



The London Gazette.

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FRIDAY, NOVEMBER 22, 1872.

Lord Chamberlain's Office, November 21, 1872.

THIS day, Viscount Sydney, G.C.B., Lord Chamberlain of Her Majesty's Household, in The Queen's name and on Her Majesty's behalf, delivered to Field-Marshal Sir William Maynard Gomm, G.C.B., the Keys of the Garrison of the Tower of London, on his appointment as Constable of the Tower, in the room of Field-Marshal Sir George Pollock, Bart., G.C.B., G.C.S.I., deceased.

Whitehall, November 21, 1872.

The Queen has been pleased to present the Reverend Thomas Nicol to the church and parish of Kells, in the Presbytery and Stewartry of Kirkcudbright, vacant by the death of Doctor James Maitland.

Whitehall, November 21, 1872.

The Queen has been pleased to appoint the Honourable Charles Carnegie (late a Lieutenant in the Army) to be Inspector, under the Act of the 20th and 21st Victoria, cap. 72, to render more effectual the Police in Counties and Burghs in Scotland, in the room of John Kinloch, Esq., resigned.

Crown Office, November 20, 1872.

Her Majesty has been pleased by Writ under the Great Seal to call Thomas Dickson Archibald, of the Middle Temple, Esq., to the state and degree of a Serjeant-at-Law.

Her Majesty has also been pleased by Letters Patent under the Great Seal to constitute and appoint Thomas Dickson Archibald, Serjeant-at-Law, one of the Justices to hold Pleas before the Queen herself.

(M. 11760.)

*Marine Department, Board of Trade,
Whitehall Gardens, November 21, 1872.*

ERRATUM.—In the notice printed in the London Gazette of the 12th instant, having reference to quarantine precautions taken on Niemen or Memel River against the introduction of cholera from Poland, for "Schmalleningtsen," read "Schmalleningken."

(M. 12313.)

*Marine Department, Board of Trade,
Whitehall Gardens, November 21, 1872.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch from Her Majesty's Acting Consul at Venice, stating that a quarantine of fifteen days has been established at that port, from the 13th instant, on vessels arriving from Trieste and the Austrian Coast, in consequence of the existence of cholera in Hungary.

This measure requires the landing of susceptible goods in lazzaret.

Admiralty, 19th November, 1872.

Royal Marines.

The following promotion and appointment has taken place in the Royal Marine Light Infantry, viz. :—

Lieutenant George Harrie Thorne Colwell, of the Portsmouth Division, to be Second Captain, vice Morice, retired, and appointed to the Plymouth Division. Dated 14th November, 1872.

*War Office, Pall Mall,
22nd November, 1872.*

3rd Regiment of Hussars, Lieutenant Charles E. Nettles to be Captain, vice S. Barrett, transferred to the 14th Hussars. Dated 23rd November, 1872.

Oswald Eric Stuart Forbes, Gent., to be Sub-Lieutenant, in succession to Lieutenant J. L. Young, retired. Dated 23rd November, 1872.

10th Hussars, Staff Assistant-Surgeon Edward Alexander Henry Roe to be Assistant-Surgeon. Dated 23rd November, 1872.

12th Lancers, Lieutenant Henry Russell Worthington, from half-pay, late 50th Foot, to be Lieutenant, vice M. E. Williams, retired. Dated 23rd November, 1872.

13th Hussars, Quartermaster-Serjeant Frederick Lewis to be Quartermaster, vice W. Christie, appointed Lieutenant. Dated 23rd November, 1872.

14th Hussars, Captain Samuel Barrett, from the 3rd Hussars, to be Captain, vice W. S. Beaumont, retired. Dated 23rd November, 1872.

20th Hussars, Lieutenant Montagu Stuart Saunders to be Captain, vice A. W. Brodhurst, retired. Dated 13th November, 1872.

21st Hussars, Captain C. Elliot Farquharson retires from the Service, receiving the value of his Commission. Dated 23rd November, 1872.

Royal Artillery, Major Francis Charles Trevor (late Madras) to be Lieutenant-Colonel, vice T. I. M. Hog, placed on the Supernumerary List. Dated 23rd November, 1872.

To be Majors.

Captain William Gully (late Bengal), vice Brevet Lieutenant-Colonel F. S. Roberts, C.B., V.C., placed on the Supernumerary List. Dated 23rd November, 1872.

Captain Hugh Chichester (late Bengal), vice F. Fitzroy, placed on the Supernumerary List. Dated 23rd November, 1872.

Captain Duncan Scott Pemberton (late Bengal), vice M. Elliot, placed on the Supernumerary List. Dated 23rd November, 1872.

Captain William Robert Craster (late Bengal), vice A. J. Wake, placed on the Supernumerary List. Dated 23rd November, 1872.

Captain Edward Thomas Ouchterlony (late Madras), vice F. C. Trevor, promoted. Dated 23rd November, 1872.

Captain Henry Watts Stockley (late Bombay), vice C. E. Basevi, placed on the Supernumerary List. Dated 23rd November, 1872.

Lieutenants to be Captains.

John Butchart (late Bengal), vice R. Bazett, placed on the Supernumerary List. Dated 23rd November, 1872.

Alexander Burton Brown, vice F. Duncan, placed on the Supernumerary List. Dated 23rd November, 1872.

Henry Andrews Barker, vice J. R. Oliver, placed on the Supernumerary List. Dated 23rd November, 1872.

Henry William Lovett Hime, vice A. Ford, placed on the Supernumerary List. Dated 23rd November, 1872.

Leonard Downes, vice C. Trench, placed on the Supernumerary List. Dated 23rd November, 1872.

Banks Robinson Greig, vice W. G. Brancker, placed on the Supernumerary List. Dated 23rd November, 1872.

James Walker Bernard, vice H. J. F. Shea, placed on the Supernumerary List. Dated 23rd November, 1872.

John Becher Ormsby, vice W. H. King-Harman, placed on the Supernumerary List. Dated 23rd November, 1872.

Rowland Walkey, vice E. O. Hollist, placed on the Supernumerary List. Dated 23rd November, 1872.

John Walter Inge, vice H. M. Moorsom, placed on the Supernumerary List. Dated 23rd November, 1872.

Hardinge William Browne, vice G. Best, placed on the Supernumerary List. Dated 23rd November, 1872.

Albert Edward England, vice E. H. Wickham, placed on the Supernumerary List. Dated 23rd November, 1872.

Edmund Hunt Holley, vice H. D. Evans, placed on the Supernumerary List, on being appointed Adjutant of the 3rd Administrative Brigade of Lancashire Artillery Volunteers. Dated 23rd November, 1872.

Ferdinand Henry Wheeler Milner, vice A. R. Cruikshank, placed on the Supernumerary List, on being appointed Adjutant of the 1st Administrative Brigade of Ayrshire Artillery Volunteers. Dated 23rd November, 1872.

Edward Albert FitzRoy, vice C. Jones, placed on the Supernumerary List. Dated 23rd November, 1872.

2nd Foot, Alexander Fuller Maitland, Gent., to be Sub-Lieutenant. Dated 23rd November, 1872.

7th Foot, Sub-Lieutenant Robert Erasmus Saunders, from the 13th Foot, to be Sub-Lieutenant. Dated 23rd November, 1872.

9th Foot, Lieutenant Septimus Charles Welch retires from the Service, receiving the value of his Commission. Dated 23rd November, 1872.

12th Foot, Lieutenant Walter John Boyes to be Captain, vice E. C. C. Foster, retired. Dated 13th November, 1872.

Lieutenant Henry Duppa Alfred Cuthill to be Instructor of Musketry, vice Lieutenant R. B. Reed, promoted. Dated 22nd September, 1872.

17th Foot, Surgeon Joseph Coleman Hornsby Wright, M.D., having completed twenty years' full-pay service, to be Surgeon-Major, under Article 342 of the Royal Warrant dated 27th December, 1870. Dated 8th November, 1872.

18th Foot, Cecil Edgar Montagu, Gent., to be Sub-Lieutenant. Dated 23rd November, 1872. John Burton Forster (Queen's Cadet) to be Sub-Lieutenant, in succession to Lieutenant H. Jones, deceased. Dated 23rd November, 1872.

19th Foot, George Warburton Marsh, Gent., to be Sub-Lieutenant. Dated 23rd November, 1872.

22nd Foot, John Rossiter Coleman, Gent., to be Sub-Lieutenant. Dated 23rd November, 1872.

23rd Foot, Major Thomas Witchell, from half-pay, late Military Train, to be Major, vice Brevet Colonel H. D'Oyley Torrens, C.B., promoted half-pay Lieutenant-Colonel. Dated 13th November, 1872.

25th Foot, Charles Augustus Morgan, Gent., to be Sub-Lieutenant. Dated 23rd November, 1872.

42nd Foot, Captain William Sanders Walter retires from the Service, receiving the value of his Commission. Dated 23rd November, 1872.

43rd Foot, Lieutenant Arthur Fanshawe Waterloo Royle, from the 31st Foot, to be Lieutenant, vice W. McNeile Cairns, promoted. Dated 23rd November, 1872.

47th Foot, David Arthur George Lascelles, Gent., to be Sub-Lieutenant, in succession to Lieutenant J. G. Dickson, retired. Dated 23rd November, 1872.

58th Foot, Lieutenant Octavius William Hill to be Captain, vice W. Wordsworth, retired. Dated 13th November, 1872.

Lieutenant Augustus Williams Morris to be Adjutant, vice Lieutenant O. W. Hill. Dated 23rd November, 1872.

62nd Foot, Lieutenant Thomas Joseph FitzSimon to be Captain, vice W. H. Hathway, retired. Dated 13th November, 1872.

Lieutenant Edward James Gardner Lewis receives the value of an Ensigny on final transfer to the Indian Staff Corps. Dated 23rd November, 1872.

67th Foot, Staff Assistant-Surgeon John Godfrey Rogers, M.B., to be Assistant-Surgeon, vice Frederick Heisch Dunbar, M.D., appointed to the Staff. Dated 23rd November, 1872.

69th Foot, Staff Assistant-Surgeon Gustavus Rochfort Rae to be Assistant-Surgeon, vice John Henderson Whittaker, promoted on the Staff. Dated 23rd November, 1872.

72nd Foot, Surgeon John Meane, having completed twenty years' full-pay service, to be Surgeon-Major, under Article 342 of the Royal Warrant, dated 27th December, 1870. Dated 5th November, 1872.

82nd Foot, Francis Robert Millington Syngce, Gent., to be Sub-Lieutenant. Dated 23rd November, 1872.

85th Foot, Sub-Lieutenant Stephen Watson, from the 50th Foot, to be Sub-Lieutenant, in succession to Lieutenant W. H. Drage, promoted in the 52nd Foot. Dated 23rd November, 1872.

Lieutenant Harry Harris-Burland to be Adjutant, vice Lieutenant W. H. Drage, promoted in the 52nd Foot. Dated 23rd November, 1872.

88th Foot, Major and Brevet Lieutenant-Colonel Henry Edward Hillman Burnside to be Lieutenant-Colonel, vice W. T. Betts, retired on full-pay. Dated 13th November, 1872.

Captain Frederick Hall to be Major, vice Brevet Lieutenant-Colonel Burnside. Dated 13th November, 1872.

97th Foot, Henry Somerset Hassard, Gent., to be Sub-Lieutenant. Dated 23rd November, 1872. William Vere Hopegood, Gent., to be Sub-Lieutenant. Dated 23rd November, 1872.

98th Foot, Henry Montague Pakington Hawkes (Queen's Cadet) to be Sub-Lieutenant. Dated 23rd November, 1872.

103rd Foot, Sub-Lieutenant Norman Bellas Barlow, from the 3rd Dragoon Guards, to be Sub-Lieutenant, in succession to Lieutenant S. U. Saulez, retired. Dated 23rd November, 1872.

2nd West India Regiment, Captain John Moore, from half-pay, late 3rd West India Regiment, to be Paymaster, vice Honorary Captain Charles Siegfried Tobias - Ternau, absconded. Dated 23rd November, 1872.

Captain Herbert William Paterson, from half-pay, late 4th West India Regiment, to be Captain, vice W. B. Drinan, retired upon temporary half-pay. Dated 23rd November, 1872.

Bombay Staff Corps, The names of the Captain promoted to be Major, on the 26th December, 1869, are Thomas *Ernest Britten*, and not Thomas *Edward Britten*, as stated in the Gazette of 18th March, 1870.

