them, or to us the undersigned on behalf of the said executors, on or before the 1st day of February, 1871, after which time the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims and demands of which they shall 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 claims they shall not then have had notice.—Dated this 23rd day of November, 1870.

HEARN, NELSON, and HEARN, Buckingham, Solicitors to the said Executors.

MARY BUSS, 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 persons having any debt, claim, or demand against or upon the estate of Mary Buss, late of Ashford, in the county of Kent, Widow (who died on the 15th day of May, 1870, and whose will was proved in the District Registry at Canterbury of Her Majesty's Court of Probate, on the 30th day of June, 1870, by William Elliott Long Buss, of Ashford aforesaid, Draper, and Horace Buss, of Eastwell, in the said county, Farmer the executors therein named), are hereby required to send in the particulars of their debts, claims, or demands, to the said executors, or to their Solicitor John Dobree Norwood, at his office in Ashford aforesaid, on or before the 31st day of December, 1870, at the expiration of which time the said executors will proceed to distribute the assets of the said Mary Buss among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and they will not be liable for the assets so distributed to any person of whose debt, claim, or demand they shall not have had notice at the time of such distribution.—Dated this 22nd day of November, 1870.

J. D. NORWOOD, Solicitor to the said Executor.

JOHN BUSS, 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 persons having any debt, claim, or demand against or upon the estate of John Buss, late of Ashford, in the county of Kent, Gentleman (who died on the 3rd day of February, 1869, and whose will was proved in the District Registry at Canterbury, of Her Majesty's Court of Probate, on the 13th day of April, 1869, by William Elliott Long Buss, of Ashford aforesaid, Draper, and Horace Buss, of Eastwell, in the said county, Farmer, two of the executors therein named), are hereby required to send in the particulars of their debts, claims, or demands to the said executors, or to their Solicitor John Dobree Norwood, at his office in Ashford aforesaid, on or before the 31st day of December, 1870, at the expiration of which time the said executors will proceed to distribute the assets of the said John Buss among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and they will not be liable for the assets so distributed to any person of whose debt, claim, or demand they shall not have had notice at the time of such distribution.—Dated this 22nd day of November, 1870.

J. D. NORWOOD, Solicitor to the said Executors.

Mr. JOHN FLETCHER, 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 against the estate of John Fletcher, formerly of Alston-lodge, Longridge, near Preston, in the county of Lancaster, but late of Whitley-lane, Marningham, in the parish of Bradford, in the county of York, Gentleman, deceased, (who died in the 3rd day of September, 1870, intestate, and to whose estates letters of administration were granted by the District Registry at Wakefield, attached to Her Majesty's Court of Probate, on the 14th day of November, 1870), are hereby required by John Fletcher, of No. 15, Hanover-square, in Bradford aforesaid, Stuff Manufacturer, the administrator of the deceased, to send the particulars of their claims or demands to him on or before the 31st day of January, 1871, after which day the said administrator will proceed to distribute the assets of the deceased amongst the parties entitled thereto, having regard only to the claims of which he shall then have had notice, and he will not be liable for the assets so distributed to any person of whose claims he shall not then have had notice.—Dated the 21st day of November, 1870.

WOOD and KILLICK, Solicitors for the Administrator, Commercial Bank-buildings, Bradford, Yorkshire.

JAMES STUART NOTT, 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 claims upon the estate of James Stuart Nott, late of Uffculme, in the county of Devon, Surgeon, who died on the 11th day of April, 1868, (and Probate of whose will was granted by the Principal Registry of Her Majesty's Court of Probate on the 16th day of September, 1870, to John Nott one of the executors appointed by the will of the said deceased), are required to send the particulars of such claims to the undersigned William Burridge, junior, Solicitor, Wellington, Somerset, on or before the 13th day of December next, after which day the whole of the assets of the said deceased will be distributed amongst the persons entitled thereto, having regard only to the claims of which notice shall have been given, and all persons indebted to the estate of the said James Stuart Nott, are requested to pay the amounts of their respective debts to the undersigned William Burridge, junior, forthwith.—Dated this 17th day of November, 1870.

W. BURRIDGE, jr., Wellington, Somerset, Solicitor to the Executor.

WILLIAM POOK, 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 persons having any claims or demands upon or against the estate of William Pook, late of Guildford, in the county of Surrey, Postmaster, deceased (who died on or about the 31st day of May, 1849, and to whose estate administration, with the will annexed, was granted by the Prerogative Court of the Archbishop of Canterbury, on the 2nd day of November, 1850, to George Drury, of Guildford, in the county of Surrey, Auctioneer, a creditor of the said William Pook, deceased), are hereby required to send in the particulars of their claims or demands to the undersigned, on or before the 24th day of December, 1870. And notice is hereby also given, that after that day the said administrator will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said administrator shall then have had notice; and that the said administrator will not be liable for the assets, or any part thereof, distributed to any person of whose debt or claim he shall not then have had notice.—Dated this 22nd day of November, 1870.

HOCKLEY and RUSSELL, High-street, Guildford, Solicitors to the said Administrator.

WILLIAM HOUGHTON FLINTAN, 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 claim or demand upon or against the estate of William Houghton Flintan, late of Ham House, Weybridge, in the county of Surrey, Seed Crasher and Oil Merchant (who died on the 11th day of August, 1870, and whose will was duly proved in the Principal Registry of Her Majesty's Court of Probate, on the 16th day of August, 1870, by William Henry Nolan, of No. 35, Berners-street, Oxford-street, Dental Surgeon, and Robert Flintan, of Francis Villa, Weybridge aforesaid, Engineer, the executors of the said deceased), are hereby required to send the particulars, in writing, of such claims and demands to the executors, at the office of the undersigned, Messrs. Wild and Barber, of No. 10½, Ironmonger-lane, Cheapside, London, their Solicitors, on or before the 23rd day of January next, after which day the said executors will proceed to distribute the assets of the said testator amongst the persons entitled thereto, according to the terms of the said will, having regard to the claims and demands only of which they shall have received notice. And notice is hereby further given, that 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 then have had notice.—Dated this 22nd day of November, 1870.

WILD and BARBER, No. 10½, Ironmonger-lane, Cheapside, Solicitors for the said Executors.

Mrs. MARY ANN LALOR, 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 persons having any claims or demands against or affecting the estate of Mary Ann Lalor, late of Holy Hill, Hampstead, in the county of Middlesex, Widow, deceased (who died on the 10th day of October, 1870, and whose will was proved on the 26th day of the same month of October, in the Principal Registry of Her Majesty's Court of Probate, by Ruth Banks, Spinster, and the Reverend Thomas Sadler, Ph.D.,

the executors named in the said will), are required to send particulars of their claims and demands to Edmund Burnard Squire, of No. 14, Great James-street, Bedford-row, in the county of Middlesex, the Solicitor of the said executors, on or before the 31st day of January next, at the expiration of which time the said executors will proceed to distribute the assets of the said testatrix among the parties entitled thereto, having regard only to the claims of which they, the said executors, shall then have had notice; and for the assets so distributed, or any part thereof, the said executors will not be liable to any person of whose debt, claim, or demand they shall not then have had notice. And all persons indebted to the estate of the said deceased are hereby requested forthwith to pay the amount of their respective debts to the undersigned, on behalf of the said executors.—Dated the 22nd day of November, 1870.

EDMD. BURNARD SQUIRE, Solicitor to the Executors.

WILLIAM HIGGS, Esq., 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."

NOTICE is hereby given, that all persons having any claims against the estate and effects of William Higgs, late of Saint Martin's, Stamford Baron, in the county of Northampton, and of Ombersley, in the county of Worcester, Esq. (who died on the 19th day of November, 1869, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 26th day of March, 1870, by John Thorpe, junior, of Market Deeping, in the county of Lincoln, Esq., one of the executors of the said will, power being reserved of making like grant to the other executor therein named), are hereby required to send, on or before the 16th day of December, 1870, particulars of their claims to me the undersigned; after which date the executor of the said William Higgs will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard to those claims only of which he shall then have had notice. And notice is hereby further given, that all persons who stood indebted to the said William Higgs at the time of his death are requested to pay the amounts of their respective debts forthwith to the said executor.—Stamford, 16th November, 1870.

By order,
THOMAS LAXTON, Solicitor.

RICHARD HAYWARD, 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 persons having any debt, claim, or demand against or upon the estate of Richard Hayward, late of Stillards-lane, in the parish of Alveston, in the county of Gloucester, Farmer, deceased, who died on the 20th day of August, 1870, and of whose goods, chattels, and credits, letters of administration were granted by the District Registry of Her Majesty's Court of Probate, at Gloucester, on the 16th day of September, 1870, to George Hayward, of Bedford-street, Gloucester, Book-keeper, and John Cobb, of Blackberry Farm, in the parish of Westerleigh, in the said county of Gloucester, Farmer, two of the nephews of the said deceased, are hereby required to send in particulars in writing of their claims to us the undersigned, the solicitors for the said administrators, on or before the 1st day of January next, at the expiration of which time the said George Hayward and John Cobb 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 they will not be liable for the assets so distributed to any person of whose debt or claim they shall not have had notice at the time of such distribution.—Dated this 22nd day of November, 1870.

WM. HORACE WRIGHT, of Wootton-under-Edge.

O. EDWD. THURSTON, of Thornbury.
Solicitors for the Administrators.

Pursuant to an Act of Parliament of the 22nd and 23rd years of the reign of Queen Victoria, 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 against or upon the estate of Jeremiah Pickard, late of Woodhouse, Leeds, in the county of York, Bricklayer, deceased (who died on the 16th day of March, 1870, and probate of whose will was granted by the Wakefield District Registry of Her Majesty's Court of Probate, on the 17th day of May, 1870, to the executors therein named), are hereby required to send particulars, in writing, of such claims or demands on or before the 16th day of December next, to the undersigned Thomas Simpson, at his office, No. 20, Albion street, in Leeds. And notice is hereby also given, that after the said 16th day of December next, the 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 have notice; and they will not be answerable or liable for the assets so distributed, or any part thereof, to any person or persons of whose claim or demand they shall not then have had notice.—Dated this 24th day of November, 1870.

THOS. SIMPSON, Solicitor to the Executors.

Pursuant to the Act of Parliament of the 22nd and 23rd years of the reign of Queen Victoria, 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 against the estate of Ann Timms, late of Leeds, in the county of York, Widow, deceased (who died on the 7th day of June, 1869, and probate of whose will was granted by the Wakefield District Registry of Her Majesty's Court of Probate, on the 18th day of October, 1870, to the executors therein named), are hereby required to send particulars, in writing, of such claims and demands, on or before the 31st day of December next, to the undersigned, Thomas Simpson, at his office, No. 20, Albion-street, Leeds. And notice is hereby also given, that after the said 31st day of December next, the said executor 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 notice; and they will not be answerable or liable for the assets so distributed, or any part thereof, to any person or persons of whose claim or demand they shall not then have had notice.—Dated this 24th day of November, 1870.

THOS. SIMPSON, Solicitor to the said Executors.

JOHN PORRITT, 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 claim or demand on or against the estate of John Porritt, late of Ainthorpe, in the parish of Danby, in the county of York, Gentleman, deceased, (who died on the 24th day of September, 1870, and whose will was proved on the 17th day of November, 1870, in the York District Registry of Her Majesty's Court of Probate by Thomas Newton, of Ughorpe, in the parish of Lythe, in the said county, Farmer, and John Tindall, of Castleton, in the parish of Danby, in the same county, Cordwainer, the executors named in the said will), are hereby required to send in particulars of their debts, claims, and demands upon or against the estate of the said deceased, to the said executors, at the office of Messrs. Gray and Pannett, No. 38, Flowergate, in Whitby, in the said county, on or before the 31st day of January, 1871, after which day the said executors will proceed to distribute the whole of the assets of the said testator among the parties entitled thereto, having regard only to the claims, debts, and demands of which the said executors shall then have had notice, and the said executors will not be answerable or liable for the assets, or any part thereof, so distributed, to any person of whose claims they shall not then have had notice.—Dated this 24th day of November, 1870.

GRAY and PANNETT, Solicitors to the said Executors.

POTTER, JOHN, Deceased.

Pursuant to 22nd and 23rd Vic., cap. 35, sec. 29.

NOTICE is hereby given, that all creditors and others having any claims against the estate of John Potter, late of the Thurlow Arms, Edward street, Brighton, Publican (who died on the 4th day of April 1870), are to send, in writing, the particulars of their claims to James Potter, to whom letters of administration of the estate of the deceased have been duly granted, under cover, to Messrs. Hill, Fitz Hugh, and Woolley, of No. 1, Pavilion-parade, Brighton, the Solicitors of the said administrator, on or before the 31st day of December, 1870, after which time the said administrator will distribute the assets of the intestate among the parties entitled thereto, having regard only to such claims as he shall then have notice.—Dated this 22nd day of November, 1870.

HILL, FITZ HUGH, and WOOLLEY, Solicitors for the said James Potter.

ANNE BURGIS, 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 Anne Burgis, late of the tything of Whistones, in the city of Worcester, Spinster (who died on the 13th day of September, 1870, and whose will, with two codicils thereto, were proved in the District Registry of Her

Majesty's Court of Probate at Worcester, on the 26th day of October last by John Parker, the surviving executor therein named) are hereby required to send the particulars in writing, of their debts, claims, and demands to be undersigned the Solicitors of the said executor, on or before the 25th day of December, 1870; and notice is hereby also given, that after the said 25th day of December next, the said executor will proceed to distribute the assets of the said Anne Burgis among the persons entitled thereto, having regard to the debts or claims only of which he shall then have had notice; and that the said executor will not be liable for the assets of the said deceased so distributed, or any part thereof, to any persons of whose claims or demands he shall not then have had notice.—Dated this 21st day of November, 1870.