Medical Department, Staff Surgeon-Major John Alexander William Thompson, M.D., to be Deputy Inspector-General of Hospitals, vice Thomas Guy, M.D., who retires upon half-pay. Dated 23rd November, 1872.

Staff Surgeon-Major Anthony Dickson Home, C.B., V.C., from the Seconded List, to be Staff Surgeon-Major, vice Staff Surgeon John James Henry, placed upon half-pay. Dated 1st November, 1872.

Staff Surgeon Watkin Sandom Whylock, M.D., having completed twenty years' full-pay service, to be Staff Surgeon-Major, under Article 342 of the Royal Warrant, dated 27th December, 1870. Dated 6th November, 1872.

Assistant-Surgeon John Henderson Whittaker, from the 69th Foot, to be Staff Surgeon, vice Staff Surgeon-Major John Alexander William Thompson, M.D., promoted. Dated 23rd November, 1872.

Assistant-Surgeon Frederick Heisch Dunbar, M.D., from the 67th Foot, to be Staff Assistant-Surgeon, vice John Godfrey Rogers, M.B., appointed to the 67th Foot. Dated 23rd November, 1872.

Half-Pay, Lieutenant Robert F. Ballantine, from the 1st West India Regiment, to be Captain. Dated 23rd November, 1872.

School of Musketry, Lieutenant-Colonel and Brevet Colonel William Pollexfen Radcliffe, C.B., half-pay, late 20th Foot, to be Commandant and Inspector-General of Musketry, vice Lieutenant-Colonel and Brevet Colonel William Robert Haliday, half-pay, late 36th Foot, whose period of Service has expired. Dated 1st January, 1873.

BREVET.

Colonel Henry Alexander Carleton, C.B., Royal (late Bengal) Artillery, to be Major-General, in succession to General Sir Patrick Montgomerie, K.C.B., deceased. Dated 6th March, 1868, such antedate not to carry back pay prior to the 6th October, 1872.

Lieutenant-Colonel David John Falconer Newall, Royal (late Bengal) Artillery, having completed the qualifying service with the substantive rank of Lieutenant-Colonel, to be Colonel. Dated 31st October, 1872.

Paymaster F. Scrivener, 83rd Foot, to have the honorary rank of Major. Dated 12th August, 1872.

Paymaster Thomas Palmer Senior, 8th Foot, to have the honorary rank of Captain. Dated 15th May, 1872.

Deputy Inspector-General of Hospitals Thomas Guy, M.D., who retires upon half-pay, to have the honorary rank of Inspector-General of Hospitals. Dated 23rd November, 1872.

Captain William Henry Poyntz, retired Royal Marine Light Infantry, to have the honorary rank of Major. Dated 11th November, 1872.

MEMORANDA.

Major James Stewart Menzies, half-pay, late 74th Foot, retires from the Service, receiving the value of his Commission. Dated 23rd November, 1872.

The undermentioned Deputy-Controllers, half-pay, late Control Department, have been permitted to commute their retired allowances :—

Frederick Stanley Carpenter. Dated 29th October, 1872.

Villiers William Cæsar Hawkins. Dated 29th October, 1872.

War Office, 22nd November, 1872.

MILITIA.

Royal Cumberland.

Quartermaster William John Robinson resigns his Commission, and is placed on a retired allowance. Dated 23rd November, 1872.

Royal Denbigh.

Lieutenant David Thomson to be Captain. Dated 23rd November, 1872.

Royal North Gloucester.

Algernon Leveson Elwes, Gent., to be Lieutenant (Supernumerary). Dated 23rd November, 1872.

3rd Royal Lancashire.

Lieutenant John E. Butler Bowdon to be Captain, vice Pedder, resigned. Dated 23rd November, 1872.

4th Royal Lancashire.

Captain Archibald William Clarke is granted the honorary rank of Major. Dated 23rd November, 1872.

7th Royal Lancashire.

Lieutenant George Augustus Eliott Tapps Gervis resigns his Commission. Dated 23rd November, 1872.

Royal East Middlesex.

Lieutenant John William Marsden Newton resigns his Commission. Dated 23rd November, 1872.

3rd Middlesex or Royal Westminster.

Lieutenant Thomas William Goad resigns his Commission. Dated 23rd November, 1872.

Royal Elthorne or 5th Middlesex.

Lieutenant Frederic Robert Ellis resigns his Commission. Dated 23rd November, 1872.

The (King's Own) 1st Stafford.

Captain Henry Jasper Willett and Captain Charles Edward Mousley are granted the honorary rank of Major. Dated 23rd November, 1872.

1st Warwick.

Frederick Morris, Gent., to be Lieutenant. Dated 23rd November, 1872.

Royal Wiltshire.

Major Frederick Breton resigns his Commission. Dated 23rd November, 1872.

4th West York.

Major Edward Waud resigns his Commission, also is permitted to retain his rank, and to continue to wear the uniform of the Regiment on his retirement. Dated 23rd November, 1872.

Inverness, Banff, Moray, and Nairn.

The Honourable Ronald Archibald Macdonald to be Lieutenant (Supernumerary). Dated 23rd November, 1872.

Clare.

The services of Lieutenant John Martyn are dispensed with. Dated 23rd November, 1872.

Limerick County.

Thomas Gloster, Gent., to be Lieutenant (Supernumerary). Dated 23rd November, 1872.

Louth.

Arthur Macan, Gent., to be Lieutenant (Supernumerary). Dated 23rd November, 1872.

South Mayo.

Robert Joseph Martyn, Gent., to be Lieutenant (Supernumerary). Dated 23rd November, 1872.

Wicklow.

Lieutenant George A. H. Howard resigns his Commission. Dated 1st November, 1872.

YEOMANRY CAVALRY.

Cheshire.

Lieutenant Henry Hill to be Captain, vice Brooke, deceased. Dated 23rd November, 1872.

Cornet Meadows A. Frost to be Lieutenant, vice Hill, promoted. Dated 23rd November, 1872.

Denbighshire.

Charles Calvey Cotton, Gent., to be Cornet (Supernumerary). Dated 23rd November, 1872.

Late Mid-Lothian.

Captain Thomas Macknight Crawford is permitted to retain his rank and to continue to wear the uniform of the Regiment.

Commissions signed by the Lord Lieutenant of the City and County of the City of Edinburgh, and Liberties thereof.

Charles Lawson, Esq., to be Deputy Lieutenant. Dated 17th September, 1872.

John Miller, Esq., to be Deputy Lieutenant. Dated 17th September, 1872.

Josiah Livingston, Esq., to be Deputy Lieutenant. Dated 17th September, 1872.

Hugh Rose, Esq., to be Deputy Lieutenant. Dated 17th September, 1872.

Peter Miller, Esq., to be Deputy Lieutenant. Dated 17th September, 1872.

David McLaren, Esq., to be Deputy Lieutenant. Dated 17th September, 1872.

Edward Strathearn Gordon, Esq., to be Deputy Lieutenant. Dated 17th November, 1872.

*Civil Service Commission,
November 20, 1872.*

The Civil Service Commissioners hereby give notice that an Open Competition for one hundred situations as Second Class Assistant of Excise in the Department of Inland Revenue, will be held in London, Edinburgh, Dublin, Liverpool, Birmingham, Bristol, Leeds, Glasgow, Dundee, Cork, Galway, and Belfast, on the 10th January, 1873, under the Special Regulations of June 5, 1872, published in the London Gazette of June 7, 1872. Persons wishing to compete should apply at once for the necessary form to the Secretary, Civil Service Commission, London, S.W.

*Civil Service Commission,
November 20, 1872.*

THE Civil Service Commissioners hereby give notice, that the following Regulations have been approved by the Lords Commissioners of Her Majesty's Treasury:—

SPECIAL REGULATIONS (Supplementary to the General Regulations of 8th April, 1872), respecting Open Competitive Examinations for the situation of Assistant in the Nautical Almanac Office.

N.B.—These Regulations are liable to alteration.

I. The Examination will be in the following subjects; viz.:—

1. Handwriting and Orthography.
2. Arithmetic (including Vulgar and Decimal Fractions).
3. Algebra (including Quadratic Equations).
4. Logarithmic solution of plane and spherical triangles.
- 5.*Astronomical computations.

* Candidates will be required to convert geocentric longitude and latitude into right ascension

and declination, to find by the tables the hourly right ascension and declination of the Moon from her right ascension and declination at noon and midnight, and to compute, according to the method in the Appendix to the Nautical Almanac for 1836, the circumstances of an occultation of a star by the Moon.

II. A fee of £1 will be required from each Candidate attending the Examination.

III. No Candidate will be eligible whose age on the first day of the Examination is less than 18 or more than 25.

The Civil Service Commissioners further give notice, that an Open Competition for one situation of Assistant in the Nautical Almanac Office, will be held in London, under the above Regulations, on Tuesday, the 7th January, 1873, and following days. Persons wishing to compete should apply at once for the necessary form to the Secretary, Civil Service Commission, London, S.W.

Civil Service Commission.

November 21, 1872.

THE Civil Service Commissioners hereby give notice, that at an Examination held in pursuance of the Regulations dated 23rd September, 1872, and published in the London Gazette of 24th September, 1872, for the situation of Practical Mechanician in the Stamping Office of the Inland Revenue Department, the undermentioned Candidate obtained the first place, viz. :—

John Smith Swarder.

NAVAL PRIZE MONEY.

Department of the Accountant-General of the Navy and Comptroller of Navy Pay, Admiralty, November 16, 1872.

NOTICE is hereby given to all persons interested therein, that preparations are now being made for the intended distribution of the tonnage bounty awarded for a slave dhow, name unknown, captured on the 17th September, 1871, by Her Majesty's ship "Columbine."

Agents or other persons having any just and legal demand, unliquidated, against the said bounty, are required to transmit the particulars of any such demand to the Registrar of the High Court of Admiralty, in order that the same may be examined, taxed, and allowed by that Officer, and paid under the sanction of the Judge of the said Court.

Due notice will be given, by future advertisement in the London Gazette, of the date proposed for the commencement of distribution; and at the same time, the amount of an individual's share in the respective classes will be announced.

NOTICE OF INTENDED DISTRIBUTION OF NAVAL PRIZE MONEY.

Department of the Accountant-General of the Navy and Comptroller of Navy Pay, Admiralty, November 18, 1872.

NOTICE is hereby given to the Officers, Seamen, and Marines, and to all persons interested therein, that the distribution of the amount awarded to the Officers and crew of Her Majesty's Ship "Plover," for the capture of the schooner "Clara S. Friend," on the 30th September, 1870, will commence on Friday, the 29th instant, in the Prize Branch of the Department of the "Accountant-General of the Navy, Admiralty, Somerset House."

Personal applications by persons entitled to share, and by agents and other persons holding powers of attorney, prize orders, assignments, or other instruments, by virtue of which they may be legally entitled to claim the share of any captor serving in the above-named ship, are to be made at the Prize Branch of the Admiralty, Somerset House.

Any Officer, Seaman, Marine, or other person, who may desire to receive his share from the Collector of Customs or of Inland Revenue within the United Kingdom, is required to intimate the same by letter to be addressed "On Prize Business, to the Accountant-General of the Navy and Comptroller of Navy Pay, Admiralty, S.W." (enclosing his certificate of service, or an attested copy thereof, excepting in the case of Commissioned Officers),—in which letter his own place of residence is to be precisely stated, as well as the place of the nearest Collector of Customs, or of Inland Revenue, from whom it would be convenient to receive such share of salvage money.

The following are the shares due to an individual in the several classes :—

	£	s.	d.
Flag	4	19	3
Commander	14	7	11
Third class	7	4	6
Fourth class	4	16	5
Fifth class	2	17	10
Sixth class	2	8	3
Seventh class	1	13	10
Eighth class	0	19	3
Ninth class	0	9	7
Tenth class	0	4	9

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 to the Incumbent of the vicarage or benefice of Saint Faith, Maidstone, in the county of Kent, and in the diocese of Canterbury, and to his successors, Incumbents of the same vicarage or benefice, 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 twentieth day of September, in the year one thousand eight hundred and seventy-two, 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: And we do also hereby grant and appropriate, out of our said common fund, to the said vicarage or benefice of Saint Faith, Maidstone, one capital sum of one thousand and five hundred pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage or benefice, according to plans and a specification approved or to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the mean time 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 or benefice: Provided always; that if at any time lauds, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend of one hundred pounds, or any part thereof, shall be annexed by us to the said vicarage or benefice, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the pay-

ment 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 fourteenth day of November, in the year one thousand eight hundred and seventy-two.

(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 Minister or Incumbent of the district of Saint Agatha, Shoreditch, in the county of Middlesex, and in the diocese of London, and to his successors, Ministers or Incumbents of the same district, one yearly sum or stipend of two hundred pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the second day of July, in the year one thousand eight hundred and seventy-two, 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, in our opinion, to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said district, 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 fourteenth day of November, in the year one thousand eight hundred and seventy-two.

(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 Rookhope, in the county of Durham, and in the diocese of Durham, one capital sum of fifty pounds sterling, to be applicable towards defraying the cost of effecting certain improvements in 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 Rookhope.

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

(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 benefice of Christ Church, South Hackney, in the county of Middlesex, and in the diocese of London, 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 sixteenth day of September, in the year one thousand eight hundred and seventy-two, and to be receivable in four equal portions on the first day of February, the first day of May, the first day of August, and 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 benefice, shall be paid only upon the production to us on or after each of the said lastly-mentioned days in each and every year of a certificate under the hand of the Bishop of the said diocese of London, that an Assistant Curate, duly licensed by such Bishop, has been employed within the parish of Christ Church, South Hackney aforesaid, during the quarter of the 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 benefice.

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

(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 of the benefice of Saint Paul, Grove Park, Chiswick, in the county of Middlesex, and in the diocese of London, and to his successors, Incumbents of the same benefice, one yearly sum or stipend of two hundred pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the thirteenth day of August, in the year one thousand eight hundred and seventy-two, 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, in our opinion, to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said benefice, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

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

(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 Luke, Holbeach Hurn, in the county of Lincoln, and in the diocese of Lincoln, one capital sum of one 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 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 Luke, Holbeach Hurn.

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

(L.S.)

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 North Holderness, in the county of York, 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 East Riding of the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the Sessions House, Beverley, on Saturday, the 30th day of November, 1872, at one o'clock in the afternoon, 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 North Holderness aforesaid.

H. Roberts.

Algernon West.

Inland Revenue, Somerset House,
London, November 19, 1872.

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 Hunsley Beacon, South, in the county of York, 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 East Riding of the aforesaid county, being respectively qualified to act as such Commissioners, to be holden at the Sessions House, Beverley, on Saturday, the 30th day of November, 1872, at one o'clock in the afternoon, 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 Hunsley Beacon, South, aforesaid.

H. Roberts.

Algernon West.

Inland Revenue, Somerset House,
London, November 19, 1872.

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 Hunsley Beacon, North, in the county of York, 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 East Riding of the aforesaid county, being respectively qualified to act as such Commissioners, to be holden at the Sessions House, Beverley, on Saturday, the 30th day of November, 1872, at one o'clock in the afternoon, 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 Hunsley Beacon, North, aforesaid.

H. Roberts.

Algernon West.

Inland Revenue, Somerset House,
London, November 19, 1872.

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 Hunsley Beacon, South, in the county of York, 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 East Riding of the aforesaid 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 Sessions House, Beverley, on Saturday, the 30th day of November, 1872, at one o'clock in the afternoon, 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 division of Hunsley Beacon, South, and of persons to supply vacancies amongst such Commissioners, as may be sufficient to increase the number of such Commissioners to any number not exceeding fourteen, and of persons to supply vacancies amongst such Commissioners to any number not exceeding fourteen.

H. Roberts.

Algernon West.

Inland Revenue, London,
November 19, 1872.

NOTICE is hereby given, that a separate building, named the United Methodist Free Church, situated at Manor-road, in the parish of Bermondsey, in the county of Surrey, in the district of St. Olave, Southwark, being a building certified according to law as a place of religious

worship, was, on the 20th day of November, 1872, 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, 1872.
William Benjamin Hurst, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Acre-street Meeting House, situated at Acre-street, Stroud, in the parish of Stroud, in the county of Gloucester, in the district of Stroud, being a building certified according to law as a place of religious worship, was, on the 18th day of November, 1872, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 19th of November, 1872.
A. J. Driver, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Jerusalem, situate at Ton Ystrad Rhondda, in the parish of Ystrad-y-fodwg, in the county of Glamorgan, in the district of Pontypridd, being a building certified according to law as a place of religious worship, was, on the 18th day of November, 1872, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 19th of November, 1872.
E. C. Spickett, Superintendent Registrar.

In the Matter of the Imperial Credit Company Limited and Reduced, and in the Matter of the Companies Act, 1867.

NOTICE is hereby given, that a petition for confirming a resolution reducing the capital of the above Company from £1,000,000 to

£750,000, was, on the 7th day of November, 1872, presented to the Lord Chancellor, and is now pending, and that the list of creditors of the Company is to be made out as for the 24th day of December, 1872.

Ashurst, Morris, and Co., 6, Old Jewry, London, E.C., Solicitors to the Company.

To the Metropolitan Board of Works, and every other Body and Person constituting or being a Metropolitan Authority within the meaning of that expression in the Metropolitan Water Act, 1871, within the district or area hereinafter described.

NOTICE is hereby given, that the East London Waterworks Company propose to give, on and after the 25th day of March, 1873, a constant supply of water throughout the district or area bounded by and contained within imaginary lines drawn along the respective centres of the Hackney-road, the Cambridge Heath-road, Church-street, Bethnal Green, and Shoreditch High-street, and situate within the parishes of Bethnal Green and Saint Leonard's, Shoreditch, in the county of Middlesex.

Given under the Common Seal of the East London Waterworks Company, the 21st day of November, 1872.



Sealed by order of the Board of Directors.

E. Bates, Secretary.

BANK OF ENGLAND.

AN. ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 20th day of November, 1872.

ISSUE DEPARTMENT.

£				£			
Notes Issued.	...	...	35,216,425	Government Debt	...	...	11,015,100
				Other Securities	...	...	3,984,900
				Gold Coin and Bullion	...	...	20,216,425
				Silver Bullion	...	...
			<u>£35,216,425</u>				<u>£35,216,425</u>

Dated the 21st day of November, 1872.

Frank May, Deputy Chief Cashier.

BANKING DEPARTMENT.

£				£			
Proprietors' Capital	...	...	14,553,000	Government Securities	...	...	13,259,873
Reserve	...	...	3,200,033	Other Securities	...	...	20,597,477
Public Deposits (including Exchange, Savings Banks, Commissioners of National Debt, and Dividend Accounts)	...	...	8,100,232	Notes	...	...	10,243,210
Other Deposits	...	...	18,550,752	Gold and Silver Coin	...	...	709,078
Seven day and other Bills	...	...	405,621				
			<u>£44,809,638</u>				<u>£44,809,638</u>

Dated the 21st day of November, 1872.

Frank May, Deputy Chief Cashier.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 20th November, 1872.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces	Ounces.	Ounces.	Ounces	Ounces.
Germany... ..	29,037	...	29,037	2,000	...	2,000
Belgium	4,225	...	4,225	82,800	...	82,800
France	202,816	...	202,816	266,740	...	266,740
South America and West Indies	1,929	2,637	4,566	77,528	133,628	211,156
United States of America ...	25,000	2,688	27,688	61,200	257,295	318,495
Other Countries	1,585	2,780	4,365	13,917	1,640	15,557
...
Aggregate of the Importations } registered in the Week ... }	264,592	8,105	272,697	504,185	392,563	896,748
Declared Value of the said } Importations }	£ 1,038,609	£ 32,411	£ 1,071,020	£ 126,253	£ 98,140	£ 224,393

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Denmark ... ..	...	...	12,500	12,500	...	...	...	...
Germany... ..	...	...	250,000	250,000	...	...	109,897	109,897
Holland ... ..	...	...	...	...	...	...	50,240	50,240
Belgium ... ..	...	...	...	...	...	...	234,520	234,520
France ... ..	...	...	...	...	7,679	131,680	...	139,359
South America (except Brazil and West Indies	462	...	...	462	21,960	...	...	21,960
Other Countries	257	...	...	257	6,880	12,718	...	19,598
...
Aggregate of the Exportations } registered in the Week ... }	719	...	262,500	263,219	6,519	144,398	394,657	575,574
Declared Value of the said } Exportations }	£ 2,850	£ ...	£ 1050000	£ 1052850	£ 9,410	£ 36,097	£ 101,190	£ 146,697

Statistical Department, Custom House, London,
November 21, 1872.S. SELDON,
Principal.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
3410. Inventions.

NOTICE is hereby given, that the petition of William Edgar Prall, of the city of Washington, in the district of Columbia, and United States of America, praying for letters patent for the invention of "an improved combination and arrangement of devices for supplying the tanks and tenders of locomotives with water," was deposited and recorded in the Office of the Commissioners on the 15th day of November, 1872, and a complete specification accompanying such petition was at the same time filed in the said office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
3392. Inventions.

NOTICE is hereby given, that the petition of William Robert Lake, of the firm of Haseltine, Lake & Co., Patent Agents, Southampton-No. 23922. B

buildings, London, praying for letters patent for the invention of "improvements in reaping and mowing machines,"—a communication to him from abroad by Joseph Nicholson, of Melbourne, Australia,—was deposited and recorded in the Office of the Commissioners on the 14th day of November, 1872, and a complete specification accompanying such petition was at the same time filed in the said office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
3417. Inventions.

NOTICE is hereby given, that the petition of Friedrich Hahn, of Berlin, Germany, now of Finsbury-circus, in the city of London, Professor of Chemistry, praying for letters patent for the invention of "improvements in the manufacture of steel and malleable iron, and in furnaces therefor,"—was deposited and recorded in the Office of the Commissioners on the 16th day of November, 1872, and a complete specification

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

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
3439. Inventions.

NOTICE is hereby given, that the petition of James Clifford, Morgan Henry Macaulay, and Francis William Waide, all of Bath Works, Rotherham, in the county of York, Stove Grate Manufacturers and Ironfounders, praying for letters patent for the invention of "improvements in water-waste preventers," was deposited and recorded in the Office of the Commissioners, on the 18th day of November, 1872, and a complete specification accompanying such petition was at the same time filed in the said Office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
Inventions.

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

2604. To Edward Alexander Rippingille, of Holborn-hill, in the county of Middlesex, Lamp Manufacturer, for the invention of "improvements in lamps for burning mineral oils."

On his petition, recorded in the Office of the Commissioners on the 2nd day of September, 1872.

2924. To Leander Wolcott Boynton, of the city and State of New York, United States of America, now of No. 8, Southampton-buildings, London, for the invention of "improvements in the manufacture of blocks or cubical or other shaped pieces of coal, sugar, clay, peat, manure, and other materials, and in machinery therefor."

On his petition, recorded in the Office of the Commissioners on the 3rd day of October, 1872.

2990. To Richard Bagley, of Birmingham, in the county of Warwick, Machinist, for the invention of "improvements in holders or galleries for the shades or globes and chimneys of gas and other lamps, which improvements are also applicable to candle holders."

On his petition, recorded in the Office of the Commissioners on the 10th day of October, 1872.

3032. To James Hargreaves, of Widnes, in the county of Lancaster, Chemist, and Thomas Robinson, of the same place, Iron founder, for the invention of "improvements in treating sulphides, and in obtaining products therefrom."

3042. And to James Sims and Charles Holmes, both of 214, Great Portland-street, Regents Park, in the county of Middlesex, Gas Engineers, for the invention of "a new or improved process for heating conservatories, places of worship, public buildings, and other structures and places, and apparatus for such purposes."

On both their petitions, recorded in the Office of the Commissioners on the 15th day of October, 1872.

3058. To James Forster Shedlock, of 27, Harrow-road, Paddington-green, in the county of Middlesex, for the invention of "an improved rymer and counter bore or pin drill."—A communication to him from abroad by Alfred Shedlock, of New York, in the United States of America.

On his petition, recorded in the Office of the Commissioners on the 16th day of October, 1872.

3067. To William Morgan-Brown, of the firm of Brandon and Morgan-Brown, Engineers and

Patent Agents, of 38, Southampton-buildings, London, and 13, Rue Gaillon, Paris, for the invention of "an improved composition for preserving wood, metal, stone, brick, paper, textile and felted fabrics, cordage, and cables."—A communication to him from abroad by Frédéric-Oscar Möller, of 22, Rue Lavoisier, Paris.

On his petition, recorded in the Office of the Commissioners on the 17th day of October, 1872.