PARKER, GOLDINGHAM, and CO., No. 49, Foregate-street, Worcester, Solicitors of the Executor.

EDMUND WILLIAM MAKEPEACE WILLIAMS, 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 persons having any claims or demands upon or against the estate of Edmund William Makepeace Williams, late of Douglas, in the Isle of Man, Esq. (who died on the 19th day of May, 1870, and of whose estate and effects letters of administration were granted by the Principal Registry of Her Majesty's Court of Probate on the 26th day of October, 1870), are hereby required to send, in writing, particulars of their claims or demands to the undersigned, the Solicitors of the administrator, on or before the 31st day of December, 1870; and notice is hereby also given, that after the said 31st day of December next, the administrator will proceed to distribute the assets of the said Edmund William Makepeace Williams, deceased, among the persons entitled thereto, having regard to the debts or claims only of which he shall then have had notice; and he will not be liable for the assets so paid, applied, or distributed, or any part thereof, to any person of whose claim he shall not then have had notice.—Dated this 21st day of November, 1870.

PARKER, GOLDINGHAM, and CO., No. 49, Foregate street, Worcester, Solicitors of the Administrator.

WILLIAM HENRY SPENCER ADCOCK, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vic., cap. 35 (being the "Act to further amend the Law of Property, and to relieve Trustees.")

NOTICE is hereby given, that all creditors and others having claims or demands on the estate of William Henry Spencer Adcock, late of Farndish, in the county of Bedford, Gentleman (who died on the 14th day of February, 1870, and whose will was proved in Her Majesty's Court of Probate, the Principal Registry, by the executors therein named, v.z., John Gaudern, of Esri's Barton, in the county of Northampton, Farmer, George Henry Rutland, of No. 27, Great Castle-street, in the county of Middlesex, Plumassier, and Stuart Archibald Moore, of Wharnccliffe Cottage, Greenhithe, in the county of Kent, Record Agent, on the 25th day of March, 1870), are required to send written particulars of such claims or demands to the said John Gaudern on or before the 31st day of December, 1870, after which date the said executors will be entitled to distribute the assets of the said deceased amongst the persons entitled thereto, having regard to the claims and demands only of which they shall have received notice; and that the said executors will not be liable for the assets so distributed in respect of any debt or claim of which they shall not have received notice; and all persons indebted to the estate of the said deceased, are required to pay the amount of their respective debts to the said John Gaudern forthwith.—Dated this 21st day of November, 1870.

BAILEY, SHAW, SMITH, and BAILEY, No. 5, Berners-street, Solicitors for the said Executors.

JAMES WEBBER, Esq., 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 all persons having any claim, debt or demand against or upon the estate of James Webber, late of No. 9, Sandfield place, Lewisham-road, Greenwich, in the county of Kent, Gentleman (who died on the 31st day of October, 1870, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 18th day of November, 1870, by Edward Atkinson, of No. 14, Belmont Hill, Lee, in the said county of Kent, Esq.), are hereby required to send in the particulars of their claims, debts, and demands to the undersigned the Solicitors of the said executor, at their office, No. 21, College-hill, in the city of London, on or before the

1st day of January, 1871, after which day the said executor will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims, debts, or demands of which he shall then have had notice; and the said executor will not be liable for any part of such assets to any person or persons of whose claim, debt, or demand he shall not then have had notice.—Dated this 22nd day of November, 1870.

WILDE, WILDE, BERGER, and MOORE,
No 21, College-hill, London, Solicitors for the said Executor.

In Chancery.—Between Theodore Heinrich Carl Bahre (a person of unsound mind), by Frederick Sieveking, his Curator and next friend (since deceased), and the said Frederick Sieveking and Carl Philipp Ferdinand Moring, Plaintiffs; and Cristobal de Murrieta, Mariano de Murrieta, Jose de Murrieta, Cristiano de la Quintana, Ricardo de la Quintana, and Herman Hoth and Edward Klawns, Joseph Hector Harouel, and Henry Cohen (when they shall respectively come within the jurisdiction of this Honourable Court), Defendants.—By Original and Amended Bill. And between Frederick Sieveking and Carl Philipp Ferdinand Moring, Plaintiffs; the above-named Defendants, Defendants.—By Order to Revive.

To the above-named Defendant Henry Cohen, TAKE notice, that the above-named plaintiffs, on the 11th day of November, 1870, issued a Subpœna to hear judgment in this cause, in the words and figures following; that is to say:—

“Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, to Henry Cohen, greeting.—We command you that you appear before his Lordship the Master of the Rolls, on the 12th day of December next, or whenever thereafter a certain cause now depending in Our High Court of Chancery, wherein Theodore Heinrich Carl Bahre (a person of unsound mind), by Frederick Sieveking, his Curator and next friend, and others, are complainants, and Cristobal de Murrieta and others are defendants, shall come on for hearing, then and there to receive and abide by such judgment and Decree as shall then or thereafter be made and pronounced upon pain of judgment being pronounced against you by default.—Witness Ourselves at Westminster, the 11th day of November, in the thirty-fourth year of Our reign.—ROMILLY, M.R.”

Indorsement.—The said Subpœna was issued by Messrs. Druce, Sons, and Jackson, of No. 18, Billiter-street, London, the Plaintiffs' Solicitors.

And further take notice, that the plaintiff will read, as their evidence at the hearing of this cause, the following; that is to say:—Twenty-five Orders made in this cause, dated respectively the 9th November, 1861, the 14th November, 1861, the 19th November, 1861, the 30th November, 1861, the 31st December, 1861, the 3rd January, 1862, the 6th February, 1862, the 3rd March, 1864, the 27th July, 1864, the 10th November, 1864, the 10th November, 1864, the 27th January, 1865, the 28th January, 1865, the 26th May, 1865, the 30th June, 1865, the 16th November, 1865, the 22nd May, 1866, the 29th June, 1866, the 20th November, 1866, the 7th December, 1866, the 6th September, 1867, the 9th April, 1868, the 7th November, 1868, the 6th August, 1869, the 22nd October, 1870, the affidavits of Julius Franks, Henry Roman Uthoff, and Francis Breuer, filed the 8th November, 1861, the affidavits of Louis Bahre and Otto Trummer, filed the 9th November, 1861, the affidavits of William Henry Windsor and Edward William Sykes Goodday, filed the 28th December, 1861, the affidavits of Alexander Devas Druce and Otto Trummer, filed the 1st January, 1862, an affidavit of Alexander Devas Druce, filed the 3rd March, 1864, the affidavit of Heinrich Anton Rudolph Brandis, and Carl Philipp Ferdinand Moring, filed the 30th May, 1864, an affidavit of William Webb Venn, filed the 1st June, 1864, two affidavits of Carl Philipp Ferdinand Moring, filed respectively the 18th July, 1864, and the 8th November, 1864, two affidavits of Samuel Wallace, filed respectively the 15th December, 1865, and the 16th November, 1866, four affidavits of Henry Muskett Yetts, filed respectively the 29th July, 1867, the 7th April, 1868, the 7th November, 1868, and the 10th November, 1870, eleven affidavits of Joseph Damian Coelho de Cavilla, Niconor Beittegui, Otto Trummer, Carl Philipp Ferdinand Moring, Heinrich Anton Rudolph Brandis, Henry Muskett Yetts, Robert Ormond Maugham, Edwin Henry Molynaux, Antonio Maria Molena, Otto Trummer, and a joint affidavit of Alexander Devas Druce and Henry Muskett Yetts, respectively, filed 3rd November, 1870, two Orders made in the suit of Bahre v. Hodgson, dated respectively the 9th May, 1861, and the 27th July, 1861, and two affidavits of Edward Bahre, respectively filed in the last mentioned suit on the 20th July, 1861, and limited administration of the

effects of the plaintiff Theodore Heinrich Carl Bahre, dated the 25th January, 1865, granted to Carl Philipp Ferdinand Moring by Her Majesty's Court of Probate in England.

And further also notice, that by an Order made in this cause, dated the 17th day of November, 1870, this Court did order that the plaintiffs be at liberty, on or before the 1st day of December next, to insert in the London Gazette a notice of such Subpœna to hear judgment having been issued, and of reading the evidence filed in this cause at the hearing; and that publication of such notice in manner aforesaid be deemed, from the time when the insertion thereof in the London Gazette should have been made, good service of the said Subpœna to hear judgment on you the defendant Henry Cohen.—Dated this 24th day of November, 1870.

DRUCE, SONS, and JACKSON, No. 18, Billiter-street, London, Plaintiffs' Solicitors.

Hoxton.—Freehold Houses and Shop.

TO be sold, pursuant to an Order of the High Court of Chancery, made in a cause Worsam v. Fox (with the approbation of the Vice-Chancellor Sir Richard Malins), in three lots, by Mr. Edward Tewson, of the firm of Debenham, Tewson, and Farmer (the person appointed by the Judge) at the Auction Mart Sale's Room, Tokenhouse-yard, Lothbury, in the city of London, on Tuesday, the 13th day of December, 1870, at two o'clock in the afternoon precisely.

A house and shop, No. 26, Felton-street, Hoxton, in the parish of St. Leonard, Shoreditch, let to Mr. Tite, at £30 per annum, and two adjoining houses, Nos. 27 and 28, Felton-street, let to Mr. Phillips and Mr. Lambert, at £28 12s. and £26 per annum respectively.

Particulars and conditions may be had of the Auctioneers, No. 80, Cheapside; of Messrs. Walters and Gush, Solicitors, No. 3, Finsbury-circus; Messrs. Freshfields, Solicitors, No. 5, Bank-buildings; and at the Auction Mart.

PURSUANT to a Decree of the High Court of Chancery, made in a cause between Betsy Anderson, plaintiff, against William Banton Gibson and another, defendants, the creditors of Henry Gibson, late of Runcorn, in the county of Chester, Iron Merchant and Ironmonger, who died in or about the month of July, 1870, a/c, on or before the 19th day of December, 1870, to send by post, prepaid, to Robert Davies, Esq., of Warrington, in the county of Lancaster, the Solicitor of William Banton Gibson, the administrator of the said Henry Gibson, 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 the 19th day of January, 1871, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 19th day of November, 1870.

PURSUANT to a Decree of the High Court of Chancery, made in a cause of Winn and others against Scott and another, the creditors of Charles Winn, late of Greenwich, in the county of Kent, and of Broad-street-court, in the city of London, Timber Merchant, deceased (who died on or about the 28th day of January, 1868), are, on or before the 19th day of December, 1870, to send by post, prepaid, to Mr. William Hine Haycock, of No. 4, College-hill, in the city of London, the Solicitor of the defendants, William Comer Scott and Thomas Isaac Large, the executors of the said Charles Winn, 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 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, in the county of Middlesex, on Monday, the 9th day of January, 1871, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated the 22nd day of November, 1870.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of John Ransom, deceased, and in a cause Mary Br-wtey, plaintiff, against George Crandon and another, defendants, the creditors of John Ransom, late of Royal Paddocks, Hampton Court, in the county of Middlesex, Stud Groom to Her Most Gracious Majesty, who died in or about the month of December, 1867, are, on or before the 21st day of December, 1870, to send by post, prepaid, to George Crofter, Esquire, of No. 81, Blackfriars-road, Southwark, in the county of Surrey, the Solicitor of the defendant, Sarah Harriet Crandon, the executrix of the said John Ransom, deceased, their Christian and surnames, addresses and de-

scriptions, 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 the 9th day of January, 1871, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 21st day of November, 1870.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Westley and others against Male and others, the creditors of Richard Male, late of South Sea House, King-ton, in the county of Cambridge, Esquire, who died in or about the month of February, 1869, are, on or before the 21st day of December, 1870, to send by post, prepaid, to Messrs. F. and T. Smith and Sons, of No. 15, Furnival's inn, Holborn, in the county of Middlesex, the Solicitor of the defendants, Ann Male, Edward Edmund Child, and Samuel Peed, the executrix and executors of the said Richard Male, 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 7th day of January, 1871, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 22nd day of November, 1870.

PURSUANT to a Decree of the High Court of Chancery, made in a cause William Garnett against George Garnett, and a cause John Ellis and another against Eliza Hayward (otherwise Eliza Orange, Spinster) and others, the creditors of John Orange, late of Queen-street, Portsea, in the county of Southampton, Chemist, who died in or about the month of February, 1867, are, on or before the 2nd day of January, 1871, to send by post, prepaid, to Messrs. Lewis, Munns, Nunn, and Longren, of No. 8, Old Jewry, in the city of London, the Solicitors of the defendant, George Garnett, the administrator, with the will annexed, 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 Rolls-yard, Chancery-lane, Middlesex, on Saturday, the 14th day of January, 1871, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 24th day of November, 1870.