3136. To Fairfax Oddy, of Bradford, in the county of York, Engineer, for the invention of "improved apparatus to be employed for utilizing exhaust steam for warming buildings and railway carriages, heating air, and other like uses."

On his petition, recorded in the Office of the Commissioners on the 23rd day of October, 1872.

3210. To John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, for the invention of "improvements in umbrellas and parasols, and in apparatus or appliances for effecting the same."—A communication to him from abroad by Abram Herzberg and Isaac Herzberg, both of Philadelphia, Pennsylvania, United States of America.

3211. And to William Henry Gold, of No. 44, Knowle-road, Brixton, in the county of Surrey, for the invention of "a new and improved self-supplying reservoir pen cap."

On both their petitions, recorded in the Office of the Commissioners on the 30th day of October, 1872.

3258. To Joseph Numa Gateuil, of Bordeaux, in the Republic of France, but temporarily residing at 37, Finsbury-square, in the county of Middlesex, Architect, for the invention of "improved apparatus for effecting calculations."

On his petition, recorded in the Office of the Commissioners on the 2nd day of November, 1872.

3280. To Martyn John Roberts, of the city of Bath, Esquire, for the invention of "improvements in, or a new or improved material for, packing, stuffing boxes and pistons, and making pipe joints."

3284. And to Julien François Belleville, of Saint Denis (France), Manufacturer, for the invention of "improvements in steam boilers and furnaces, and in parts connected herewith."

On both their petitions, recorded in the Office of the Commissioners on the 5th day of November, 1872.

3286. To Thomas Rogers Horton, of Glasgow, in the county of Lanark, North Britain, Engineer, for the invention of "improvements in converters, moulds, and other apparatus to be used in the manufacture of Bessemer and other steel, some of which improvements are also applicable in other operations requiring lifting apparatus."

On his petition, recorded in the Office of the Commissioners on the 6th day of November, 1872.

3299. To William Robert Lake, of the firm of Haseltine, Lake, & Co., Patent Agents, Southampton-buildings, London, for the invention of "improvements in electric torches for lighting gas."—A communication to him from abroad by William Washington Batchelder, of the city and State of New York, United States of America, Gentleman.

3300. To George Henry Carne Hedley, William Smith, and Tom Abercrombie Hedley, all of No. 19, Salisbury-street, Strand, London, for the invention of "improvements in the manu-

facture and purification of gas, and in the apparatus employed therein and connected therewith."

3301. To Friedrich Hermann Wilke, of Chemnitz, in the Kingdom of Saxony, Manufacturer, for the invention of "improvements on power looms."
3302. To August Louis Kiesling, of 23, Fenchurch-street, in the city of London, for the invention of "improvements in apparatus for warming railway and other carriages, and in the manufacture of the fuel to be used therein."
3304. To Joseph Ruston, of the Sheaf Iron Works, in the city of Lincoln, for the invention of "improvements in portable and other steam engines."
3305. To George Leonard Turney, of Addle-street, in the city of London, Manufacturer, for the invention of "improvements in boxes, and in machinery for manufacturing the same."
3307. To Joseph Edlyn Outridge, of Catford Bridge, in the county of Kent, Engineer, for the invention of "improvements in valves for steam and other engines."
3308. To Martin Rae, of Uphall, in the county of Linlithgow, North Britain, for the invention of "improvements in the production of artificial fuel, and in the machinery employed therein."
3309. And to Henry Deacon, of Widnes, in the county of Lancaster, Alkali Manufacturer, for the invention of "improvements in the manufacture of bleaching liquor."
- On their several petitions, recorded in the Office of the Commissioners on the 7th day of November, 1872.
3310. To James Stead Crosland, of the city of Manchester, in the county of Lancaster, Engineer, for the invention of "improvements in stationary and marine steam boilers or generators."
3311. To John Dunkin Lee, of Northwood-park, and John White, of Medina and Thetis Docks, West Cowes, both in the Isle of Wight, for the invention of "improvements in the construction of ships and vessels."
3314. To Henry Brooks, of No. 31, Cumberland-market, Regents Park, and No. 138, Hampstead-road, both in the county of Middlesex, for the invention of "an improvement in music stools or chairs, which improvement is also applicable to other seats and articles of furniture, the height of which is required to be variable."—A communication to him from abroad by Gustave Henry Ulmann, of Rue de la Cluche, Calais, in the Republic of France.
3315. To John Tebbutt, of Leicester, in the county of Leicester, Manufacturer, for the invention of "improvements in the manufacture of elastic fabric."
3316. To Andrew Ferrier Shanks, of Barrhead, in the county of Renfrew, North Britain, Plumber and Tinsmith, for the invention of "improvements in making cases or boxes of thin sheet metal, and in apparatus therefor."
3317. To Henri Adrien Bonneville, of the British and Foreign Patent Offices, 18, Rue de la Chaussée d'Antin, Paris, France, and 6, Piccadilly, in the county of Middlesex, Patent Agent, for the invention of "improvements in furnaces for burning lime, plaster, cements, ceramic productions, and for similar purposes."—A communication from Charles Avril, a person resident at Montchanin, France, Manufacturer.
3318. To Benjamin Joseph Barnard Mills, of the firm of Harris and Mills, of 35, Southampton-buildings, in the county of Middlesex, Patent Agent, for the invention of "an improved

process for cleansing cotton waste and fibrous substances saturated with oils and mixed with debris and other matters."—A communication to him from abroad by John Henry Post, of the city, county, and State of New York, in the United States of America.

3319. To Robert Smith, of Sheffield, in the county of York, for the invention of "improvements in steam generators."
3320. To James Allison, of Edinburgh, in the county of Mid Lothian, North Britain, Foreman Upholsterer, for the invention of "improvements in planing wood or other material, and in the machinery or apparatus employed therefor."
3321. To William Charles Stiff, of Birmingham, in the county of Warwick, Merchant and Manufacturer, for the invention of "improvements in the manufacture of metallic cop tubes or caps used in spinning."
3322. To William Marriott, of Huddersfield, in the county of York, Manufacturing Chemist, for the invention of "improvements in the manufacture of salts and oxides of lead, and in apparatus therefor."
3323. And to Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "improvements in the manufacture of stearic acid."—A communication to him from abroad by Edouard Deiss, of Marseilles, France.
- On their several petitions, recorded in the Office of the Commissioners on the 8th day of November, 1872.
3325. To Thomas Bowlas, of Reddish, in the county of Lancaster, Cotton-Spinner, for the invention of "improvements in the arrangements for damping in machinery employed in the spinning or doubling of cotton or other yarn."
3326. To Charles Duggin, of the city, county, and State of New York, in the United States of America, but at present of 35, Southampton-buildings, in the county of Middlesex, for the invention of "improvements in devices for fastening or securing window sashes."—A communication to him from abroad by James M. Crossman, of South Orange, in the State of New Jersey, and George Sam Rice, of Tarrytown, in the State of New York, both in the United States of America.
3327. To Alfred Harris, of Birmingham, in the county of Warwick, Manufacturer, for the invention of "improvements in breech loading small arms."
3328. To Charles Lund, of Fleet-street, in the city of London, Manufacturer, for the invention of "an improved cutting instrument for opening metal boxes or cases."
3331. To Alexander Prince, of the Office for Patents, 4, Trafalgar-square, Charing-cross, in the county of Middlesex, for the invention of "improved apparatus for feeding steam boilers and raising water."—A communication to him from abroad by Frederic August Fischer, of Harzburg.
3332. To Alexander Prince, of the Office for Patents, No. 4, Trafalgar-square, Charing-cross, in the county of Middlesex, for the invention of "improvements in apparatus for raising water."—A communication to him from abroad by Monsieur Edouard Schlamp, resident at Nierstein, on the Rhine.
3333. To John Grantham, of King's Arms-yard, in the city of London, Civil Engineer, for the invention of "improvements in tramway carriages."

3334. To Thomas Henry Rushton, of the firm of Messieurs Dobson and Barlow, of Bolton, in the county of Lancaster, Machine Maker, for the invention of "improvements in machinery for doubling and winding yarn."
3335. To Charles de Sainte Marie, of Port Ste. Marie, in the Departement of Lot et Garonne (France), Doctor, for the invention of "an improved process of tanning hides and skins."
3336. To Peter Newall and James Barker, of Warrington, in the county of Lancaster, Millwrights and Engineers, for the invention of "an improved steam traversing leather roller for butts, bends, bellies, and heads."
3337. To Francis Fleming, of Halifax, in the county of York, Card Manufacturer, and Joseph Milner, of Halifax aforesaid, Card Manufacturer, for the invention of "an improved apparatus for flattening or shaping wire to be used in the manufacture of wire cards and reed wires for looms for weaving."
3338. To William Robert Lake, of the firm of Haseltine, Lake, & Co., Patent Agents, Southampton-buildings, London, for the invention of "an improved compressed air motor."—A communication to him from abroad by Louis Mekarski, of Paris, France, Architect.
3339. To Joseph Timothy Hopkinson, of 110, Newington Causeway, Southwark, Surrey, Tool Maker, for the invention of "improvements in window sash fastenings."
3340. And to Conrad Edward Zimdars, of Red Lion-square, Holborn, in the county of Middlesex, Engineer, for the invention of "improvements in pneumatic signalling and communicating apparatus."
- On their several petitions, recorded in the Office of the Commissioners on the 9th day of November, 1872.
3341. To Thomas William Kennard, of 13, Albert Mansions, Victoria-street, Westminster, Civil Engineer, for the invention of "an improved method and apparatus for indicating the height of the water in steam boilers."
3343. To Alexander Barr, of Glasgow, in the county of Lanark, North Britain, Plumber and Hydraulic Engineer, for the invention of "improvements in motive power engines to be worked by water."
3345. To Edwin Cogswell, Nathaniel Wilkins, and James Benjamin Wilkins, all of Trowbridge, in the county of Wilts, for the invention of "an improvement in fulling machines."
3346. To Richard Hanson, of Halifax, in the county of York, Engineer, for the invention of "improvements in steam engines."
3347. To William Purvis Wilson, of 28, Duke-street, in the city of Westminster, for the invention of "improvements in apparatus used in the manufacture of gas, which improvements are also applicable to other purposes."
3348. To Rogers Field, of No. 5, Cannon-row, Westminster, in the county of Middlesex, for the invention of "improvements in sewage tanks, and in the means of effecting the intermittent discharge of liquid from them or other vessels by syphons."
3349. To Richard Kendall, of No. 22, Union-street, Bath, for the invention of "an improved dish or stand for holding pressed or cooked meats, stilton cheese, and such like provisions."
3350. To Hunter Henry Murdoch, of No. 7, Staple-inn, in the county of Middlesex, Patent Agent, for the invention of "an improved mode of tanning hides and skins."—A commu-

nication to him from abroad by Barthelemy Picard, of Paris, France, Tanner.

3351. To Thomas Shutt, of Birmingham, in the county of Warwick, Iron Founder, and Edgar Brooks, of Birmingham aforesaid, Manufacturer, for the invention of "improvements in apparatus for economizing fuel."
3352. To George Ash, of Great Marlborough-street, Regent-street, in the county of Middlesex, Surgeon Dentist, for the invention of "improvements in stoves or fire grates."
3353. To Peter Brimelow, of Accrington, in the county of Lancaster, for the invention of "improvements in warping or beaming mechanism."
3354. To Falconer Macken, of Chancery-lane, in the county of Middlesex, Civil Engineer, for the invention of "improvements in machinery or apparatus for preparing and spinning wool and other fibrous substances."—A communication to him from abroad by Ferdinand Spineux, of Liège, in the Kingdom of Belgium.
3355. To Henry Young Darracott Scott, of Ealing, in the county of Middlesex, Major-General, C.B., for the invention of "improved apparatus to be used in the treatment of sewage deposits and other like substances."
3356. And to James Alexander Manning, of the Inner Temple, London, Esquire, for the invention of "improvements in the treatment of human fecal matters, and in the apparatus or means employed therein."

On their several petitions, recorded in the Office of the Commissioners on the 11th day of November, 1872.

3357. To Peter Brimelow, of Accrington, in the county of Lancaster, and Simeon Sutherst, of Bank-lane, in the same county, for the invention of "improvements in railway coupling mechanism."
3358. To James Pinkerton, of Blackfaulds, in the county of Lanark, North Britain, for the invention of "improvements in signalling on railways, and in apparatus or means employed therefor."
3360. To Edward Primerose Howard Vaughan, F.C.S., of 54, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "improvements in the mariners' compass."—A communication to him from abroad by Lucien Ripamonti and Daniel Ripamonti, residing at Paris, in the Republic of France.
3361. To Laurence Clarkson Fulton, of Greenock, in the county of Renfrew, North Britain, Engineer, for the invention of "improvements in steam engines."
3362. To Langley Banks, of No. 127, Campbell-street, in the town and county of the town of Kingston-upon-Hull, for the invention of "improvements in the manufacture or composition of fuel."
3363. To Richard Bewley, junior, of Utttoxeter, in the county of Stafford, for the invention of "improvements in boiler fittings, also partly applicable for other purposes."
3364. To Henry Hillman, of Oaken Gates, in the county of Salop, for the invention of "improvements in sewing machines."
3365. To William Robert Lake, of the firm of Haseltine, Lake, & Co., Patent Agents, Southampton-buildings, London, for the invention of "an improved kaleidoscope."—A communication to him from abroad by Walter Woodbury, of the State of New York, United States of America.
3366. To Francis William Waide, of Elmfield, Moorgate, Rotherham, in the county of York,

for the invention of "improvements in water waste preventers."

3367. To Henry Clarke Ash, of 315, Oxford-street, in the county of Middlesex, for the invention of "improvements in ice safes."
3368. To Charles Adams Randall, of the city, county, and State of New York, United States of America, and at present of Great Portland-street, in the county of Middlesex, for the invention of "improvements in printing telegraphic apparatus, and in the arrangement of the circuits to be used in connection therewith."—Partly his own invention and partly the result of a communication to him from abroad by Theodore Marshall Foote, of New York aforesaid.
3369. To William Richardson, of Oldham, in the county of Lancaster, Mechanical Engineer, for the invention of "improvements applicable to machinery for burring or cleaning, opening and sorting wool and other fibrous materials."
3370. To Astley Paston Price, of 47, Lincoln's-inn-fields, in the county of Middlesex, Consulting Chemist, for the invention of "improvements in effecting the annealing of wire."—A communication to him from abroad by Robert Hasenclever, of Stolberg, Prussia.
3371. And to Vitale Domenico de Michele, of Delahay-street, in the city of Westminster, in the county of Middlesex, Civil Engineer, for the invention of "improved process for the manufacture of Portland cement, and in apparatus to be employed therein, and for other purposes."
- On their several petitions recorded in the Office of the Commissioners on the 12th day of November, 1872.
3372. To William Thomas Read, of 45 and 46, Saint Pancras-road, Kings-cross (Midland Railway Terminus), in the county of Middlesex, Export Bottler, for the invention of "improvements in cocks or taps for bottling."
3373. To Hamilton Ela Towle, of Budge-row, Cannon-street, in the city of London, Civil Engineer, for the invention of "improvements in fluid motors for driving sewing machines and other small or light machinery or apparatus."—Partly the result of a communication made to him from abroad by William C. Dodge, James H. Welch, Edward P. Welch, and Rosia W. Welch, all of Washington, District of Columbia, United States of America, and partly of invention and discovery made by him.
3375. To Alfred Bult Verrier, of Bridport, in the county of Dorset, Gentleman, for the invention of "improvements in stoves, kitchen ranges, kitcheners, and fire grates of various kinds."
3376. To James Buchanan, junior, of Liverpool, in the county of Lancaster, Engineer, for the invention of "improvements in, and connected with, centrifugal drying and cleaning machines."
3377. To James Lyall, of the city and State of New York, United States of America, for the invention of "improvements in looms for weaving."
3378. To Felix Napoleon Target, of Colyton, in the county of Devon, Gentleman, for the invention of "improvements in preserving food, and in the means or apparatus employed therein."
3379. To John Eastman Palmer, of Stonehouse, in the county of Devon, Photographer, for the invention of "improvements in the production of copies of photographic pictures, and in shading and colouring the same."

3380. To Hugh Jones, of No. 8, Churchyard-row, Newington Butts, in the county of Surrey, for the invention of "an improved life belt."

3381. To John Farmer, of Harrow, in the county of Middlesex, Professor of Music, for the invention of "improvements in musical instruments."

3383. To Henry Walton Whitehead, of Holbeck, in the parish of Leeds, in the county of York, a partner in the firm of Taylor Wordsworth & Co., of the same place, Machine and Tool Makers, for the invention of "improvements in machinery for burring wool and other fibrous substances."

3384. To Charles Henry Murray, of Loman-street, in the borough of Southwark, Machinist, for the invention of "improvements in chain pumps."

3385. To Richard Stephens Taylor, Junior, of Gray's-inn, in the county of Middlesex, Attorney at Law, for the invention of "improvements in the construction of ships or other vessels."—A communication to him from abroad by Edmund Waterton, of Brussels, in the Kingdom of Belgium.

3386. To John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, for the invention of "improvements in pipe joints."—A communication to him from abroad by John Frothingham Ward, of Jersey City, county of Hudson, State of New Jersey, United States of America.

3387. To John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, for the invention of "improvements in the construction of ships or vessels."—A communication to him from abroad by Edward Jackson, of Manila, in the East Indies.

3388. And to Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "improved bolt threading and nut tapping machinery."—A communication to him from abroad by Frank S. Allen and Charles F. Ritchel, both of the city, county, and State of New York, United States of America.

On their several petitions, recorded in the Office of the Commissioners on the 13th day of November, 1872.

3389. To Benjamin Joseph Barnard Mills, of the firm of Harris and Mills, of 35, Southampton-buildings, in the county of Middlesex, Patent Agent, for the invention of "improvements in machinery for cleansing, scouring, or smutting grain and seeds."—A communication to him from abroad by John F. Wood, of Boston, Massachusetts, and Frederic F. Skinner, of Detroit, Michigan, both in the United States of America.

3390. To Benjamin Brown, of Bury, in the county of Lancaster, for the invention of "improvements in the construction of bolsters for the spindles of machines used in spinning and doubling cotton and other fibrous materials."

3393. To George Clark, of No. 10, Craven-buildings, Drury-lane, in the county of Middlesex, for the invention of "improvements in preserving animal and vegetable articles of food, and in vessels, apparatus, and appliances for such preservation."

3395. To Walter Charles Church, of Lombard-street, in the city of London, Consulting and Mechanical Engineer, for the invention of "improvements in safety valves and self acting apparatus for preventing explosions of, or

injury to, boilers or generators containing steam or other fluids, parts of which improvements are applicable to steam and hydraulic valves."

3396. To Hermann Schildberg, of Moorgate-street, in the city of London, Merchant, for the invention of "improvements in the construction of velocipedes."

3397. To Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "improved air-heating furnace or apparatus."—A communication to him from abroad by Stephen Johnson Gold, of Cornwall, in the county of Litchfield, and State of Connecticut, United States of America.

3398. To Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "an improved baling press."—A communication to him from abroad by Peter Kells Dederick, of the city and county of Albany, State of New York, United States of America.

3399. And to Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "improvements in boring and drilling machines."—A communication to him from abroad by Charles Francis Ritchel and Frank Samuel Allen, both of the city, county, and State of New York, United States of America.

On their several petitions recorded in the Office of the Commissioners on the 14th day of November, 1872.

3401. To John Tenwick, of Lemington, near Blaydon-on-Tyne, in the county of Northumberland, Moulder, for the invention of "improvements in the construction and in the form of anchors for ships and vessels."

3403. To Martyn John Roberts, of the city of Bath, Esquire, for the invention of "improvements in engine governors and in apparatus connected therewith."

3405. To Joseph Ré, of Turin (Italy), resident at Paris, Rue de l'Université, No. 2, for the invention of "improvements in machinery for manufacturing horse-shoes."—A communication from Vittore Vezzoli, resident at Milan (Italy), Corso Portovenesia, 34.

3407. To John Steel, of Glasgow, in the county of Lanark, North Britain, Merchant, for the invention of "an improved personal indicator for offices."

3409. To Deane Stanley, of Manchester, in the county of Lancaster, for the invention of "improvements in the method of and apparatus for obtaining and applying motive power."

3411. To William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, for the invention of "improvements in stench traps and in apparatus for making the same and other curved or partly curved articles."—A communication to him from abroad by Nathan Thompson, of Brooklyn, in the State of New York, in the United States of America.

3413. To Thomas Ryder and George Ryder, of the firm of Thomas Ryder, Son, and Company, of the Turner Bridge Ironworks, Tonge, near Bolton, in the county of Lancaster, Roller and Tool Makers, for the invention of "improvements in the construction of machinery for forging."

3415. And to George Tomlinson Bousfield, of Sutton, in the county of Surrey, for the invention of "improvements in machinery for cutting and polishing glass, gems, marble, stones,

and other similar hard substances."—A communication to him from abroad by Charles William Lewis, of New York, in the United States of America.

On their several petitions recorded in the Office of the Commissioners on the 15th day of November, 1872.

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 16th day of November, 1872.

3230. John Tracy and Henry Tracy, of Shacklevell-lane, Dalston, in the county of Middlesex, for an invention of "an improved stick or stem for umbrellas, parasols, whip and other handles."—Dated 10th November, 1869.

3232. Evan Thomas, of No. 7, Cardiff-street, Aberdare, in the county of Glamorgan, Safety Lamp Manufacturer, for an invention of "an improvement in the construction of miners' safety lamps."—Dated 10th November, 1869.

3233. William Donbavand, of the city of Manchester, in the county of Lancaster, Scale Beam and Weighing Machine Manufacturer, for an invention of "improvements in balances for weighing."—Dated 10th November, 1869.

3234. James Riley, of Shoreditch, in the county of Middlesex, for an invention of "improvements in roofs and other parts of buildings."—Dated 10th November, 1869.

3238. James Ingleton, of Glasgow, in the county of Lanark, North Britain, Plumber, for an invention of "improvements in water closets."—Dated 10th November, 1869.

3239. Henry Lee, of the firm of Tootall, Broadhurst, Lee, and Company, of Manchester, in the county of Lancaster, for an invention of "improvements in looms for weaving."—Dated 10th November, 1869.

3241. Isaac Battinson and George Battinson, both of Halifax, in the county of York, Wool Combers, and Thomas Whitehead and Henry Walton Whitehead, both of Leeds, in the said county, Machine and Tool Manufacturers, for an invention of "improvements in machinery for combing wool, cotton, flax, and other fibrous substances."—Dated 10th November, 1869.

3242. John Logan and William Gardner, both of Paisley, in the county of Renfrew, North Britain, for an invention of "an improved mode of ornamenting textile fabrics."—Dated 11th November, 1869.

3244. Henry Robinson, of Skipton, in the county of York, for an invention of "improvements in the construction of kilns for burning limestone, chalk, cement, or for calcining ores, part of which being applicable to blast furnaces."—Dated 11th November, 1869.

3246. Marcus Tuthill, of Mota Borrisokane, in the county of Tipperary, Ireland, for an invention of "improvements in horse gear."—Dated 11th November, 1869.

3247. James Palmer Budd, of Ystalyfera, near Swansea, in the county of Glamorgan, for an invention of "improvements in the manufacture of iron."—Dated 11th November, 1869.

3248. James McCormick, of Boston, Massachusetts, United States of America, Brewer, for an invention of "an improvement in the process of brewing malt and other substances."—Dated 11th November, 1869.