PURSUANT to a Decree of the High Court of Chancery, made in the causes Stoffell v. Whitworth, and Whitworth v. Stoffell, the creditors of George Whitworth, late of Koth-rhitie, in the county of Surrey, Artificial Manure Manufacturer, who died in or about the month of September, 1868, are, on or before the 18th day of December, 1870, to send by post, prepaid, to Messrs. Sturmy and Digges, of Hithering-chambers, London-bridge, Surrey, the Solicitors of Anne Whitworth, the administratrix of the said George Whitworth, 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 Richard Malins, at his chambers, situated No. 3, Stone-buildings, Lincoln's-inn, Middlesex, on Tuesday, the 17th day of January, 1871, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 23rd day of November, 1870.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Henry Humphreys, deceased, and in a cause Iherwood v. Humphreys, the creditors of Henry Humphreys, late of the Gibraltar Tavern, Saint George's-road, Southwark, in the county of Surrey, Licensed Victualler, deceased, who died in or about the month of January, 1869, are, on or before the 14th day of December, 1870, to send by post, prepaid, to Messrs. Bolton and Grylls Hill, of No. Elm-court, Temple, the Solicitor of the defendant, Mary Humphreys, 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 Richard Malins, at his chambers, situated No. 3, Stone-buildings, Lincoln's-inn, Middlesex, on Saturday, the 10th day of

December, 1870, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 16th day of November, 1870.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of George Osborn, deceased, and in a cause Osborn v. Bachelor and another, 1870. O. No. 21, the creditors of George Osborn, late of Bedford, in the county of Bedford, Watchmaker (who died on or about the 10th day of June, 1870), are, on or before the 31st day of December, 1870, to send by post, prepaid, to Messrs. Mead and Daubeny, of No. 2, King's Bench-walk, Temple, in the city of London, the Solicitors for the defendants, William Bachelor and John Carter, 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 holding any security is to produce the same before the Vice-Chancellor Sir John Stuart, at his chambers, situated at No. 11, Old-square, Lincoln's-inn, Middlesex, on Tuesday, the 12th day of January, 1871, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 22nd day of November, 1870.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Edward Joseph Cole, Gentleman, deceased, and in a cause Cole against Cole, the creditors of Edward Joseph Cole, late of No. 86, Gloucester-terrace, Hyde Park, in the county of Middlesex, and of No. 2, New Broad-street, in the city of London, Gentleman, who died in or about the month of September, 1869, are, on or before the 9th day of December, 1870, to send by post, prepaid, to Mr. William Hines Smith, of No. 7, New-square, Lincoln's inn, Middlesex, of the firm of Richard and W. B. Smith, of the same place, the Solicitor of the said defendant, Edward Albert Cole, the administrator of the personal estate and effects of the said Edward Joseph Cole, 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 at No. 12, Old square, Lincoln's-inn, Middlesex, on Monday, the 19th day of December, 1870, at one o'clock in the afternoon, being the time appointed for adjudicating on the claims.—Dated this 18th day of November, 1870.

PURSUANT to a Decree of the High Court of Chancery, made in a cause J-wesbury against Howell, 1870. J. No. 74, the creditors of Josiah Thomas Howell, late of Tewkesbury, in the county of Gloucester, Accountant (who died in or about the month of June, 1866, are, on or before the 21st day of December, 1870, to send by post, prepaid, to Lindsey William Winterbotham, of Stroud, in the county of Gloucester, the Solicitor of the defendant, Thomas Joseph Howell, 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 at No. 13, Old-square, Lincoln's-inn, Middlesex, on Monday the 9th day of January, 1871, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated the 19th day of November, 1870.

PURSUANT to a Decree of the High Court of Chancery, made in two several causes wherein respectively Robert Parsonage and Henry Smith are plaintiffs, and Charles Smith defendant, and Charles Smith is plaintiff and Henry Smith and Robert Parsonage are defendants, the creditors of William Smith, late of No. 8, Claremont-place, Upper Grange-road, Bermondsey, in the county of Surrey, Gentleman, who died in or about the month of May, 1870, are, on or before the 31st day of December, 1870, to send by post, prepaid, to Allan Field, of No. 2, Suffolk-lane, London, E.C., the Solicitor of the said Robert Parsonage and Henry Smith, two 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 Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir John Stuart, at his chambers, situated at No. 11, Old-square, Lincoln's-inn, Middlesex, on the 11th day of January, 1871, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 23rd day of November, 1870.

PURSUANT to a Decree of the High Court of Chancery, made in a cause *Birkbeck v. McCollah*, the creditors of John Richard McCollah, late of Reeth, in the county of York, Surgeon, deceased, who died on the 8th day of March, 1865, are, on or before the 22nd day of December, 1870, to send by post, prepaid, to Mr. John Clark-on Birkbeck, of Hazel Brow, Reeth aforesaid, the Solicitor of the plaintiffs, John Clarkson Birkbeck and James Clarkson, the executors of the said John Richard McCollah, 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, No. 12, Old-square, Lincoln's-inn Middlesex, on Monday, the 9th day of January, 1871, at one o'clock in the afternoon, being the time appointed for adjudicating on the claims.—Dated this 22nd day of November, 1870.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Henry Marston, late of No. 2, Tor-villas, Campden-hill, Kensington, in the county of Middlesex, Distiller, deceased, and in a cause *Hay against Marston*, the creditors of the said Henry Marston, who died in or about the month of June, 1869, are, on or before the 24th day of December, 1870, to send by post, prepaid, to Mr. Joseph John Cridland, of No. 7, Lincoln's-inn-fields, in the county of Middlesex, the Solicitor of the defendant, Magdalen Eliza Marston, the administratrix 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 Bacon, at his chambers, situated No. 11, New-square, Lincoln's-inn, Middlesex, on Monday, the 11th day of January, 1871, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 22nd day of November, 1870.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Sir Charles Ashe Windham, and in a cause *Wallace against Windham*, 1870, W. No. 237, the creditors, residing within the jurisdiction of the Court, of Sir Charles Ashe Windham, late of Montreal, in the Dominion of Canada, North America, Commander-in-Chief of Her Majesty's Forces in Canada, K.C.B., who died on or about the 2nd day of February, 1870, are, on or before the 23rd day of December, 1870, to send by post, prepaid, to Peter Edward Hansell, of Norwich, in the county of Norfolk, Gentleman, the Solicitor of the defendant Dame Charlotte Jane Windham, 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 such creditor holding any security is to produce the same before his Honour the Vice-Chancellor Bacon, at his chambers, situated at No. 11, New-square, Lincoln's-inn, Middlesex, on the 15th day of January, 1871, at twelve of the clock at noon, being the time appointed for adjudicating on claims.—Dated this 21st day of November, 1870.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Sir Charles Ashe Windham, and in a cause *Wallace against Windham*, 1870, W. No. 237 the creditors, residing abroad, out of the jurisdiction of the Court, of Sir Charles Ashe Windham, late of Montreal, in the Dominion of Canada, North America, Commander-in-Chief of Her Majesty's Forces in Canada, K.C.B., who died on or about the 2nd day of February, 1870, are, on or before the 28th day of February, 1871, to send by post, prepaid, to Peter Edward Hansell, of Norwich, in the county of Norfolk, England, Gentleman, the Solicitor of the defendant, Dame Charlotte Jane Windham, the administratrix of the deceased, their Christian and surnames, in full, their addresses and descriptions, with the Christian and surname 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 such creditor holding any security is to produce the same before his Honour the Vice-Chancellor Bacon at his chambers, situated at No. 11, New-square, Lincoln's-inn, Middlesex, England, on the 15th day of March, 1871, at twelve of the clock at noon, being the time appointed for adjudicating on the claims.—Dated this 21st day of November, 1870.

PURSUANT to a Decree of the High Court of Chancery, made in a cause *Kirkby v. Hanson*, 1870, K. No. 59, the creditors of John Hanson, late of George-street,

Leeds, in the county of York, Ironmonger, who died on or about the 27th day of May, 1870, are, on or before the 23rd day of December, 1870, to send by post, prepaid, to Messrs. Middleton and Sons, of No. 32, Park-row, Leeds, in the county of York, the Solicitors of the defendant, Caroline Hanson, the administratrix with the will annexed of the said John Hanson, 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. 13, Old-square, Lincoln's-inn, Middlesex, on Wednesday, the 11th day of January, 1871, at twelve of the clock at noon, being the time appointed for the adjudicating on the claims.—Dated this 22nd day of November, 1870.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of John Mackinlay, late of Isleworth, in the county of Middlesex, deceased, and in a cause the *Oriental Commercial Bank Limited against Mackinlay*, the creditors of the above-named John Mackinlay, who died in or about the month of July, 1866, are, on or before the 23rd day of December, 1870, to send by post, prepaid, to George Brodie Clark, of the firm of Ruston and Clark, of Isleworth, in the county of Middlesex, the Solicitors of the defendants, the executors of the deceased, their Christian and surnames, addresses and descriptions, and the Christian and surnames of any partner or partners, 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 Bacon, at his chambers, situated No. 11, New-square, Lincoln's-inn, Middlesex, on Thursday, the 12th day of January, 1871, at twelve o'clock at noon being the time appointed for adjudicating on the claims.—Dated this 24th day of November, 1870.

The Bankruptcy Act, 1861.

In the Matter of a Deed made between William Grover and Henry Sheppard, of Portsea, in the county of Hants, trading in partnership as Wholesale Grocers and Provision Merchants, under the style or firm of Grover and Sheppard, at Portsea aforesaid, and their Creditors.

THE trustees of the estate of the above-named debtors hereby give notice that it is their intention, after the 9th day of December, 1870, to declare a Final Dividend on all the debts due from the debtors, either jointly or separately, which have either already been proved, or which may, before the said 9th day of December, 1870, be proved by affidavit or declaration of debt in the form prescribed by the Bankruptcy Act, 1861, and the Bankruptcy Amendment Act, 1868; and they further give notice that such proofs are to be sent to the undersigned, or to Messrs. Edmonson, Davies, and Co., of Portsea, in the county of Hants, Public Accountants, on behalf of the said trustees, and that all persons being creditors of the said debtors, either jointly or separately, who do not on or before such 9th day of December, 1870, 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 24th day of November, 1870.

LEWIS, MUNNS, NUNN, and LONGDEN, No. 8, Old Jewry, London, Solicitors to the Trustees.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution, passed on the 31st day of March, 1870, for Liquidation by Arrangement of the affairs of Richard Burchett, formerly of No. 43, Brompton-square, in the county of Middlesex, but then of No. 8, Bedford-road, Clapham, in the county of Surrey, Head Master of the Schools in connection with the Department of Science and Art, at South Kensington.

A FIRST DIVIDEND of 8d in the pound has been declared and may be received by creditors who have proved their debts, on application to the Trustees' Solicitors, Messrs. Ley and Scott, at No. 61, Carey-street, Lincoln's-inn, London, on the 5th, 6th, or 7th day of December, 1870, between the hours of eleven and three. Bills of Exchange or other securities, upon which proof has been made, must be produced on application for the Dividend.—Dated the 24th day of November, 1870.

WILLIAM LEY,
A. L. SIMKINS, Trustees.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Brown, of No. 5, All Saints-road, Nottingham hill, in the county of Middlesex, and of No. 4, Belzize Park-terrace, Belzize Park in the said county, Cheesemonger, Butcher, and Poulterer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 15, Doughty-street, Mecklenburgh-square, in the county of Middlesex, on the 9th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1870.

WM. PLAYTERS MOORE, No. 15, Doughty-street, Mecklenburgh-square, Attorney for the said William Brown.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Frost, of No. 10 Merchant-street, Bromley, near Bow, in the county of Middlesex, Lighterman.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my office, No. 15, Clifford's-inn, Fleet-street, in the city of London, on the 16th day of December, 1870, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1870.

EDMUND NEWMAN, No. 15, Clifford's-inn, Fleet-street, London, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Dodsworth Brown, of No. 137, Aldersgate-street, in the city of London, Manufacturer of Fancy Goods.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 137, Aldersgate-street, in the city of London aforesaid, on the 8th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1870.

GEORGE THOMAS SHARMAN, Attorney for the said John Dodsworth Brown.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Glanvill, of No. 25, Castle-street, Falcon-square, in the city of London, Trimming Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Howard and Co., No. 7, Poultry, in the city of London, Solicitors, on the 12th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1870.

EDWIN HOWARD, No. 7, Poultry, in the city of London, Attorney for the said George Glanvill.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Grimoldi, of No. 31, Brooke-street, Holborn, in the county of Middlesex, Optician.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Edward Adams, No. 9, Arthur-street West, London-bridge, in the city of London, on the 12th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1870.

E. ADAMS, Solicitor, No. 9, Arthur-street West, City.

The Bankruptcy Act, 1869.

In the London Court of Bankruptcy.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Francis William Pufford, of No. 1, Charles-place, Hertford-road, Kingsland-road, in the county of Middlesex, Baker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Joseph Perry, No. 2, Guildhall-chambers, Basinghall-street, in the city of London, on the 12th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1870.

JOSEPH PERRY, Attorney for the said Francis William Pufford.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Davey, of No. 22, Broadwall, Stamford-street, Southwark, in the county of Surrey.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Guildhall Coffee-house, Gresham-street, in the city of London, on the 16th day of December, 1870, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1870.

ALFRED MOSS, No. 15, Trinity-street, Southwark, Solicitor for Bankrupt.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Tarry, of No. 40, Manor-place, Walworth, in the county of Surrey, Cowkeeper and Dairyman.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Head and Coode, No. 29, Mark-lane, in the city of London, on the 13th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1870.

HEAD and COODE, No. 29, Mark-lane, London, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Smith, of No. 89, Wellington-road, Forest-gate, in the county of Essex, A turney's Clerk.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 17, Hatton-garden, in the county of Middlesex, on the 5th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 16th day of November, 1870.

E. F. MARSHALL, No. 12, Hatton-garden, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Bradley (trading as Bradley and Co.), of No. 51, Oxford-street, in the county of Middlesex, Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. W. J. White, Public Accountant, No. 33, King-street, Cheapside, in the city of London, on the 14th day of December, 1870, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1870.

ROBERT PECKHAM, of No. 17, Great Knight Rider-street, Doctors' Commons, Attorney for the said Samuel Bradley.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Fairhead, of No. 7, Borough-market, Southwark, in the county of Surrey, Seedsman, and of No. 70, High-street, Borough aforesaid.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Benjamin Nicholson, No. 7, Gresham-street, in the city of London, on the 8th day of December, 1870, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1870.

DOYLE and EDWARDS, Solicitors, No. 26, Carey-street, Agent for Henry Jones, of Colchester, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Aaron Varbetian, of Fishbury-chambers, London-wall, in the city of London, Merchant, trading under the style of Varbetian and Co.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Theobald Brothers, No. 14, Cornhill in the city of London, on the 12th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1870.