3249. Isidor Nasch, of Berlin, in the Kingdom of Prussia, Manufacturer, for an invention of "improvements in button-hole sewing machines."—Dated 11th November, 1869.
3250. William Robert Lake, of the "International Patent Office," Southampton-buildings, London, Consulting Engineer, for an invention of "improvements in combination-locks."—Communicated to him from abroad by Archibald Burnett Vandemark, of Southington, Connecticut, United States of America, Manufacturer.—Dated 11th November, 1869.
3252. George Simpson, of Glasgow, in the county of Lanark, North Britain, and Lionel Strauss, of Wiesbaden, in the Kingdom of Prussia, but at present residing at Glasgow aforesaid, for an invention of "improvements in arrangements or apparatus for withdrawing beverages or other liquids from casks or other vessels, and for elevating the same."—Dated 11th November, 1869.
3254. John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, for an invention of "improvements in the treatment of caoutchouc, gutta-percha, and analogous gums, for the production therefrom of articles of utility and ornament."—Communicated to him from abroad by John Ballou Newbrough and Edward Fagan, both of the city, county, and State of New York, United States of America.—Dated 11th November, 1869.
3258. Hippolyte Rochatte, of Boulevard de Strasbourg, No. 23, Paris, Gunsmith, for an invention of "improvements in breech loading fire arms with central percussion."—Dated 11th November, 1869.
3261. Benjamin Shaw, of The Calder Soap Works, Wakefield, in the county of York, Engineer, for an invention of "improvements in machinery for cutting soap."—Dated 12th November, 1869.
3263. Christopher Brakell, of the North Moor Foundry, Oldham, in the county of Lancaster, Engineer, for an invention of "improvements in obtaining and applying motive power."—Dated 12th November, 1869.
3264. Samuel Chatwood, of Bolton-le-Moors, in the county of Lancaster, Safe and Lock Engineer, and Robert Kenyon, of Bolton-le-Moors, in the county of Lancaster, Millwright, for an invention of "improvements in furnaces and in apparatus connected therewith."—Dated 12th November, 1869.
3266. Gray Dennison Edmeston, of Preston, in the county of Lancaster, Engineer, for an invention of "improvements in hammers to be worked by steam or other elastic fluid."—Dated 12th November, 1869.
3268. Thomas Snow, of the Inner Temple, in the county of Middlesex, Barrister-at-Law, for an invention of "an improved column for exhibiting notices at railway stations and other public places."—Dated 12th November, 1869.
3270. Samuel William Shaw, of Bower Hill-house, Maidstone, in the county of Kent, for an invention of "improvements in the means and method employed for burning bricks."—Dated 12th November, 1869.
3271. Henry Royall Minns, of Bristol, in the county of Somerset, for an invention of "improvements in letter pillar posts."—Dated 12th November, 1869.
3272. George Henry Hannaford, of No. 3A, Finsbury-place, South, in the city of London, Gentleman, for an invention of "improvements in apparatus for working, locking, and controlling railway switches, points, and signals."—Dated 13th November, 1869.
3274. William Edward Gedge, of the firm of John Gedge and Son, of No. 11, Wellington-street, Strand, in the county of Middlesex, Patent Agent, for an invention of "a new or improved composition to be used as a coating for preserving metal and other surfaces, also as a cement or luting."—Communicated to him from abroad by Jules Crouzières, of Ollioules (Var), France.—Dated 13th November, 1869.
3275. William Edward Gedge, of the firm of John Gedge and Son, of No. 11, Wellington-street, Strand, in the county of Middlesex, Patent Agent, for an invention of "an improved machine for cutting, drilling, and shaping wood and metals."—Communicated to him from abroad by Dominique Jules Bouchot, of Void (Meuse), France.—Dated 13th November, 1869.
3277. Richard Hardman, of Ramsbottom, and George Hardman, of Newchurch, both in the county of Lancaster, Cotton Spinners, for an invention of "improvements in carding engines."—Dated 13th November, 1869.
3281. Thomas Arthur Dillon, of the city of Dublin, Ireland, for an invention of "an improved safety lamp."—Dated 13th November, 1869.
3284. James Henderson, of Bishopton, in the county of Renfrew, Scotland, Chemist, for an invention of "improvements in treating certain ores, and in obtaining products therefrom."—Dated 13th November, 1869.
3287. Philippe Koch, of the city of Manchester, in the county of Lancaster, for an invention of "improved modes of fastening the knobs or handles of locks and latches of doors and gates, and for other similar purposes."—Communicated to him from abroad by Charles Bristol, of New Haven, Connecticut, U.S. of America.—Dated 15th November, 1869.
3290. Frederick Brampton, of Birmingham, in the county of Warwick, Manufacturer, for an invention of "improvements in locks."—Dated 15th November, 1869.
3291. Frederick Clark, of Tamworth, in the county of Warwick, Machinist in the employ of Messieurs Gibbs and Canning, of Tamworth aforesaid, for an invention of "improvements in machinery for the manufacture of pipes, bricks, tiles, and other articles from clay and other materials."—Dated 15th November, 1869.
3295. William Gossage, of Widnes, in the county palatine of Lancaster, Chemist, for an invention of "improvements in obtaining a certain compound of soda by the decomposition of sulphate of soda and a certain compound of potassa by the decomposition of sulphate of potassa, also in obtaining sulphur, either free or combined, from the gaseous products of such decompositions."—Dated 15th November, 1869.
3297. George Radford Mather, of Wellingborough, in the county of Northampton, Engineer, for an invention of "improvements in means or apparatus for cutting or giving form to wood."—Dated 15th November, 1869.
3299. Gabriel Cherpit, of Manchester, in the county of Lancaster, Engineer, for an invention of "improvements in the construction of healds for looms."—Dated 16th November, 1869.
3302. William Strigley, of Burbage, near Buxton, Derbyshire, Agent, for an invention of "a new or improved friction engine for producing motive power."—Dated 16th November, 1869.
3303. Maurice Sautter, residing at No. 50, Rue de la Chaussée d'Antin, in the city of Paris, in the Empire of France, for an invention of

"improved reloading cartridge shell."—A communication from Richard Jordan Gatling, a person resident at Indianapolis, county of Marion, and State of Indiana, in the United States of America.—Dated 16th November, 1869.

3306. John Goodjer Garrard, of Bishop's Stortford, in the county of Herts, for an invention of "improvements in the construction of buffers adapted for railway carriages and other vehicles and as a substitute for weight springs used therewith, and for checking the recoil of heavy guns."—Dated 16th November, 1869.

3307. William Niell the younger, of Bold, in the county of Lancaster, Engineer, for an invention of "improvements in blast engines."—Dated 16th November, 1869.

3309. Ferdinand Delacroix, of Paris, Boulevard de Strasbourg, 23, Mechanician, for an invention of "an improved metallic manometer."—Dated 16th November, 1869.

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 16th day of November, 1872.

2895. Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex; Mechanical Draughtsman, for an invention of "improvements in the manufacture of embossed wood."—Communicated to him from abroad by Henry May and Henry Taylor Blake, of Bridgeport, in the State of Connecticut, United States of America.—Dated 10th November, 1865.

2898. Edward John Davis, of Globe Wharf, Mile End, in the county of Middlesex, for an invention of "improvements in treating brewers' grains, in order to render them more suitable for food of animals."—Dated 10th November, 1865.

2900. James Norris, of the firm of Charles Jeakes and Company, of 51, Great Russell-street, Bloomsbury, in the county of Middlesex, for an invention of "improvements in hydraulic steam and other 'lifts' for raising passengers or goods."—Dated 11th November, 1865.

2902. Charles William Jones, of Cheltenham, in the county of Gloucester, Gentleman, for an invention of "improvements in fire-arms and projectiles."—Dated 11th November, 1865.

2904. Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex; Mechanical Draughtsman, for an invention of "improved machinery for rolling shafts and axles."—Communicated to him from abroad by Thomas Cooper, of Cincinnati, in the State of Ohio, United States of America.—Dated 11th November, 1865.

2908. 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 the crank axles of locomotives for railroads."—Communicated to him from abroad by Dyer Williams, of Syracuse, in the county of Onondaga, and State of New York, United States of America.—Dated 11th November, 1865.

2912. Peter Ellis, of No. 9, Orange-court, Liverpool, in the county of Lancaster, Architect, for an invention of "an improved description of water closet."—Dated 13th November, 1865.

2913. George Henry Goodman, of the London-road, in the county of Surrey, Engineer, and Edward Bow, of Maidstone, in the county of Kent, Artificial Stone Manufacturer, for an invention of "improvements in machinery for crushing or reducing stone, quartz, emery, and other mineral substances."—Dated 13th November, 1865.

2921. Henry Cogswell Davis, of Boston, in the county of Suffolk and State of Massachusetts, of the United States of America, for an invention of "a new and useful improvement in nail machines, or the feeding mechanism therefor,"—Communicated to him by Cyrus Dexter Hunt, a person resident at Fairhaven, in the county of Bristol and State of Massachusetts.—Dated 13th November, 1865.

2927. Joseph Williamson, of Bagthorpe, in the county of Nottingham, Machine Builder, James Lindley, of Selstone, in the same county, Wheelwright, and James Coleman, also of Selstone aforesaid, Cole Miner, for an invention of "improvements in breaks."—Dated 14th November, 1865.

2934. Jules Théodore Anatole Mallet, Engineer, of 29, Boulevard St. Martin, Paris, for an invention of "a new or improved process for the manufacture of oxygen."—Dated 14th November, 1865.

2936. Henry Clifton, of Birmingham, in the county of Warwick, for an invention of "an improvement in the process for making butter."—Dated 15th November, 1865.

In Parliament.—Session 1873.

Admiralty and War Offices Rebuilding.

(Acquisition and Appropriation of Property for that Purpose; Arrangements as to certain Crown Lands, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session on behalf of the Commissioners of Her Majesty's Works and Public Buildings for an Act to authorise the Commissioners to acquire and take by compulsion or agreement certain lands, houses, tenements, and hereditaments hereinafter described, for the purpose of erecting thereon a new building or buildings at Whitehall for the enlargement of the Admiralty and War Offices.

The proposed site is bounded as follows; that is to say:—

On the north, in part by the house No. 49, in Charing Cross, now or late in the occupation of Messrs. Drummond and others, and in other part by the house No. 26, in Spring-gardens, now or late in the occupation of the Accountant-General's Department of the Admiralty, and in other part by the southern boundary wall of the garden and outbuildings attached to the house No. 18, Spring-gardens, in the occupation of Sir John Shaw Lefevre.

On the west and part of the south, by St. James's Park, and in other part by the southern boundary wall of the Paymaster-General's Office.

And on the east, by the roadway at Whitehall and Charing Cross.

All in the parish of St. Martin-in-the-Fields, and county of Middlesex; which said boundaries, lands, and houses 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 or

some of the said houses and buildings on the said lands, and sell the materials thereof, and appropriate the site for the purposes aforesaid, 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.

Appropriation of rents of Crown and other lands, and to provide that certain Crown lands shall cease to be part of the hereditary land revenues of the Crown, and as to the assessment of those and other lands to land tax, and poor and other rates. Exemption of lands from the operation of the 18 and 19 Vict., cap. 122.

And it is also proposed by the intended Act to empower the Commissioners to stop up, divert, alter, or remove, temporarily or permanently, all roads, ways, paths, streets, or passages which now lead from, 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 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 purposes of 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 Vestry Clerk of Saint Martin-in-the-Fields, at the Vestry Hall, Saint Martin's-place.

Dated this 11th day of November, 1872.

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

In Parliament.—Session 1873.

Victoria Embankment (Somerset House).

(Confirmation of Lease or Agreement for Lease to King's College, London, by Commissioners of Her Majesty's Works and Public Buildings; of certain Land adjacent to Somerset House; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session, on behalf of the Commissioners of Her Majesty's Works and Public Buildings and of the Council of King's College, London, or either of them, for an Act to confirm an agreement for a lease executed by the said Commissioners and Council, or a lease to be granted to the said Council by the said Commissioners, of certain lands and houses situate and lying adjacent to Somerset House and the Victoria Embankment, and more particularly specified and set forth in the said agreement for a lease, or to be set forth in the lease or in the said Bill, all in the parish of St. Mary-le-Strand, and county of Middlesex, and to confer, vary, or extinguish all such existing rights and privileges as may be necessary for carrying into effect the powers of the said Act.

To amend or repeal the local and personal Act 14 and 15 Vict., cap. 138, or any part thereof, and

No. 23922.

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any other Act or Acts which may interfere with the objects of the said intended Act.

Dated this 14th day of November, 1872.

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

In Parliament.—Session 1873.

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 authorise the Commissioners of Her Majesty's Works and Public Buildings 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, in the city of London and county of Middlesex, bounded on the west in part by and including Waterman's-alley, in the said precinct, and in 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 Victoria Embankment; on the south by the said roadway on the Victoria Embankment; on the east in part by the land, buildings, and works of the Gas Light and Coke Company, in the said parish of Saint Bride, and in other part by an imaginary line in continuation of the western boundary of the said Gas Light and Coke Company's premises, drawn from the southern extremity of such boundary to the roadway on the Victoria Embankment; and on the north by Temple-street, in the said parish and precinct.

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, lease, exchange, 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 St. Bride, 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. 17, Temple-street, Whitefriars, in the city of London and county of Middlesex respectively.

Dated this 13th day of November, 1872.

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

In Parliament.—Session 1873.

Epping Forest.

(Power to extend the time for the Epping Forest Commissioners to make their Final Award, and to enlarge their Powers; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session, on behalf of the Commissioners of Her Majesty's Works and Public Buildings, for an Act to amend the powers of the Epping Forest Commissioners appointed under the Act (Public) of the 34 and 35 Victoria, chapter 93, and to extend the time for making their final report as provided by that Act, and of the time when such report shall be laid before both Houses of Parliament:

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

To alter, amend, or repeal, so far as regards the said Forest, the following Public Acts, or any of them, viz., 57 Geo. 3, cap. 61; 10 Geo. 4, cap. 50; 12 and 13 Victoria, cap. 81; 29 and 30 Victoria, caps. 62 and 122; the 34 and 35 Victoria, cap. 93; and the 35 and 36 Victoria, cap. 95; and any Act or Acts amending the same.

Dated this 11th day of November, 1872.

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

In Parliament.—Session 1873.

Dover Harbour.

(New Piers and Works at Dover; Compulsory Purchase of Lands, Tolls, &c.; New Works to be part of Dover Harbour; Borrowing Powers; Confirmation of Agreements with South-Eastern Railway Company and London, Chatham, and Dover Railway Company; Lease of New Works to those Companies; Exemption from Tolls; Amendment of Acts and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Dover Harbour Board (here-

inafter called the Board) for leave to bring in a Bill and to pass an Act for all or some of the following purposes:—

To enable the Board to execute and carry out, make and maintain, the piers and works hereinafter mentioned, or some of them, or some part or parts thereof, with all proper entrances, buildings, sheds, warehouses, quays, wharves, viaducts, embankments, jetties, cuts, locks, basins, sluices, approaches, bridges, lifts, pontoons, machinery, appliances, apparatus, and conveniences connected therewith respectively; that is to say—

A pier or jetty commencing at the landward side of the pitched slope between the Admiralty Pier at Dover, and the South Pier of Dover Harbour, and extending seaward in an easterly direction for a distance of 540 feet or thereabouts, and thence in a north-easterly direction for a distance of 950 feet or thereabouts, and terminating in the bed of the sea at a point 975 feet or thereabouts, measured in a direction a little to the south of east from the south-eastern end of the North Pier of Dover Harbour.

A pier or jetty commencing at the southerly end of the sea wall opposite Waterloo-crescent, Dover, and extending seaward in a south-easterly direction for a distance of 1,455 feet or thereabouts, and thence in a southerly direction for a distance of 455 feet or thereabouts, and terminating in the bed of the sea at a point 1,040 feet or thereabouts, measured in a direction a little to the north of east from the south-eastern end of the said North Pier of Dover Harbour.

A harbour or water station within the proposed piers.

The said piers and works will be situated in the parishes of St. Mary the Virgin and St. James the Apostle, Dover, in the county of Kent, and on the foreshore and bed of the sea adjoining such parishes respectively.

To enable the Board to dredge, scour, and deepen from time to time the foreshore and bed of the sea, within, adjoining, or near to the said parishes respectively and within the limits of deviation to be defined upon the plans hereinafter mentioned, and to remove, carry away, and dispose of any chalk, gravel, or other substance taken up or collected by means of such dredging or scouring as aforesaid.

To divert, alter, or vary (whether temporarily or permanently) any roads, highways, ways, railways, tramways, sewers, drains, streams, watercourses, channels, conduits, pipes, embankments, and other works which it may be necessary to interfere with in constructing or maintaining the said piers and works, or otherwise carrying into effect the intentions and purposes of the said intended Act, or which would interfere with the construction, maintenance, and use of the said piers and works, and to appropriate for the purposes of the intended Act the sites of all or any roads so stopped up.

To deviate laterally from the lines and vertically from the levels of the said piers and works as shown upon the said plans and sections to such an extent as may be authorised by the said Bill.

To purchase, take, and acquire, compulsorily or otherwise, lands, houses, and other property or easements in or over the same for the purposes of the said intended piers and works, and for the general purposes of the Bill, and to vary or extinguish any rights and privileges which would in any way interfere with the objects thereof.

To authorise the Board to levy tolls, rates, and duties; to alter existing tolls, rates, and duties; and to confer exemptions from the payment of tolls, rates, and duties; and to confer, vary, alter, and extinguish other rights and privileges.

To vest the piers and works to be authorised by the Act in the Board, and to confer on the Board

with respect thereto all such powers, authorities, and rights as if the same had been made, provided, and had by them by virtue or for the purposes of their present Acts, and to provide that the said piers and works and the land and water comprised within the said limits of deviation, for the purposes of dues and all other purposes, shall be deemed to be part of Dover Harbour within the meaning of former Acts relating to Dover Harbour or any or either of them.

To authorise the Board to apply their existing funds and any moneys which they have still power to raise to the purposes of the said piers and works, and for the same purposes and for the general purposes of Dover Harbour, to raise additional capital by borrowing on the security of their revenue or otherwise, and to attach to the whole or any part of the money borrowed any preference or other advantage which the Bill may define.

To confirm and give effect to any agreement or agreements entered into or to be entered into between the Board and the South-Eastern Railway Company and the London, Chatham, and Dover Railway Company, or either of them, with respect to the user by them, or either of them, of the said piers and works and the new harbour to be formed thereby, or with respect to the user of the existing Harbour of Dover, or in relation to the tolls, rates, and duties to be levied or chargeable in the present or proposed Harbour of Dover, and to exempt either wholly or in part the vessels of or chartered by the said Companies, or either of them, and the passengers and goods conveyed thereby, from all or any of such tolls, rates, and duties, and to empower the Board to grant, and the said Companies or either of them to accept and take, a lease or leases of the said piers and works or any part or parts thereof for a term or terms of years, or in perpetuity, at such rent and upon such conditions and with such restrictions and reservations, and generally as may be agreed upon or may be specified in the said Bill, and to empower the said Companies or either of them to apply their capital and funds for all or any of the purposes aforesaid.

So far as it may be necessary for all or any of the objects and purposes of the intended Act, the following local or personal Acts will be repealed, altered, or amended, that is to say: 9 Geo. IV., cap. 31; 6 and 7 Will. IV., cap. 125; 11 and 12 Vict., caps. 11 and 97; 34 and 35 Vict., cap. 166; and the Harbours and Passing Tolls, &c., Act, 1861, and all other Acts relating to Dover Harbour or to the Board, 16 and 17 Vict., cap. 132, and all other Acts relating to the London, Chatham, and Dover Railway Company, and also the Act 6 and 7 Will. IV., cap. 75, and all other Acts relating to the South-Eastern Railway Company.

And notice is hereby also given that on or before the 30th day of November instant duplicate plans and sections of the proposed piers and works, and the lands in or through which the same will be made, with books of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands, houses, and other property which may be taken under the powers of the Bill, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in that county, and that 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 said piers and works are intended to be made, or in which any lands or houses intended to be taken are situate, together with a copy of this

notice, will be deposited with the parish clerk of each such parish, at his residence.

And notice is hereby also given, that printed copies of the intended Act will on or before the 21st day of December, 1872, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1872,

James Stilwell, Dover, Solicitor for the Bill.

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

In Parliament.—Session 1873.

Hartlepool Gas and Water.

(Power to the Hartlepool Gas and Water Company to acquire Additional Lands for the Purposes of their Waterworks; Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Hartlepool Gas and Water Company (hereinafter called "the Company"), for leave to bring in a Bill for authorising all or some of the objects and purposes following, that is to say:—

To enable the Company to purchase, compulsorily or by agreement, certain lands and houses situate in the township of Wingate, and parish of Kelloe, and in the township of Sheraton, and parish of Monkhesleden, all in the county of Durham, for the purpose of, and in connection with, their undertaking within those townships and parishes, or some of them; and also certain other lands in the townships of Throston, and in the parish or Hart, otherwise Harte, for the purpose of, and in connection with their undertaking in such last-mentioned parish and townships; and to extinguish all rights, easements, and privileges in, over, or belonging to such lands, and to confer other rights and privileges.

To alter and amend, and, if need be, to repeal some of the powers and provisions of "The Hartlepool Gas and Water Act, 1867."

And notice is hereby given, that duplicate plans of the lands and houses proposed to be taken under the powers of the said Bill, 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 county of Durham, at his office in the city of Durham; and that, on or before the said 30th day of November, a copy of so much of the said plans and book of reference as relates to each of the parishes in which the 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 clerk of each such parish at his place of abode.

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

Dated this 14th day of November, 1872.

Edw. Turnbull, West Hartlepool, Solicitor for the Bill.

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

In Parliament.—Session 1873.

Midland and Manchester Sheffield and
Lincolnshire Railways.

(Construction of Extension Railways in the counties of Northampton, Leicester, and Nottingham, and the West Riding of the county of York; Compulsory Purchase of Lands; Tolls; Traffic and other Arrangements; Confirmation of Agreements; Additional Capital; Guarantee of Capital; Appointment of Joint Committee, with Powers to execute 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 an Act for all or some of the following among other purposes:

To authorize the Midland and Manchester Sheffield and Lincolnshire Railway Companies (hereinafter called the two Companies) to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, together with all necessary and convenient or incidental work, stations, approaches, bridges, roads, or communications (that is to say):

A Railway (No. 1) commencing in the extra-parochial place called Barford, in the county of Northampton, by a junction with the main line to London of the Midland Railway, at a point one hundred yards or thereabouts, measuring along that railway, south-east of the mile or distance post thereon, indicating the distance of forty-one and a-half miles from Hitchin, and terminating in the parish of Worksop, in the county of Nottingham, by a junction with the main line of the Manchester Sheffield and Lincolnshire Railway, at or near the mile or distance post on that railway indicating sixty and a-half miles from Manchester;

A Railway (No. 2) commencing in the parish of Babworth, in the county of Nottingham, by a junction with the intended Railway (No. 1) in or near the south-west corner of the field numbered 488 on the Tithe Commutation Map for the said parish of Babworth, belonging or reputed to belong to the Duke of Newcastle and Anne Adele Hope and her trustees, and terminating in the parish of Tickhill, in the West Riding of the county of York, in a field numbered 1,107 on the Tithe Commutation Map for the said parish of Tickhill, belonging or reputed to belong to Christiana Hatfield, at a point in that field three hundred yards or thereabouts, measuring due east, from the Wadworth Tollgate on the turnpike road leading from Wadworth to Tickhill;

A Railway (No. 3) commencing by a junction with the intended Railway (No. 2) at the point hereinbefore described as the termination thereof, and terminating in the parish of Owston, in the West Riding of the county of York, by a junction with the North Eastern Railway at a point two hundred yards or thereabouts measuring along that railway northward of the signal box at the junction of the Great Northern and North Eastern Railways called or known as the Shaftholme Junction;

A Railway (No. 4) commencing by a junction with the intended Railway (No. 2) at the point hereinbefore described as the termination thereof, and terminating in the parish of Doncaster, in the West Riding of the county of York, by a junction with the railway of the South Yorkshire Railway and

River Dun Company, at a point thirty yards or thereabouts, measuring along the line of that railway in a south-westerly direction, from the centre of the level crossing of that railway over the road leading from Hexthorpe to Balby known as Green Field Lane;

A Railway (No. 5) commencing in the parish of Weston, in the county of Northampton, by a junction with the Rugby and Stamford Branch of the London and North Western Railway Company, at the mile or distance post on that railway indicating the distance of twenty-two and a-quarter miles from Rugby, and terminating in the parish of Medbourn, in the county of Leicester, by a junction with the intended Railway (No. 1) at or near the point where the same will cross the public road leading from Ashley to Medbourn, such point being forty-five yards or thereabouts measuring along that road in a south-westerly direction from the junction of that public road with the public road leading out of it to Slawston;

A Railway (No. 6) commencing in the parish of Melton Mowbray, in the county of Leicester, by a junction with the intended Railway (No. 1) at a point on the northern fence of the turnpike road leading from Leicester to Melton Mowbray one hundred yards or thereabouts, measuring along that road in an easterly direction from the point of junction therewith of the private road leading to Eye Kettleby Mill, and terminating in the said parish of Melton Mowbray in the south-eastern corner of a field known as the homestead, belonging, or reputed to belong, to William Cooke, and occupied by Maria Waite, at or near a point ten yards or thereabouts measuring in a westerly direction from the western end of a garden belonging, or reputed to belong, to the said William Cooke, and occupied by the said Maria Waite, and which garden adjoins the dwelling-house occupied by the said Maria Waite;