ROOKS, KEARICK, and HARSTON, No. 16, King-street, Cheapside, London, Attorneys for the said Aaron Varbetian.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Greenwich. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Kilman Smith, of No. 6, Foxbury-road, Brockley-road New Cross, in the county of Kent, Collector, formerly of No. 83, Guildford-road, South-street, Greenwich, in the said county of Kent, Stonemason.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at our offices, No. 134, Leadenhall-street, in the city of London, on the 5th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1870.

STOCKEN and JUPP, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Emanuel Manning, of Bexley Heath, in the county of Kent, Corn, Coal, and Timber Merchant

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Russell, Son, and Scott, No. 14, Old Jewry-chambers, London, on the 12th day of December, 1870, at one o'clock in the afternoon precisely.—Dated this 22nd day of November, 1870.

RUSSELL, SON, and SCOTT, No. 14, Old Jewry-chambers, London, Attorney for the said Emanuel Manning.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tonbridge Wells. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Blinkhorn the younger, of Horsmonden, in the county of Kent, Farmer and Hop Grower.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Rose and Crown Hotel, High-street, Tonbridge, Kent, on the 7th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1870.

THOMAS GOODWIN, No. 16, Mill street, Maidstone, Kent, Attorney for the said John Blinkhorn the younger.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tonbridge Wells. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Weston, of Mayfield, in the county of Sussex, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Walter Sprott, Attorney and Solicitor, at the Lower House, Mayfield, in the county of Sussex, on the 8th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1870.

WALTER SPROTT, Mayfield, Sussex, Attorney for the said Debtor, John Weston.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Kingston. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Pyne Westcott, of No. 3, Prospect place, Latcham-road, Staines, in the county of Middlesex, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Jenkins and Button, of No. 5, Tavistock-street, Strand, in the county of Middlesex, on the 20th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1870.

JENKINS and BUTTON, No. 5, Tavistock-street, Strand, Attorneys for the said Robert Pyne Westcott.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Guildford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick Edwards and Andrew Edwards, both of Farnham, in the county of Surrey, Ironmongers Plumbers, Glaziers, Painters, Gasfitters, Bell-hangers, and Tinplate Workers, and Copartners, trading under the style or firm of F. and A. Edwards.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Lion and Lamb Hotel, in the town of Farnham, in the county of Surrey, on the 14th

day of December, 1870, at twelve o'clock at noon precisely—Dated this 22nd day of November, 1870.

HENRY POTTER, of Farnham, Surrey, Attorney for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Guildford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John May, of the Bourne, Farnham, in the county of Surrey, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. W. H. Bawler, Solicitors, Station road, Aldershot, in the county of Hants, on the 2nd day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 17th day of November 1870.

JOHN MAY.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Davies, of Goldenhill, in the parish of Wolstanton, in the county of Stafford, Collier and Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Messrs. Cooper and Son's Office, John-street, Tunstall, on the 5th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1870.

COOPER and SON, John-street, Tunstall, Attorneys for the said John Davies.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hauley, Burslem, and Tunstall. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Dann, of Parliament-row, Hanley, in the county of Stafford, Tailor, Hatter, and Woollen Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 15, Cooper-street, Manchester, on the 14th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1870.

R. W. LITCHFIELD, Newcastle, Staffordshire, Attorney for the said Petitioner.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Bath. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Hayward, of Ford Mills, in the parish of North Wraxall, in the county of Wilts, Miller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Thomas Wilton, Solicitor, No. 2, Old King-street, Bath, on the 10th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1870.

THOS. WILTON, No. 2, Old King-street, Bath, Attorney for the said George Hayward.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Bath. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Cottle, of Camerton, in the county of Somerset, Bootmaker.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at No. 6, Northumberland-buildings, in the city of Bath, on the 30th day of November, 1870, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1870.

J. KILVERT BARTRUM, No. 6, Northumberland-buildings, Bath, Attorney for the said John Cottle.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Bath. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick Thomas Price, of the Saunbles, Bradford-on-Avon, in the county of Wilts, Hair Dresser, Dealer in Fancy Goods, and Tobacconist.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Registrar's Office, Abbey-street, Bath, on the 7th day of December, 1870, at one o'clock in the afternoon precisely.—Dated the 17th day of November, 1870.

ALFRED BEAVEN, Bradford-on-Avon, Wilts, Attorney for the said Frederick Thomas Price.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Wragg of Burgess-street, in Sheffield, in the county of York, Spring Knife Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Freison, Solicitor, Bank-street, Sheffield, on the 5th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1870.

WILLIAM FRETSON, Attorney for the said John Wragg.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Wood and William Blake, of Church-street, Manningham, in the parish of Bradford, in the county of York, Boot and Shoe Makers, carrying on business under the style of Wood and Blake.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at our offices, of Mr. James Rhodes, Solicitor, No. 7, Duke-street Bradford, in the county of York, on the 7th day of December, 1870, at four o'clock in the afternoon precisely.—Dated this 18th day of November, 1870.

JAMES RHODES, Attorney for the said James Wood and William Blake.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Briggs, of Low-street, in Keighley, in the county of York, Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices in Market-street, in Bradford, in the county of York, on the 5th day of December, 1870, at ten o'clock in the forenoon precisely.—Dated this 23rd day of November, 1870.

JAMES HARGREAVES, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Stevenson, of No. 72, Cobourg-street, in Leeds, in the county of York, Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Peter Kerr Chesney, of De-whirst's-buildings, Manchester-road, in Bradford, in the county of York, Accountant, on the 8th day of December, 1870, at ten o'clock in the forenoon precisely.—Dated this 23rd day of November, 1870.

THOS. PEEL, No. 129, Chapel-lane, in Bradford aforesaid, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Shillito, of No. 60, Meadow-road, Leeds, in the county of York, Painter and Paper Hanger.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Fawcett and Malcolm, Solicitors, No. 20, Park-row, Leeds, on the 13th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1870.

FAWCETT and MALCOLM, No. 20, Park-row, Leeds, Attorneys for the said George Shillito.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Dewsbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Dan Stubby, of Batley, in the county of York, Waste Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of me, the undersigned, Joseph Ibberson, of Dewsbury, in the said county, on the 7th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1870.

JO. IBBERSON, Dewsbury, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Dewsbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Thompson Tillotson, of Victoria-road, in Dewsbury, in the county of York, Grocer and Bread Baker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of James Gwynne Hutchinson, situate in Piccadilly-chambers, Piccadilly, in Bradford, in the county of York, on the 8th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1870.

JAS. G. HUTCHINSON, Piccadilly-chambers, Piccadilly, Bradford, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Hesselden, of Raglan-street, Pellon lane, Halifax, in the county of York, Joiner and Cartwright.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Norris and Foster, No. 18, Crossley-street, Halifax aforesaid, on the 30th day of November, 1870, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1870.

NORRIS and FOSTER, Attorneys for the said William Hesselden.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Barnsley. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edwin Harrison, of Dodworth-road, and Queen-street, in Barnsley, in the county of York, Hatter and Hosiery.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Tyas and Harrison, Solicitors, Nos. 3 and 4, Regent-street, in Barnsley, in the said county, on the 28th day of November, 1870, at eleven o'clock in the forenoon precisely.—Dated this 16th day of November, 1870.

JOHN TYAS, Regent-street, Barnsley, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Jarvis Valentine, of No. 8, Smallbrook-street, Birmingham, in the county of Warwick, Milliner and Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Joseph Rowlands, No. 8, Ann-street, Birmingham aforesaid, on the 16th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1870.

JOSEPH ROWLANDS, No. 8, Ann-street, Birmingham, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Hendreu, of No. 13, Victoria-street, Birmingham, in the county of Warwick, Manufacturer of Electro Plated Ware.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Crowther Davies, No. 25, Bennet's-hill, Birmingham on the 7th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1870.

CROWTHER DAVIES, Solicitor, Birmingham.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Bolton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Killroy, of No. 5, King-street, Bolton, in the county of Lancaster, Provision Dealer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 14, Exchange-street East, Bolton aforesaid, on the 30th day of November, 1870, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1870.

C. WILSON DAWSON, No. 14, Exchange-street East, Bolton, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Hamer and Samuel Howarth, of Swinton, in the county of Lancaster, Builders, Dealers, and Chapmen, carrying on business in copartnership together under the style or firm of Hamer and Howarth.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Messrs. Earle, Son, Orford, Earle, and Milne, Solicitors, No. 44, Brown-street, Manchester, in the county of Lancaster, on the 12th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1870.

EARLE, SON, ORFORD, EARLE, and MILNE,
No. 44, Brown-street, Manchester, Attorneys for
the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Dixon and Launcelot Dixon, both of No. 6, Dale-street, Liverpool, in the county of Lancaster, Merchants, carrying on business in partnership under the firm of William Dixon and Company.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the office of Messrs. Harmood, Banner, and Son, Public Accountants, of No. 24, North John-street, Liverpool aforesaid, on the 12th day of December, 1870, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1870.

LOWNDES, THORNELLY, and ARCHER No. 3,
Brunswick-street, Liverpool, Attorneys for the said
Debtors.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Dixon and Launcelot Dixon, both of No. 6, Dale-street, Liverpool, in the county of Lancaster, Merchants, carrying on business in partnership under the firm of William Dixon and Company.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named William Dixon has been summoned to be held at the offices of Messrs. Harmood, Banner, and Son, Public Accountants, of No. 24, North John-street, Liverpool aforesaid, on the 12th day of December, 1870, at one o'clock in the afternoon precisely.—Dated this 21st day of November, 1870.

LOWNDES, THORNELLY, and ARCHER No. 3,
Brunswick-street, Liverpool, Attorneys for the said
Debtors.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors instituted by William Dixon and Launcelot Dixon, both of No. 6, Dale-street, Liverpool, in the county of Lancaster, Merchants, carrying on business in partnership under the firm of William Dixon and Company.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Launcelot Dixon has been summoned to be held at the office of Messrs. Harmood, Banner, and Son, Public Accountants, of No. 24, North John-street, Liverpool aforesaid, on the 12th day of December, 1870, at a quarter-past one o'clock in the afternoon precisely.—Dated this 21st day of November, 1870.

LOWNDES, THORNELLY, and ARCHER No. 3,
Brunswick-street, Liverpool, Attorneys for the
said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Walker, of the Tarleton Hotel, No. 30, Tarleton-street, Liverpool, in the county of Lancaster, Licensed Victualer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Thomas Ety, Attorney-at-Law, No. 22, Unity-buildings, No. 22, Lord-street, Liverpool, on the 9th day of December, 1870, at four o'clock in the afternoon precisely.—Dated this 22nd day of November, 1870.

THOS. ETTY, No. 22, Lord-street, Liverpool, At-
torney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Murdoch and William Thompson, of Nos. 2 and 4, Greek-street, Liverpool, in the county of Lancaster, Tailors and Drapers, and Copartners, trading under the firm of Murdoch and Thompson.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Mr. Thomas Ety, Attorney-at-Law, No. 22, Unity-buildings, No. 22, Lord-street, Liverpool, on the 12th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1870.

THOS. ETTY, No. 22, Lord-street.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Aylaud and Henry James, of the city of Manchester, Yarn Agents and Manufacturers of Fancy Goods.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named Samuel Aylaud has been summoned to be held at the offices of Messrs. Cobbett, Wheeler, and Cobbett, No. 61, Brown-street, Manchester aforesaid, on the 8th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1870.

COBBETT, WHEELER, and COBBETT, No. 61,
Brown-street, Manchester, Attorneys for the said
Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Dickinson, of No. 53, Cannon-street, Manchester, in the county of Lancaster, Merchant and Woollen Shirt Manufacturer.

NOTICE is hereby given, that a Third General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John William Addleshaw, Solicitor, No. 67, King-street, Manchester, on the 30th day of November, 1870, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1870.

J. W. ADDLESHAW, No. 67, King-street, Man-
chester, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Kearsley, late a member of the firm of George Kearsley and Company, carrying on business in the city of Manchester and the city of York, as Carriage Builders, but now of the city of Manchester aforesaid, out of business.

NOTICE is hereby given, that a First General Meeting of the creditors of the above named person has been summoned to be held at the offices of me the undersigned, on the 8th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1870.

CHAS. KEARSLEY, Somerset-buildings, No. 19,
Brazennose-street, Manchester, Solicitor for the
said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Arthur Humphrys, of No. 37, Cross-street, in the city of Manchester, Solicitor, lately carrying on business in copartnership with Frederick James Munby, under the style or firm of Humphrys and Munby, and now residing at Bank House, in the parish of Buglawton, in the county of Chester, and lately residing at South Bank, Penul-ton, in the county of Lancaster.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Rowley, Page, and Rowley, No. 2, Clarence-buildings, Booth-street, in the city of Manchester, on the 12th day of December, 1870, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1870.

ROWLEY, PAGE, and ROWLEY, No. 2, Clarence-
buildings, Booth-street, Manchester, Attorneys for
the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Hudson, of No. 4, Smedley-road, and of No. 24, Apollo-street, both in the parish of Manchester, in the county of Lancaster, Maker-up and Finisher.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Blain and Chorlton, Solicitors, No. 32, Brazennose-street, in the city of Manchester, in the county of Lancaster, on the 12th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1870.

THOMAS CHORLTON, No. 32, Brazennose-street, Manchester, Solicitor in the above proceedings.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Angus Wood, of Rogers-street, Red-bank, Manchester, in the county of Lancaster, Boot and Shoe Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Mr. John William Addleshaw, Solicitor, No. 67, King-street, Manchester, on the 7th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1870.

JN ADDLESHAW, No. 67, King-street, Manchester, Attorney for the said Angus Wood.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Bradley, of Normandy, in the county of York, lately a Horse Dealer and Farmer, and now a Driver of a Passenger Omnibus.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Lees Dobson, Attorney, No. 36, Gosford-street, Middlesborough, on the 8th day of December, 1870, at one o'clock in the afternoon precisely.—Dated this 16th day of November, 1870.

WM. LEES DOBSON, Attorney for the said John Bradley.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Patrick Prior, of Stockton, in the county of Durham, Innkeeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. W. M. Best, Solicitor, No. 63, High-street, Stockton aforesaid, on the 5th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1870.

W. M. BEST, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Portsmouth.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Francis Smith, of No. 122, High-street, Portsmouth, in the county of Southampton, Tobaccoist and Dealer in Fancy Goods.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 21, Saint George's-square, Portsea, in the county of Southampton, on the 8th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1870.

AUG. B. CHAMP, Attorney for the said George Francis Smith.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by the Honourable Byron Charles Ferdinand Plantagenet Cary, of Teignmouth in the county of Devon, a retired Captain in Her Majesty's Navy.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Whidborne and Tozer, Solicitors, Teignmouth, on the 9th day of December, 1870, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1870.

TERRELL and PETHERICK, Attorneys for the said Byron Charles Ferdinand Plantagenet Cary.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Monk Smyth, of No. 102, Fore-street, in the city of Exeter, Clothier and Outfitter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Harris and Wreford, Public Accountants, Gandy-street, in the city of Exeter, on the 9th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1870.

MERLIN FRYER, Attorney for the said Charles Monk Smyth.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Banbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick Hart, of Banbury, in the county of Oxford, Upholsterer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the White Lion Hotel, in Banbury, in the county of Oxford, on the 6th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1870.

A. WILSON, Attorney for the said Frederick Hart.

The Bankruptcy Act, 1869.

In the County Court of Monmouthshire, holden at Tredegar.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Roberts, of Brynmawr, in the county of Brecon, Hotel Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. George Albert Jones, Frogmore-street, Abergavenny, in the county of Monmouth, on the 13th day of December, 1870, at one o'clock in the afternoon precisely.—Dated this 21st day of November, 1870.

GEORGE ALBERT JONES, Abergavenny, Monmouthshire, Attorney for the said Thomas Roberts.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Cardiff.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Thomas, formerly of Ystrad, near Pontypridd, in the county of Glamorgan, Builder and Contractor and now and for the last six months in lodgings at No. 4, Planet-street, Spotlands, near Cardiff, in the said county, Journeyman Carpenter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Wyndham Hotel, Canton, near Cardiff, on the 12th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1870.

THOMAS THOMAS.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Bolgani, of Upton-on-Severn, in the county of Worcester, Draper, General Dealer and Chapman.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. W. H. Williams and Co., Public Accountants, Exchange-buildings, Bristol, on the 1st day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1870.

ALFRED BRITTAN, Albion-chambers, Bristol, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Norwich.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick Walter King, of Great Ellingham, in the county of Norfolk, Grocer, Tea Dealer, and Draper, Dealer in Bread and Flour, and General-shop Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the County Court Office, Norwich, situate in Redwell-street, in the city of Norwich, on the 13th day of December, 1870, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1870.

HENRY FELHAM, Hingham, Norfolk, Attorney in the matter of the Petition.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Cliff, late of York-street, Stourport, in the county of Worcester, Grocer and Provision Dealer, and now of the parish of Eastnor, in the county of Hereford, Storekeeper of the Eastnor Provident Co-operative Society.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. James Tree, No. 14, Broad-street, Worcester, on the 30th day of November, 1870, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1870.

JAS. TREE, No. 14, Broad-street, Worcester, Attorney for the said William Cliff.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Dick and William George Dick, of No. 29, Bedford-street, North Shields, in the county of Northumberland, carrying on business there in copartnership, under the style or firm of William Dick and Co., as Dealers in and Makers of Boots and Shoes.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Mr. Joseph George Joel, No. 24, Market-street, Newcastle-upon-Tyne, on the 2nd day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1870.

JOSH. GEO. JOEL, No. 24, Market-street, Newcastle-upon-Tyne, Attorney for the said William Dick and William George Dick.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle-upon-Tyne.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Peter Simpson the elder, William Simpson, Robert Simpson, and Peter Simpson the younger, of Annfield Plain, in the county of Durham, carrying on business there in copartnership together, as Grocers and Provision Dealers.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named persons has been summoned to be held at No. 23, Grainger-street, Newcastle-upon-Tyne, on the 1st day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1870.

ALLAN and DAVIES, No. 23, Grainger-street, Newcastle-upon-Tyne, Attorneys for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Ebenezer Gibbon, of No. 4, North-street, Saville-row, and No. 107, Percy-street, both in the borough and county of Newcastle-upon-Tyne, Cooper.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Joseph George Joel, No. 24, Market-street, Newcastle-upon-Tyne, on the 30th day of November, 1870, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1870.

JOSH. GEO. JOEL, No. 24, Market-street, Newcastle-upon-Tyne, Attorney for the said Ebenezer Gibbon.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Hannah Stewart, late of Hebburn, in the county of Durham, Ice-keeper, and now of Jarrow, in the said county of Durham, out of business.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Hoyle, Shipley, and Hoyle, Solicitors, No. 33, Mosley-street, Newcastle-upon-Tyne, on the 9th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1870.

HOYLE, SHIPLEY, and HOYLE, No. 33, Mosley-street, Newcastle-upon-Tyne, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Hallfield Booth, of No. 18, Lincil-street, in the city of Lincoln, Butcher.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Williams, No. 14, Silver-street, Lincoln, on the 29th day of November, 1870, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1870.

JNO. WILLIAMS, No. 14, Silver-street, Lincoln, Attorney for the said Hallfield Booth.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Gray, of Clifton, in the county of Nottingham, Farmer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. George Belk, No. 6, High-pavement, Nottingham, on the 5th day of December, 1870, at twelve o'clock at noon precisely.—Dated the 23rd day of November, 1870.

GEORGE BELK, No. 6, High-pavement, Nottingham, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Denbighshire, holden at Wrexham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Isaac Jones, of Ruthin, in the county of Denbigh, Boot and Shoe Maker.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the Queen Hotel, in the city of Chester, on the 3rd day of December, 1870, at twelve o'clock at noon precisely.—Dated this 19th day of November, 1870.

MARCUS LOUIS, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Richard Tomlinson, of the city of Gloucester, Banker's Clerk.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Bell Hotel, in Southgate-street, in the city of Gloucester aforesaid, on the 9th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1870.

ROBERT BYGOTT, Sandbach, Cheshire, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cumberland, holden at Cocker-mouth.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Bell, of Maryport, in the county of Cumberland, Grocer and Auctioneer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. John Mason, Solicitor, No. 67, Duke-street, in Whitehaven, on the 8th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1870.

JOHN MASON, No. 67, Duke-street, Whitehaven, Attorney for the said John Bell.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Pauler Noble, residing at No. 36, High West-street, Gateshead, in the county of Durham, and carrying on business at Nos. 180 and 206, High-street, Gateshead aforesaid, and also at No. 50, Hinde-street, in the town and county of Newcastle-upon-Tyne, Boot and Shoe Manufacturer, and Dealer in Boots and Shoes.

UPON sufficient cause this day shown, to the satisfaction of the Court, the General Meeting of creditors in this matter summoned for Wednesday, the 30th day of November, 1870, is hereby directed to be held at the Great Northern Hotel, Wellington-street, Leeds, in lieu of the place originally named; and hereof let notice be given forthwith.—Dated this 21st day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Aberdare.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Davies, of Waterloo House, being Nos. 16 and 17, Commercial-place, in the town and parish of Aberdare, in the county of Glamorgan, Linen and Woollen Draper, and Beerhouse Keeper.

UPON sufficient cause this day shown to the satisfaction of the Court, the General Meeting of creditors in this matter summoned for Friday, the 2nd day of December, 1870, is hereby directed to be held at the offices of Barbard, Thomas. Tripe, and Co., Albion-chambers, Bristol, on Friday, the 2nd day of December, 1870, at two o'clock, P.M., in lieu of the place originally named. And hereof let notice be given forthwith, and that the costs of and incidental to such removal be paid out of the estate.—Dated this 22nd day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Banbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors instituted by Thomas Andrews, of Blockley, in the county of Worcester. Cattle Dealer.

UPON sufficient cause this day shown, to the satisfaction of the Court, the General Meeting of Creditors in this matter, summoned for the 30th day of November, 1870, at the office of Mr. Alfred Baldwin East, Solicitor, No. 9, Colmore-row, Birmingham, in the county of Warwick, is hereby directed to be held at the Unicorn Inn, Stow-on-the-Wold, in the county of Gloucester, at ten o'clock in the forenoon, on the said 30th day of November, 1870, in lieu of the place originally named. And hereof let notice be given forthwith.—Dated this 18th day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Monk Smyth, of No. 102, Fore-street, in the city of Exeter, Clothier and Outfitter.

UPON sufficient cause this day shown, to the satisfaction of the Court, the General Meeting of creditors in this matter, summoned for Friday, the 9th day of December, 1870, is hereby directed to be held at the Lion Hotel, Broad-street, in the city of Bristol, on the said 9th day of December, 1870, at two o'clock in the afternoon, in lieu of the place originally named; and hereof let notice be given forthwith.—Dated this 24th day of November, 1870.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred White, of No. 76, St. John-street-road, in the county of Middlesex, Grocer and Cheesemonger.

THE creditors of the above-named Alfred White who have not already proved their debts, are required, on or before the 2nd day of December, 1870, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Charles Warwick, of No. 25, Bucklersbury, in the city of London, Public Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1870.

CHARLES WARWICK, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Peter McVicker, of The Nell Gwynne Public House, No. 1, Grosvenor-row, Piccadilly, in the county of Middlesex, Licensed Victualler and Builder.

THE creditors of the above-named Peter McVicker, who have not already proved their debts are required, on or before the 3rd day of December, 1870, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Charles James Singleton, of No. 46, Southampton-buildings, in the county of Middlesex, the Trustee under this liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1870.

C. J. SINGLETON, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph and Henry Butterworth, of No. 110, High-street, Shoreditch, in the county of Middlesex, Wholesale and Retail Grocers.

THE creditors of the above-named Joseph and Henry Butterworth who have not already proved their debts, are required, on or before the 2nd day of December,

1870, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Charles Warwick, of No. 25, Bucklers-bury, in the city of London, Public Accountant, the trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1870.

CHARLES WARWICK, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Howell Clark, of Guildhall-street, Bury-St.-Edmunds, in the county of Suffolk, Grocer and Tallow Chandler.

THE creditors of the above-named Edward Howell Clark who have not already proved their debts are required, on or before the 3rd day of December, 1870, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, John Daniel Viney, of No. 99, Cheapside, in the city of London, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1870.

J. D. VINEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Roberts, of Clock-haton, in the county of York, Cardmaker.

THE creditors of the above-named John Roberts, who have not already proved their debts, are required, on or before the 5th day of December, 1870, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, William Townsend, of Hightown, Millbridge, near Normanton, Currier, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1870.

WM. TOWNEND, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Westmoreland, holden at Kendal. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Elizabeth Morris, of No. 1, Springfield-villa, Kendal, in the county of Westmoreland, Lodging-house Keeper, a Widow.

THE creditors of the above-named Elizabeth Morris who have not already proved their debts, are required, on or before the 5th day of December, 1870, to send their names and addresses, and the particulars of their debts or claims, to me the undersigned, James Harrison, of Kendal, in the county of Westmoreland, Grocer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1870.

JAMES HARRISON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Brauford, of High-street, Charlton, Dover, in the county of Kent, Plumber, Glazier, and Painter.

THE creditors of the above-named Henry Brauford, who have not already proved their debts, are required, on or before the 30th (and not 13th, as erroneously printed in last Gazette) day of November, 1870, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned William Rutley Mowll, of Dover aforesaid, Coal Merchant the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 15th day of November, 1870.

W. R. MOWLL, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Neath. In the Matter of William Davies, of Neath, in the county of Glamorgan, Builder and Contractor.

THE creditors of the above-named William Davies who have not already proved their debts, are required, on or before the 5th day of December, 1870, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Williams, of Neath, in the county of Glamorgan, Timber Merchant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1870.

THOMAS WILLIAMS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Tyas, of Uppermill, Saddleworth, in the county of York, Tinner.

THE creditors of the above-named Joseph Tyas, who have not already proved their debts, are required, on or before the 2nd day of December, 1870, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, James Brooke, of No. 39, New-street, Huddersfield, in the county of York, Manufacturer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1870.

JAMES BROOKE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Cardiff. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Bowden and William John Gaskell, of Cardiff, in the county of Glamorgan, Corn, Beer, Cider, and General Merchants, and co-partners, trading under the style of John Bowden and Company.

THE creditors of the above-named John Bowden and William John Gaskell who have not already proved their debts, are required, on or before the 7th day of December, 1870, to send their names and addresses and the particulars of their debts or claims to me the undersigned, William Courtenay Clarke, of No. 4, Crockherbrown, Cardiff, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1870.

W. COURTENAY CLARKE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Edward Hopewell, in lodgings at No. 4, Birch-terrace, Uppertorpe, near Sheffield, in the county of York, and of Canton Works, Uppertorpe aforesaid, Polishing Paste Manufacturer.

THE creditors of the above-named Edward Hopewell who have not already proved their debts, are required, on or before the 3rd day of December, 1870, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Charles Colgrave, of St. James'-row, Sheffield, in the county of York, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 15th day of November, 1870.

CHARLES COLGRAVE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Zechariah Whitehead, late of Infirmary-road, but now of Hillsbro', in the parish of Sheffield, in the county of York, Quarry Owner.

THE creditors of the above named Zechariah Whitehead who have not already proved their debts, are required, on or before the 16th day of December, 1870, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Charles Colgrave, of St. James'-row, Sheffield, in the county of York, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1870.

CHARLES COLGRAVE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, by Klaas Pauw and Rudolph Schneider, of No. 39, Lower Mosley-street, in the city of Manchester, in the county of Lancaster, Merchants, carrying on business under the style or firm of Pauw, Schneider, and Co.

THE creditors of the above-named Klaas Pauw and Rudolph Schneider, who have not already proved their debts, are required, on or before the 5th day of December next, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, James Halliday, of No. 25, Booth-street, in the city of Manchester, Public Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1870.

JAS. HALLIDAY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Lynas Gray, of No. 2, Mathew-street, Liverpool, in the county of Lancaster, Provision Merchant.

THE creditors of the above named John Lynas Gray, who have not already proved their debts, are required, on or before the 3rd day of December, 1870, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned Thomas William Read, of No. 30, Castle-street, Liverpool, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1870.

T. W. READ, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Wakefield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert John Harrison, of Goole, in the county of York, Builder, Joiner, and Cabinet Maker.

THE creditors of the above-named Robert John Harrison, who have not already proved their debts, are required, on or before the 5th day of December next, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Israel Jackson the younger, of Goole, in the county of York, Watchmaker, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1870.

ISRAEL JACKSON, Jun, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Southampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Barnes, of Winchester, in the said county, Brewer.—In Liquidation.

THE creditors of the above-named George Barnes who have not already proved their debts, are required, on or before the 5th day of December, 1870, to send their names and addresses, and the particulars of their debts or claims, to me the undersigned, Hugh Wyeth, of Hyde-street, Winchester aforesaid, Brewer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1870.

HUGH WYETH, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Guildford. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Locker, of Farnham, in the county of Surrey, and also of Aldershot, in the county of Hampshire, China and Glass Dealer.

THE creditors of the above-named William Locker who have not already proved their debts, are required, on or before the 7th day of December, 1870, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, William Comben Harvey, of No. 18, Coleman-street, in the city of London, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1870.

M. C. HARVEY.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition instituted, by David Cover Brann, of Ramsgate, in the county of Kent, Victualler.

THE creditors of the above-named David Cover Brann, who have not already proved their debts are required, on or before the 3rd day of December next, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, George Burgess, of Ramsgate, in the county of Kent, Banker, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1870.

GEORGE BURGESS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Jowett, of Havelock-street and Townhall-lane, in the borough of Leicester, Boot and Shoe Manufacturer and Draper, trading as Thomas Jowett and Co.

THE creditors of the above-named Thomas Jowett, who have not already proved their debts, are required, on or before the 5th day of December, 1870,

to send their names and addresses, and the particulars of their debts or claims, to me the undersigned, Henry Tarratt, of No. 10, Market-street, Leicester, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend promised to be declared.—Dated this 23rd day of November, 1870.

HENRY JARRATT, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Edwin Boardman, of No. 15, Cowley-place, Cowley-road, Brixton, in the county of Surrey, late a Collector of the Great Central Gas Company, of No. 28, Coleman-street, in the city of London.

RICHARD CHARLES FOX the younger, of Clattern Wharf, Kingston-on-Thames, in the county of Surrey, Merchant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Norman, of the Queen's Head Hotel, Queen's-road, Brighton, in the county of Sussex, Hotel Keeper and Vicualler.

FREDERICK COWELL, of No. 67, High-street, Borough, in the county of Surrey, Wine and Whiskey Merchant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 14th day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Sampson, of Bradford, in the county of York, Stuff Finisher.

M^R. HENRY IBBOTSON, of Bradford, in the county of York, has been appointed Trustee of the property of the said Henry Sampson. All persons having in their possession any of the effects of the said Henry Sampson must deliver them to the trustee, and all debts due to the said Henry Sampson must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 8th day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Carnarvonshire, holden at Bangor. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Radcliffe, of the Albion Hotel, Bodfor-street, Rhyl, in the county of Flint, Innkeeper and Spirit Merchant.

THOMAS JONES, of No. 204, High-street, in the city of Bangor, Commission Agent, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 23rd day of November, 1870.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of a Petition for Liquidation by Arrangement or Composition with creditors, instituted by Herbert Newton Saunders, of Peterborough, in the county of Northampton, Ironmonger.

A DIVIDEND is intended to be declared in this matter. Creditors who have not proved their debts by the 5th day of December, 1870, will be excluded.—Dated this 21st day of November, 1870.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of a Petition for Liquidation by Arrangement or Composition with creditors, instituted by John Lindeman, of North-sreet, Bourne, in the county of Lincoln, Ironmonger.

A DIVIDEND is intended to be declared in this matter. Creditors who have not proved their debts by the 5th day of December, 1870, will be excluded.—Dated this 21st day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tunbridge Wells. To John William Malm, formerly of Hounslow, in the county of Middlesex, since of Aldershot, in the county of Surrey, and now of No. 3, Mount Ephraim-road, Tunbridge Wells, in the county of Kent, a Lieutenant in the 5th (Royal Irish) Lancers.

In the Matter of a Debtor's Summons issued against you by Lewis Llewellyn Calisher, of No. 13, Piccadilly, in the county of Middlesex, Bill Discounter.

TAKE notice, that a Debtor's Summons having been granted against you by this Court, the Court has ordered that the publication of this notice in the London Gazette shall be deemed to be service of such Summons on you on the seventh day after such publication. The Summons can be inspected by you on application to this Court.—Dated this 22nd day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester.

To Henry James Lancefield, of No. 5, Napier-terrace, Sheerness, in the county of Kent.

TAKE notice, that a Bankruptcy Petition has been presented against you to this Court by Henry Leguiden, of No. 23, London-street, Greenwich, in the county of Kent, Tobaccoist's Manager, and Eliza Lancefield, of Bridge-street, Canterbury, in the same county, Spinster, executrix and executrix of the last will and testament of George Lancefield, deceased, and the Court has ordered that the publication of this notice in the London Gazette shall be deemed to be service of the Petition upon you; and further take notice that the said Petition will be heard at this Court, on the 14th day of December, 1870, at twelve o'clock at noon, on which day you are required to appear, and if you do not appear the Court may adjudge you bankrupt in your absence. The Petition can be inspected by you on application at this Court.—Dated this 21st day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Greenwich.

To William Dalziel, late of No. 9, Chandos-place, Creek-road, Depford, in the county of Kent, Copper-smith and Brass Founder.

TAKE notice, that a Bankruptcy Petition has been presented against you to this Court, by Samuel Gardiner, Charles Edward Mackintosh, and John Thomas De Vereux Mackintosh, Copartners, trading as Gardiner and Mackintoshes, of the Railway Foundry, Brighton Railway Station, New Cross, in the county of Kent, Engineers, Millwrights, and Boiler Makers, and the Court has ordered that the publication of this notice in the London Gazette shall be deemed to be service of the Petition upon you. And further take notice, that the said Petition will be heard at this Court, on the 12th day of December, 1870, at one o'clock in the afternoon, on which day you are required to appear, and if you do not appear the Court may adjudge you bankrupt in your absence. The Petition can be inspected by you on application at this Court.—Dated this 21st day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby.

In the Matter of Thomas Elce, of Via Gella Mills, Bonsal, in the county of Derby, Cotton Spinner, a Bankrupt.

NOTICE is hereby given to, and the creditors of the said Bankrupt are hereby required to attend a General Meeting of the creditors of the said bankrupt, at the County Hall, in Derby aforesaid, on the 6th day of December, 1870, at twelve o'clock at noon, to take into consideration the desirability or otherwise of transferring the said bankruptcy proceedings from the said County Court of Derbyshire, holden at Derby, to the County Court of Lancashire, holden at Manchester, under the provisions of the 80th section of the above Act, part 5, and the general rules of practice and procedure made in pursuance of the said Act.—Dated this 23rd day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester.

A MEETING of the creditors of Henry Powney, of No. 12, Aylestone-street, Leicester, in the county of Leicester, Elastic Web Manufacturer, adjudicated a bankrupt on the 3rd day of October, 1870, will be held at the office of Mr. Joseph Barber Haxby, Solicitor, No. 11, Belvoir-street, Leicester, on Monday, the 5th day of December, 1870, at twelve o'clock at noon, for the purpose of considering the propriety of sanctioning the acceptance by the trustee of a composition offered by the bankrupt of 17s. 6d. in the pound, and for the annulling thereafter of the order of adjudication made against the bankrupt.—Dated the 22nd day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.
A MEETING of the creditors of William Cheesebrough, Samuel Laycock Tee, and John Edward Cheesebrough, of Bradford, in the county of York, Woolstaplers, Commiss on Agents and Merchants, trading under the firm of William Chee-ebrough and Son, adjudicated bankrupt on the 13th day of September, 1870, will be held at the offices of Messrs. Wood and Killick, Solicitors, Commercial Bank-buildings, Piece Hall-yard, in Bradford aforesaid, on Wednesday, the 7th day of December, 1870, at eleven o'clock in the forenoon, for the purpose of considering the propriety of sanctioning the acceptance by the trustee of a composition offered by the said bankrupts to their joint creditors of 3s. 4d. in the pound, the bankrupts paying to the separate creditors of each partner their debts in full, and paying all costs and expenses incurred, or to be incurred by the said trustee in the Bankruptcy proceedings, and the carrying out of the said Composition or of sanctioning the assent by the trustee to a scheme of settlement of the affairs of the bankrupts, and for the annulling thereafter the Order of adjudication made against the bankrupts.—Dated this 23rd day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.
 In the Matter of Thomas Jarrett, of Soudley Furnaces, near Newnham, in the county of Gloucester, Grocer, a Bankrupt.

A GENERAL Meeting of the creditors of the abovenamed person is hereby summoned to be held at the offices of Mr. Philip John William Couke, Pitt-street, Gloucester, on Friday, the 2nd day of December next, at twelve o'clock at noon precisely, for the purpose of taking into consideration whether an offer of five shillings in the pound in discharge of the respective debts of the bankrupt shall be accepted, or whether an application shall be made to the Court for directions in respect of a certain indenture executed by the said bankrupt in 1867 in favour of his children.—Dated this 22nd day of November, 1870.

In the London Bankruptcy Court.

The Bankruptcy Act, 1869.

In the Matter of John Bertrand, of No. 2, Saville-row, Burlington-gardens, in the county of Middlesex, Manager to the Stafford Club, adjudicated a bankrupt on the 12th day of July, 1870.

NOTICE is hereby given, that Thomas Henry Wintle, of No. 3, Coleman-street Buildings, in the city of London, the trustee under these proceedings intends to receive and distribute among the creditors a composition of five shillings in the pound, in pursuance of a Special Resolution of the creditors to which the approval of the Court was given by an Order dated the 17th day of November, 1870, and to apply to annul the Bankruptcy. Creditors who have not proved their debts are required to do so by the 12th day of December, 1870.

In the County Court of Cheshire, holden at Chester.

In the Matter of Henry Parker, of Greenfield, Holywell, Evan Lloyd, of Greenfield-street, Holywell, and John Hughes, of No. 24, Leadenhall-street, London, E.C., trading in copartnership under the style, firm, or description of the Holywell Tin Plate Company, at the Meadow Works, Holywell, in the county of Flint. Bankrupts.

THE Second and Final Dividend of 10s. in the pound, is intended to be declared in the matter of the joint estate of the above named Henry Parker, Evan Lloyd, and John Hughes, adjudicated bankrupts on the 12th day of February, 1870. Creditors or other persons who have not proved their debts or sent in their claims by the 30th day of November instant will be excluded.—Dated this 18th day of November, 1870.

JNO. P. CARTWRIGHT, Bridge-street-row, East Chester, Solicitor for James Ratcliffe, Trustee.

In the Matter of Mary Ann Bonnett and John Thomas Bonnett, of Coleorton, in the county of Leicester, Farmers and Graziers and Copartners.

IHEREBY give notice, that the creditors who have proved their debts under the above Petition for adjudication, bearing date the 27th day of April, 1868, may receive a First Dividend of 1s. in the pound, upon New Proofs only, upon application at my office, as under, on any Monday, between the hours of eleven and two. No Dividend can be paid without the production of the securities 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.

JOHN HARRIS, Official Assignee,
 Low-pavement, Nottingham.

In the Matter of John Roberts, Builder, of Portmadoc.

Petition dated 15th June, 1869.

IHEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 3d. in the pound, upon application at my office, Central-chambers, No. 17c, South Castle-street, Liverpool, on Wednesday, the 23rd day of November, 1870, or any subsequent Wednesday, between the hours of twelve and two o'clock. No Dividend can be paid without the production of the securities 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 TURNER, Official Assignee.

In the Matter of Barton, Irlam, and Higginson, of Liverpool. Merchants Petition dated 13th November, 1847.

IHEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Sixteenth and Final Dividend of two-ninths of a penny in the pound, upon application at my office, Central-chambers, No. 17c, South Castle-street, Liverpool, on Wednesday, or any Friday, after the 30th day of November, 1870, or any subsequent Wednesday, between the hours of twelve and two o'clock. No Dividend can be paid without the production of the securities 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 TURNER, Official Assignee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Edward William Chapman, of No. 210, Tooley-street, Southwark, in the county of Surrey, of No. 13, Lime-street, in the city of London, and of Globe-wharf, Wapping, in the county of Middlesex, Licensed Lighterman, Barge Owner, and Wharfinger, a Bankrupt.

WHEREAS under a Bankruptcy Petition presented to this Court against the said Edward William Chapman, an order of adjudication was made on the 18th day of July, 1870. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 15th day of August, 1870.—Dated this 21st day of November, 1870.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Abraham Simmons, of No. 11, Tavistock-mews, Tavistock-square, in the county of Middlesex, out of business, a Bankrupt.

WHEREAS, under a Bankruptcy Petition presented to this Court against the said Abraham Simmons, an order of adjudication was made on the 13th day of September, 1870. This is to give notice, that the said adjudication was, by order of this Court annulled on the 25th day of October, 1870.—Dated this 22nd day of November, 1870.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Alphonse Chabod, of No. 118, Camden-street, Camden Town, in the county of Middlesex, Gentleman, a Bankrupt.

WHEREAS under a Bankruptcy Petition, presented to this Court against the said Alphonse Chabod, an order of adjudication was made on the 8th day of June, 1870. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 31st day of August, 1870.—Dated this 21st day of November, 1870.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of C. E. Hollis, trading as C. E. Hollis and Company, of No. 40, Lombard-street, in the city of London, Timber Broker, a Bankrupt.

WHEREAS under a Bankruptcy Petition presented to this Court against the said C. E. Hollis, an order of adjudication was made on the 11th day of July, 1870. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 16th day of August, 1870.—Dated this 22nd day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Stockport. In the Matter of Thomas Payne, of Oakfield House, Daventry, near Stockport, in the county of Chester, out of business, a Bankrupt.

WHEREAS under a Bankruptcy Petition presented to this Court against the said Thomas Payne, an order of adjudication was made on the 7th day of October, 1870. This is to give notice, that the said adjudication was by order of this Court annulled on the 18th day of November, 1870.—Dated this 18th day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Warrington. In the Matter of John Prest, of Culbeth, in the county of Lancaster, Henry Harrison, of Leigh in the said county, John Jackson, of Bedford, Leigh, in the said county, and Richard Cockson, of Warrington, in the said county, carrying on business as Implement Agents, at Warrington aforesaid, under the style or firm of John Prest and Company, Bankrupts.

WHEREAS under a Bankruptcy Petition presented to this Court against the said John Prest, Henry Harrison, John Jackson, and Richard Cookson, an Order of adjudication was made on the 9th day of February, 1870. This is to give notice, that the said adjudication was, by order of this Court, annulled, as against the above-named John Jackson, on the 17th day of November, 1870.—Dated this 17th day of November, 1870.

The Bankruptcy Act, 1861.

WHEREAS a Petition for adjudication of Bankruptcy was filed in Her Majesty's Court of Bankruptcy, London, on the 29th day of October, 1869, by 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. Notice is hereby given, that by an Order of the Court bearing date the 21st day of November, 1870, the said adjudication was annulled.—Dated this 21st day of November, 1870.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court, Basinghall-street. In the Matter of a Bankruptcy Petition against John Bidden, late of Angle-street, King and Queen-street, Walworth, in the county of Surrey, Isinglass Manufacturer, but now of Maxton House, Loats-road, Clapham, in the said county, out of business.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act or acts of the Bankruptcy alleged to have been committed by the said John Bidden having been given, it is ordered that the said John Bidden be, and he is hereby adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1870.

By the Court,

W. Haslitt, Registrar.

The First General Meeting of the creditors of the said John Bidden is hereby summoned to be held at this Court, on the 7th day of December, 1870, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to William Haslitt, Esq., one of the Registrars, at the office of Mr. George John Graham, Official Assignee, No. 25, Coleman-street, London. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Timothy Fevrier (otherwise Durand), of Richmond Cottage, East-street, Walworth, in the parish of St. Mary, in Newington, in the county of Surrey, Dealer in and Repairer of Oil Lamps.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said Timothy Fevrier having been given, it is ordered that the said Timothy Fevrier be, and he is hereby adjudged bankrupt.—Given under the Seal of the Court this 22nd day of November, 1870.

By the Court,

Wm. P. Murray, Registrar.

The First General Meeting of the creditors of the said Timothy Fevrier is hereby summoned to be held at the London Bankruptcy Court, Basinghall-street, in the city of London, on the 12th day of December, 1870, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to William Powell Murray, Esq., one of the Registrars, at the office of Mr. Mansfield Parkyns, Official Assignee, No. 26, Basinghall-street, London. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court, Basinghall-street. In the Matter of a Bankruptcy Petition against Joseph Taylor, of Lower Clapton, in the county of Middlesex, Butcher.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said Joseph Taylor having been given, it is ordered that the said Joseph Taylor be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1870.

By the Court,

W. C. Spring-Rice, Registrar.

The First General Meeting of the creditors of the said Joseph Taylor is hereby summoned to be held at this Court, on the 9th day of December, 1870, at two o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to James Rigg Brougham, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee, No. 22, Basinghall-street, London. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon.

In the Matter of a Bankruptcy Petition against Edward Barnard, of Epsom, in the county of Surrey, Corn and Seed Merchant.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of Bankruptcy alleged to have been committed by the said Edward Barnard having been given, it is ordered that the said Edward Barnard be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1870.

By the Court,

W. H. Rowland, Registrar.

The First General Meeting of the creditors of the said Edward Barnard is hereby summoned to be held at the County Court Office, in Croydon, on the 8th day of December, 1870, at three o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination and to produce thereat a statement of his affairs as required by the statute.

Until the appointment of a Trustee all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Chelmsford.

In the Matter of a Bankruptcy Petition against William Giblin, of High Ongar, in the county of Essex, Baker, Dealer and Chapman.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said William Giblin having been given, it is ordered that the said William Giblin be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1870.

By the Court,

Thos. M. Gepp, Registrar.

The First General Meeting of the creditors of the said William Giblin is hereby summoned to be held at the Shirehall, Chelmsford, on the 9th day of December, 1870, at one o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Stourbridge.

In the Matter of a Bankruptcy Petition against Thomas Corbett, of No. 16, High-street, Stourbridge, in the county of Worcester, and of Kinver, in the county of Stafford, Saddler.

UPON the hearing of this Petition this day and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and that the said Thomas Corbett, on the 2nd day of November, 1870, filed a Petition in the

above Court for Liquidation by Arrangement or Composition with Creditors, and the First General Meeting of Creditors under the said Petition for Liquidation was held this day, at the office of the above Court, and at such meeting the creditors neglected to pass a resolution that the estate of the said Thomas Corbett be liquidated by Arrangement, and not in Bankruptcy, or any other Resolution in reference to the Liquidation or Composition having been given, it is ordered (by and with the consent of his attorney), that the said Thomas Corbett be, and he is hereby adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1870.

By the Court,

John Harward, Registrar.

The First General Meeting of the creditors of the said Thomas Corbett is hereby summoned to be held at this Court, on the 8th day of December, 1870, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a trustee, all persons having in their possession any of the effects of the bankrupt, must deliver them, and all debts due to the bankrupt, must be paid to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of a Bankruptcy Petition against Alexander Shackleton, of Windhill, in the township of Idle, in the county of York, Builder.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of the Bankruptcy alleged to have been committed by the said Alexander Shackleton having been given, it is ordered that the said Alexander Shackleton be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 22nd day of November, 1870.

By the Court,

Geo. Robinson, Registrar.

The First General Meeting of the creditors of the said Alexander Shackleton is hereby summoned to be held at the above-named Court, on the 6th day of December, 1870, at nine o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointments of a Trustee all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Receiver, Mr. Thomas Kendall, of Shipley, near Bradford, in the said county, Stone Merchant. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Norwich. In the Matter of a Bankruptcy Petition against George Hunter, of East Dereham, in the county of Norfolk, Engineer and Ironfounder.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said George Hunter having been given, it is ordered that the said George Hunter be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 22nd day of November, 1870.

By the Court,

Thos. H. Palmer, Registrar.

The First General Meeting of the creditors of the said George Hunter is hereby summoned to be held at this Court, on the 10th day of December, 1870, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of a Bankruptcy Petition against Joseph Keeton, late of Clay Cross, in the county of Derby, Hosier, but now of Brightside, in the county of York, out of business.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act or acts of Bankruptcy alleged to have been committed by the said Joseph Keeton having been given, it is ordered that the said Joseph Keeton be, and

he is hereby adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1870.

By the Court,

William Wake, Registrar.

The First General Meeting of the creditors of the said Joseph Keeton is hereby summoned to be held at the County Court Hall, Bank-street, Sheffield aforesaid, on the 7th day of December, 1870, at one o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Wakefield. In the Matter of a Bankruptcy Petition against Jane Bayley, of Carleton, near Pontefract, in the county of York, Widow.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court, of the debt of the Petitioner, and of the act or acts of the Bankruptcy alleged to have been committed by the said Jane Bayley having been given, it is ordered that the said Jane Bayley be, and she is hereby adjudged bankrupt.—Given under the Seal of the Court this 22nd day of November, 1870.

By the Court,

Henry Mason, Registrar.

The First General Meeting of the creditors of the said Jane Bayley is hereby summoned to be held at the Office of the Court, at the Corn Exchange-buildings, in Wakefield, on the 14th day of December, 1870, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of her affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Warwick. In the Matter of a Bankruptcy Petition against Augustus Lea Bricknell, of Stratford-upon-Avon, Engineer and Ironfounder.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said Augustus Lea Bricknell having been given, it is ordered that the said Augustus Lea Bricknell be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 21st day of November, 1870.

By the Court,

Brabazon Campbell, Registrar.

The First General Meeting of the creditors of the said Augustus Lea Bricknell is hereby summoned to be held at the Office of this Court, Warwick, on the 8th day of December, 1870, at two o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton. In the Matter of a Bankruptcy Petition against John Parker, of No. 30, Queen's Park-road, Brighton, in the county of Sussex, Builder.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said John Parker having been given, it is ordered that the said John Parker be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 21st day of November, 1870.

By the Court,

Ewen Evershed, Registrar.

The First General Meeting of the creditors of the said John Parker is hereby summoned to be held at the Office of the Court Church-street, Brighton, on the 13th day of December, 1870, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must

deliver them, and all debts due to the bankrupt, must be paid, to Ewen Evershed, the Registrar. Creditors must forward their Proofs of Debts, to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Frome. In the Matter of a Bankruptcy Petition against John Marchant Wilkins, of Catherine-hill, Frome Selwood, in the county of Somerset, Bootmaker.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said John Marchant Wilkins having been given, it is ordered that the said John Marchant Wilkins be, and he is hereby, adjudged bankrupt.—Given under the seal of the Court this 23rd day of November, 1870.

By the Court,

Malim Messiter, Registrar.

The First General Meeting of the creditors of the said John Marchant Wilkins is hereby summoned to be held at the County Court Office, in Frome, on the 8th day of December, 1870, at one o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Greenwich. In the Matter of a Bankruptcy Petition against Henry Driver, of Lee, in the county of Kent, Architect and Builder.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said Henry Driver having been given, it is ordered that the said Henry Driver be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1870.

By the Court,

John Bishop, Registrar.

The First General Meeting of the creditors of the said Henry Driver is hereby summoned to be held at Greenwich County Court, on the 12th day of December, 1870, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Robert Brown, of No. 53, Smith-street, Mile End, in the county of Middlesex, Draper, a Bankrupt.

Alexander McGaw, of Angel-court, No. 9, Friday-street, in the city of London, Wholesale Clothier, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, on the 30th (and not 18th, as erroneously printed in Gazette of 18th instant) day of November, 1870, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 14th day of November, 1870.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of William James Phillips, of No. 27, Euston-road, in the parish of Saint Pancras, in the county of Middlesex, Auctioneer and Surveyor, Bankrupt.

Daniel Joshua Davies, of No. 3, Skinner-street, Euston-road, Middlesex, Dairyman, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn, on the 16th day of December, 1870, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1870.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of John Cusack, of No. 3, Manor-rise, Brixton, in the county of Surrey, Shoemaker, a Bankrupt.

Benjamin Nicholson, of No. 7, Gresham-street, in the city of London, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, on the 16th day of December, 1870, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 15th day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Wells. In the Matter of Albert Puddy, of Meare, in the county of Somerset, Baker, a Bankrupt.

John Bishop, of Glastonbury, in the county of Somerset, Miller, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Townhall, Wells, on the 6th day of December, 1870, at one o'clock in the afternoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Guildford. In the Matter of George Steer, of Guildford, in the county of Surrey, Grocer, a Bankrupt.

Thomas Lacy, of Guildford, in the county of Surrey, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the County Court, on the 15th day of December, 1870, at two o'clock in the afternoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debt to the trustee.—Dated this 19th day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln. In the Matter of William Gant, late of Tetford, in the county of Lincoln, Tailor and Grocer, and now of Horncastle, in the same county, Tailor, a Bankrupt.

Mr. Henry Nicholson, of Horncastle, in the county of Lincoln, Draper, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Sessions-house in the city of Lincoln, on the 13th day of December, 1870, at ten o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby. In the Matter of Thomas Eice, of Via Gella Mills, Bonsal, in the county of Derby, Cotton Spinner, a Bankrupt.

Mr. George Platt, of Jersey-street, Manchester, in the county of Lancaster, Secretary of John Eice and Co. Limited, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the County Hall, Derby, on the 6th day of December, 1870, at ten o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 23rd day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Aberdare.

In the Matter of Frank Smith, of No. 22, Commercial-street, in the town of Aberdare, in the county of Glamorgan, Boot and Shoe Dealer, a Bankrupt.

Thomas Strong, of No. 33, Milk-street, in the city of Bristol, Wholesale Boot and Shoe Manufacturer, George Hicks, of Brynmawr, in the county of Brecknock, Wholesale Boot and Shoe Manufacturer, and Edward Jenkins, of Maesycwmmar, in the parish of Bedwas, in the county of Monmouth, Wholesale Boot and Shoe Manufacturer, have

been appointed Trustees of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Temperance Hall, Abchurch-lane, on the 13th day of December, 1870, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustees, and all debts due to the bankrupt must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 22nd day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Andrew Raymond Houghton Arthur Houghton and Charles D'erne Jones, of Borough Buildings North, No. 7, Ramford-street, Liverpool, in the county of Lancaster, Cotton Brokers and copartners, trading under the firm of Houghton and Co., Bankrupts. Henry Bolland, of No. 10, South John-street, Liverpool, Accountant, has been appointed Trustee of the property of the bankrupts. The Court has appointed the Public Examination of the bankrupts to take place at the County Court, Eldon-chambers, South John-street, Liverpool, on the 17th day of December, 1870, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupts must deliver them to the trustee, and all debts due to the bankrupts must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of William Shirley Wilson, of Sheffield, in the county of York, Draper, adjudicated bankrupt on the 4th November, 1870.

George Neill, of Sheffield, in the county of York, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the County Court-hall, Bank-street, Sheffield, on the 1st day of December, 1870, at one o'clock in the afternoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Guildford. In the Matter of George Strer, of Guildford, in the county of Surrey, Grocer, a Bankrupt.

Thomas Lacy, of Guildford, in the county of Surrey, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Town Hall Guildford, on the 15th day of December, 1870, at twelve o'clock at noon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 19th day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Sunderland. In the Matter of John Brown, of the borough of Sunderland, in the county of Durham, Shipowner, a Bankrupt.

John Walter Campbell and Henry Graham, both of Sunderland, in the county of Durham, Accountants, have been appointed Trustees of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the County Court-house, Athensum-street, Sunderland, on the 20th day of December, 1870, at ten o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustees, and all debts due to the bankrupt must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November, 1870.

The Bankruptcy Act, 1861.

Notice of Sitings for Last Examination.

William Charles Ranwell, of No. 25, Cowper-street, Finsbury, Middlesex, Packing Case Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 5th day of January, 1869, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held on the 16th day of December 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, in the city of London, is the Solicitor acting in the bankruptcy.

Thomas Scholey, of Washingborough, in the county of Lincoln, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, at Birmingham, on the 24th day of September, 1868, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Owen Davies Tudor, Esq., one of the Registrars appointed by the Lord Chancellor to wind up the pending business of the said Court, on the 10th day of January next, at eleven o'clock in the forenoon precisely, at the said Court, at Nottingham, 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 Messrs. Toyne and Larkin, of Lincoln, are the Solicitors 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.

JAMES RIGG BROUGHAM, Esq., one of the Registrars of the Court of Bankruptcy, in London, authorised to act under an adjudication of Bankruptcy, made on the 19th day of February, 1869, against David Herbert Birch (sued as David Birch), late of No. 82, Mark-lane, in the city of London, and residing at No. 46, York-road, Waterloo-road, and previously of No. 2, Trinity-square, Southwark, both in the county of Surrey, Commission Merchant in Wines and General Merchandize, will sit, on the 9th day of December, 1870, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to proceed to a new choice of an Assignee or Assignees of the estate and effects of the said bankrupt, under the said adjudication, in the place and stead of Richard Rigg, deceased, when and where the creditors who have not already proved their debts are to come prepared to prove the same, and with those who have already proved to vote in such choice.

JAMES RIGG BROUGHAM, Esq., one of the Registrars of the Court of Bankruptcy, in London, authorised to act under an adjudication of Bankruptcy, made on the 18th day of May, 1863, against John Hunt, late of No. 36, Danvers-street, Chelsea, in the county of Middlesex, in no business or occupation, will sit on the 9th day of December next, at twelve o'clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to proceed to a new choice of an Assignee or Assignees of the estate and effects of the said bankrupt, under the said adjudication, in the place and stead of Arthur Gurney, deceased; when and where the creditors who have not already proved their debts are to come prepared to prove the same, and with those who have already proved to vote in such choice.

In the London Bankruptcy Court.

A Dividend is intended to be declared in the matter of William Thomas Marchant, of No. 106, Great Russell-street, trading as Atchley and Co., adjudicated a bankrupt on the 6th day of May, 1870. Creditors who have not proved their debts by the 1st day of December, 1870, will be excluded.—Dated this 16th day of November, 1870.

F. F. Buffen, Trustee.

In the County Court of Lincolnshire, holden at Boston.

A Final Dividend is intended to be declared in the matter of Joseph Richardson, of Boston, in the county of Lincoln, Currier, adjudicated bankrupt on the 2nd day of June, 1870. Creditors who have not proved their debts by the 28th day of November, 1870, will be excluded.—Dated this 21st day of November, 1870.

John Seymour, Trustee.

In the County Court of Lincolnshire, holden at Boston.

A Dividend is intended to be declared in the matter of Henry Riggall, of Sutterton, adjudicated a bankrupt on the 18th day of April, 1870. Creditors who have not proved their debts by the 5th day of December, 1870, will be excluded.—Dated this 22d day of November, 1870.

Charles Wright, Trustee.

In the County Court of Lancashire, holden at Manchester.

A Second and Final Dividend is intended to be declared in the matter of John King, of Hendham Vale, Collyhurst, in or near Manchester, in the county of Lancaster. Oil Refiner, carrying on business in copartnership with one William Horatio Smith, under the style or firm of Walters and Co., and in the matter of William Horatio Smith, of Hendham Vale, Collyhurst, in or near Manchester, in the county of Lancaster, Oil Refiner, carrying on business in copartnership with one John King, under the style or firm of Walters and Co., adjudicated bankrupts on the 29th day of January, 1870, and which bankruptcies were duly amalgamated by order of the said Court, on the 4th day of February, 1870. Creditors of the said firm of Walters and Co., who have not proved their debts by the 3rd day of December, 1870, will be excluded.—Dated this 22nd day of November, 1870.

John Thomas Stott, No. 45, George-street, Manchester, Trustee.

In the County Court of Lancashire, holden at Manchester.

A Second and Final Dividend is intended to be declared in the matter of John King, of Hendham Vale, Collyhurst, in or near Manchester, in the county of Lancaster, Oil Refiner, carrying on business in copartnership with one William Horatio Smith, under the style or firm of Walters and Co., adjudicated bankrupt on the 29th day of January, 1870. Creditors who have not proved their debts by the 3rd day of December, 1870, will be excluded.—Dated this 22nd day of November, 1870.

John Thomas Stott, No. 45, George-street, Manchester, Trustee.

In the County Court of Leicestershire, holden at Leicester.

A Dividend is intended to be declared in the matter of William Coltman Green, of High Cross-street, in the borough of Leicester, Boot and Shoe Manufacturer, adjudicated a bankrupt on the 24th day of August, 1870. Creditors who have not proved their debts by the 5th day of December, 1870, will be excluded.—Dated this 22nd day of November, 1870.

Henry Tarratt, of No. 10, Market-street, Leicester, Trustee.

In the County Court of Essex, holden at Colchester.

A Dividend is intended to be declared in the matter of Richard Twentyman, of No. 25, Market-hill, Sudbury, in the county of Suffolk, Boot and Shoe Maker, adjudicated bankrupt on the 5th day of July, 1870. Creditors who have not proved their debts by the 7th day of December, 1870, will be excluded.—Dated this 16th day of November, 1870.

B. Nicholson, Trustee.

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:

Henry Francis Holborow, of No. 22, Clare-street, Clare-market, in the county of Middlesex, Cheesemonger, adjudicated bankrupt on the 10th day of December, 1869. A Dividend Meeting will be held on the 12th day of December next, at eleven o'clock in the forenoon precisely.

At the Court of Bankruptcy, Basinghall-street, in the city of London, before James Rigg Brougham, Esq., a Registrar:

James George Reynolds, of No. 12, High-street, White-chapel, in the county of Middlesex, and of No. 2, Royal Naval School-buildings, New Cross-road, New Cross, in the county of Kent, Cheesemonger, adjudicated bankrupt on the 7th day of May, 1869. A Dividend Meeting will be held on the 9th day of December next, at one o'clock in the afternoon precisely.

Charles William Ashton, of No. 1, High-street, in the borough of Chipping Wycombe, otherwise High Wycombe, and occupying a Warehouse in Payne's-yard, Church-

square, in the said borough, Buckinghamshire, Seedsman, Oil and Italian Warehouseman, Wine and Spirit Merchant, Dealer in Confectionery, and General Dealer, adjudicated bankrupt on the 12th day of November, 1869. A Dividend Meeting will be held on the 9th day of December next, at two o'clock in the afternoon precisely.

At the Court of Bankruptcy for the Birmingham District, at Birmingham, before Owen Davies Tudor, Esq., a Registrar:

Henry Harris, of Shipston-on-Stour, in the county of Worcester, Corn and Coal Merchant and Commission Agent, also carrying on business at Shipston-on-Stour aforesaid, in copartnership with Henry F. Walford, as Coal Merchants, under the style or firm of Harris and Walford, adjudicated bankrupt on the 10th day of December, 1869. A Dividend Meeting will be held on the 28th day of December next, at twelve o'clock at noon precisely.

Herbert Stanley, of Burton-upon-Trent, in the county of Stafford, Painter and Paper Hanger, adjudicated bankrupt on the 15th day of July, 1869. A Dividend Meeting will be held on the 23rd day of December next, at twelve o'clock at noon precisely.

At the Court of Bankruptcy for the Birmingham District, at Nottingham, before Owen Davies Tudor, Esq., a Registrar:

William Sharman Harrison, of the Lamb and Flag Inn, Whaplode, in the county of Lincoln, Licensed Victualler and Common Brewer, adjudicated bankrupt on the 10th day of November, 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 Cheshire, holden at Nantwich and Crewe, at the County Court Office, Nantwich-road, Crewe, before the Registrar:

Joseph Dean Bennett, of Monks Coppenhall, in the county of Chester, Journeyman Joiner, adjudicated bankrupt on the 21st day of December, 1869. A Dividend Meeting will be held on the 13th day of December next, at eleven o'clock in the forenoon precisely.

John Von Gott Huber, of Monks Coppenhall, in the county of Chester, Teacher of Languages, adjudicated bankrupt on the 3rd day of July, 1869. A Dividend Meeting will be held on the 13th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Devonshire, holden at the Castle of Exeter, at Exeter, before R. R. M. Daw, Esq., Registrar:

John Tippet Cornew, of Redruth, in the county of Cornwall, Travelling Draper, adjudicated bankrupt on the 11th day of September, 1869, in the Exeter District Court of Bankruptcy, and the proceedings in the said bankruptcy having been transferred to the County Court of Devonshire, holden at Exeter. A Dividend Meeting will be held on the 8th day of December next, at eleven 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 Order of Discharge.

The Bankrupt hereinafter named has had an Order of Discharge granted as hereinafter mentioned, by the Court acting in prosecution of the Bankruptcy, and such Order will be delivered to the Bankrupt unless an appeal be duly entered

against the judgment of the Court, and notice thereof be given to the Court:—

Thomas Flutter, of No. 81, High-street, Guildford, and Spring-grove House, Kingston, both in the county of Surrey, Grocer, Baker, Pork Butcher, and Provision Dealer, adjudicated bankrupt on the 12th day of September, 1868. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 13th day of April, 1869.

THE estates of William Hay, Grocer and Spirit Dealer, in Stranraer, were sequestrated on 22nd November, 1870, by the Sheriff of the Sheriffdom of Wigton and Kirkcudbright.

The first deliverance is dated the 22nd day of November, 1870.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Tuesday, the 6th day of December, 1870, within the Townhall, Stranraer.

A composition may be offered at this latter meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 22nd March, 1871.

A Warrant of Protection has been granted to the Bankrupt till the meeting for election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

J. M. RANKIN, Agent,
Solicitor, Stranraer,

THE estates of Cornelius Wilson, General Merchant, Inverness, were sequestrated on the 21st day of November, 1870, by the Sheriff of the county of Inverness.

The first deliverance is dated 21st November, 1870.

The meeting to elect the Trustee and Commissioners is to be held at ten o'clock, forenoon, on Tuesday, the 29th day of November, 1870, within the Procurators' Rooms, Castle, Inverness.

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 21st day of March, 1871.

A Warrant of Personal Protection has been granted to the bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

ANDERSON and MACDONALD, Solicitors,
Inverness, Agents.

THE estates of William Davidson, Drysalter, Bristo-street, Edinburgh, and residing at Longthorne Farm House, near Dalkieth, were sequestrated on the 21st day of November, 1870, by the Sheriff of the county of Edinburgh.

The first deliverance is dated 21st November, 1870.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock, afternoon, on Thursday, the 1st day of December, 1870, within Dowell's Rooms, No. 18, George-street, Edinburgh.

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 22nd day of March, 1871.

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.

ROB. FINLAY, S.S.C., Agent,
No. 2, Queen-street, Edinburgh.

THE estates of the Alloa Ropework Company, carrying on business as Ropemakers, at Forth Bank, Alloa, as a Company, and John Neilson M'Alistair, residing in Glasgow, and William Rolland, residing in Alloa, the Individual Partners of said Company, as such Partners, and as Individuals, were sequestrated on the 21st day of November, 1870, by the Court of Session.

The first deliverance is dated 9th November, 1870.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Tuesday, the 29th day of November, 1870, within Dowell's Rooms, No. 18, George-street, Edinburgh.

A composition may be offered at this meeting; and to entitle creditors to the first dividend their oaths and grounds of debts must be lodged on or before the 21st day of March, 1871.

The Sequestration has been remitted to the Sheriff-Court of Edinburghshire.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

MURDOCH, BOYD, & CO.,
55, Constitution-street, Leith, Agents.

LATE INSOLVENT DEBTORS' COURT. DIVIDENDS.

A Dividend of four shillings and seven pence in the pound is now payable to the creditors of Frederick Richard Chadwick, late of Stapleton-place, Bristol, out of business.

A First Dividend of nineteen shillings and two pence in the pound to the creditors of Edward Bluett, late of Necklenburg terrace, Gray's-inn-road, in the county of Middlesex, Clerk to an Attorney.

Apply at the Provisional Assignee's Office, Portugal-street, Lincoln's-inn, London, between the hours of eleven and two on Tuesdays only.

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.

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