A Railway (No. 7) commencing in the parish of Lowdham, in the county of Nottingham, by a junction with the intended Railway (No. 1) at or near the point where the same will cross the public road leading from Lowdham to Caythorpe, such point being forty-five yards or thereabouts, measuring along that road in a westerly direction from the western end of the Volunteer Public-house, and terminating in the said parish of Lowdham by a junction with the Nottingham and Lincoln Line of the Midland Railway at a point four hundred and forty yards or thereabouts, measuring in an easterly direction along that railway from the mile post on that railway indicating the distance of twenty-five miles from Lincoln;

A Railway (No. 8) commencing in the said parish of Lowdham by a junction with the Nottingham and Lincoln Line of the Midland Railway Company, at a point two hundred and forty-five yards or thereabouts, measuring in a westerly direction along that railway from the mile-post thereon indicating the distance of twenty-five miles from Lincoln, and terminating in the said parish of Lowdham by a junction with the intended Railway (No. 1) at a point upon the south-western fence of a field abutting upon the public road from Lowdham to Gonalston, known as Hop Field, belonging or reputed to belong to Richard Richardson, and in the occupation

of Samuel Goodacre; such point being twenty yards or thereabouts, measuring along the said fence from the said public road;

A Railway (No. 9) situate wholly in the parish of Farnsfield, in the county of Nottingham, commencing by a junction with the intended Railway (No. 1) at a point upon the Nottingham and Mansfield turnpike road twenty yards or thereabouts, measuring in an easterly direction along that road from the junction of that road with the private road leading to the Grange Farm, and terminating by a junction with the Mansfield and Southwell Branch of the Midland Railway at or near the bridge carrying the last-mentioned branch over the turnpike road from Nottingham to Ollerton;

A Railway (No. 10) commencing in the parish of Worksop, in the county of Nottingham, by a junction with the main line of the Manchester Sheffield and Lincolnshire Railway Company at a point three hundred yards or thereabouts, measuring in a westerly direction along that railway, from the mile or distance post thereon indicating the distance of sixty and a half miles from Manchester, and terminating by a junction with the intended Railway (No. 2) in a field called or known as the Rough Wood Brake otherwise the Eight Acres numbered 309 on the Tithe Commutation map for the townships of Osberton, Scofton, and Rayton, in the said parish of Worksop, belonging or reputed to belong to the trustees of the settled estates of Francis John Saville Foljambe, and in the occupation of Francis Marshall, which field abuts upon the public road leading from Blyth to Ollerton known as the Old London Road;

A Railway (No. 11) situate wholly in the parish of Arksey, otherwise Bentley with Arksey, in the West Riding of the county of York, commencing by a junction with the South Yorkshire Railway from Doncaster to Thorne, at a point one hundred yards or thereabouts, measuring in a north-easterly direction along that railway, from the mile-post thereon indicating the distance of one mile from Doncaster, and terminating by a junction with the intended Railway (No. 3) in a field belonging or reputed to belong to the trustees of the marriage settlement of Charles Anderson and Sarah Ellen his wife, and in the occupation of Benjamin Ledger, at a point therein one hundred yards or thereabouts, measuring in a northerly direction from the centre of the bridge known as Common Lane Bridge, carrying the occupation road known as Bentley Common Road over Bentley Mill Goit;

A Railway (No. 12) situate wholly in the said parish of Arksey, otherwise Bentley with Arksey, commencing by a junction with the intended Railway (No. 3) at or near a point three hundred and thirty yards or thereabouts, measuring in a north-easterly direction along the said South Yorkshire Railway from Doncaster to Thorne, from the mile post thereon indicating the distance of one mile from Doncaster, and terminating by a junction with the last-mentioned railway, at a point four hundred and sixty yards or thereabouts, measuring in a south-westerly direction along that railway, from the mile post thereon indicating the distance of two miles from Doncaster;

A Railway (No. 13) commencing in the said

parish of Owston by a junction with the intended Railway (No. 3) at or near the point where the same will cross the West Riding and Grimsby Railway, such point being fifty yards or thereabouts, measuring in an easterly direction, from the centre of the bridge carrying the said West Riding and Grimsby Railway over the Great Northern Railway near the said Shaftholme Junction, and terminating in the same parish by a junction with the Lancashire and Yorkshire Railway at a point one hundred yards or thereabouts, measuring in a southerly direction along that railway, from the mile or distance post thereon indicating the distance of nine and a half miles from Knottingley;

A Railway (No. 14) situate wholly in the said parish of Doncaster, commencing by a junction with the intended Railway (No. 4) at a point on the northern fence of the turnpike road leading from Balby to Warmsworth five hundred and thirty yards or thereabouts, measuring in a north-easterly direction along the said road from the mile-post on that road indicating the distance of two miles from Doncaster, and terminating by a junction with the railway of the South Yorkshire Railway and River Dun Company, at a point one thousand yards or thereabouts, measuring in a south-westerly direction along the line of that railway from the centre of the level crossing of the same over the public road leading from Balby to Hexthorpe, known as Green Field lane.

Which several intended Railways Nos. 1 to 14 inclusive, hereinbefore described, will pass from, in, through, or into the several townships, parishes, hamlets, extra-parochial, or other places following, or some of them (that is to say): Rushton, Barford, Desborough, Pipwell, Great Oakley, Little Oakley, Wilbarston, Dingley, Brampton, otherwise Brampton Ash, Stoke Albany, East Carlton, Cottingham, Middleton, Sutton Bassett, Ashley, Rockingham, and Weston, in the county of Northampton; Ashley, Medbourn, Welham, Drayton, Brighthurst, Great Easton, Holt, Slawston, Cranhoe, Gloostone, Blaston Saint Michael, Blaston Saint Giles, Hallaton, Horninghold, Stockerston, Allexton, East Norton, Godeby, Keythorpe, Tugby, Lodington, Skeffington, Laund, Withcote, Tilton-on-the-Hill, otherwise Tilton, Marefield, otherwise South Marefield, otherwise Marfield, Halstead, Whadborough, otherwise Whatborough, Ouston, otherwise Owston, Newbold, otherwise Newbold-Saucey, Somerby, Twyford, Thorpe Satchville, Pickwell, Leesthorpe, Pickwell and Leesthorpe, Burrow otherwise Burrow-on-the-Hill, Great Dalby, Little Dalby, Eye-Kettleby, Kirby Bellars, Melton Mowbray, Sysonby, or Sysonsby, Welby, Burton Lazars, Freeby, Thorpe Arnold, Abb Kettleby, otherwise Abbettleby, Holwell, Claxton, otherwise Clawson, otherwise Long Clawson, Rothley, Wartnaby, Nether Broughton, Hose, Haxby, Scalford, all in the county of Leicester; Hickling, Colston Bassett, Owthorpe, Kincoulton, Newbold, Langar otherwise Langarcum-Barnstone, Barnstone, otherwise Barnston, Wiverton, Wiverton Hall, Sutton, Granby, Cropwell Bishop, Tithby otherwise Tythby otherwise Titheby, Cropwell Butler, Bingham, Saxondale, Newton, Whatton, Alslackton, Scarrington, Elton, Kneeton otherwise Kniveton, otherwise

Kneaton, Shelford Newton, Shelford-cum-Newton, Carcolston, East Bridgeford otherwise Bridgeford-on-the-Hills, Burton Joyce, Gunthorpe, Bulcote, Caythorpe, Hoveringham, Lowdham, Gonalston otherwise Gonolstone otherwise Gonalstone, Thurgarton, Epperstone, Woodborough, Calverton, Salterford, Norwoods, Oxtun, Farnsfield, Blidworth, Bilsthorpe, Inkersall, Eakring, Rufford, Wellow, Edwinstowe, Ollerton, Clipstone otherwise Clipston, Boughton, Perlethorpe otherwise Palethorpe, Haughton otherwise Hougham, Walesby, Bottomsall otherwise Bottamsall otherwise Bothamsall, Elksley, Hardwick, Normanton, Great Morton, Little Morton, Morton Grange, Babworth, Ranby, Osberton, Scofton, Osberton and Scofton, Manton, Rayton otherwise Rytton, Kilton, Worksoy, Radford, Barnby, Barnby Moor, Carlton, North Carlton, South Carlton, Carlton-in-Lindrick, Carlton-in-Kingston, Bilby, Blyth, Normay, Torworth, Hodsock Woodhouse otherwise Hodsack Woodhouse, Hodsock otherwise Hodsack, Oldcoates otherwise Oldcotes, Styrrup, Harworth and Serlby, all in the county of Nottingham; and Letwell, Firbeck, Langold, Laughton-en-le-Morthen, Sandbeck, Braithwell, Micklebring, Hellaby, Stainton-cum-Hellaby, Maltby otherwise Maulthby, Yews otherwise Ewes, Bayley, Blyth, Bagley Green, Tickhill, Stancil with Wellingley and Wilsick otherwise Willsic, Stainton, Stainton Woodhouse, Rossington, Edlington, Wadworth, Alverley, Loversall, Saint Catherine's, Warmsworth, Balby, Balby with Hexthorpe, Hexthorpe, Doncaster, Cantley, High Ellers, Low Ellers, Wilby, Armthorpe, Wheatley, Long Sandall, Long Sandall with Wheatley, Carr House and Elmfield, Wadsworth, Kirk Sandall, Bentley, Arksey, Bentley with Arksey, Shaffholme, Almholme, Tilts, Langthwaite with Tilts, Thorpe-in-Balne, Barnby-upon-Don, Owston, Burghwallis, Holme, and Campsall, all in the West Riding of the county of York;

A Railway (No. 15) commencing by a junction with the main line of the Manchester, Sheffield and Lincolnshire Railway Company, in the said parish of Worksoy, at a point on that railway distant eleven yards or thereabouts, measuring in a westerly direction along the said main line of railway, from the west corner of the south platform of the passenger station at Shireoaks on the said Manchester, Sheffield and Lincolnshire Railway, and terminating in the parish of Conisborough, in the west riding of the county of York, by a junction with the railway of the South Yorkshire Railway and River Dun Company, at a point on that railway distant thirty and three-quarter chains or thereabouts, measuring in an easterly direction along that railway, from the centre of the bridge near Clifton Wood, in Conisborough aforesaid, which carries that railway over the River Dun;

A Railway (No. 16) commencing in the parish of Anston, in the west riding of the county of York, by a junction with the intended Railway (No. 15), in a field belonging or reputed to belong to the devisees of the late Charles Wright, and in the occupation of Charles Reynolds, and abutting on the public road leading from North Anston to Brampton-en-le-Morthen, at a point therein distant twelve yards or thereabouts from the fence

on the north side of the said field, measured in a southerly direction at right angles to the said fence, from a point in that fence six chains or thereabouts, measuring in a north-westerly direction along that public road, from the centre of Cramfit Bridge which carries the said road over the Cramfit Dyke, and terminating in the parish of Todwick, in the west riding of the county of York, by a junction with the Manchester, Sheffield and Lincolnshire Railway at a point seventy-two chains or thereabouts, measuring in a north-westerly direction along that railway, from the centre of the bridge which carries the public road from Wales to South Anston over the said railway; and which said intended Railways (Nos. 15 and 16) will pass from, in, through, or into the several parishes, townships, hamlets, extra-parochial or other places following, or some of them, namely: Worksoy and Shireoaks, in the county of Nottingham; North Anston, South Anston, Anston, Woodsetts, Todwick, Wales, Treeton, Dinnington, Saint Leonard, Laughton-en-le-Morthen, Saint John Laughton-en-le-Morthen, Brampton-en-le-Morthen, Carr, Throapham, Brookhouse, Slade Hooton, Maltby, Saint John's Maltby, Hooton Levett, Stainton, Stainton with Hellaby, Micklebring, Ravenfield, Braithwell, Clifton, Hooton Roberts, Warmsworth, and Conisborough:

To purchase by compulsion or agreement lands and buildings in the several parishes, townships, hamlets, extra-parochial, and other places aforesaid, for the purposes of the intended Railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and buildings, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any of them, and to confer other rights and privileges:

To cross, stop up, alter, or divert either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footways, ways, and rights of ways, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains, and watercourses within or adjoining to the aforesaid parishes, townships, extra-parochial hamlet, and other places, or any of them, which it may be necessary to cross, stop up, alter, or divert for the purposes of the said intended railways and works, or any of them, or other the purposes of the intended Act:

To levy tolls, rates, and duties for or in respect of the use of the said intended Railways and works, and the conveniences and accommodation connected therewith, and to alter existing tolls, rates, and duties; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively:

To empower the two Companies to contribute in such proportions as shall be provided by the said intended Act, to the cost of making and maintaining the intended Railways and works, or any of them, or any part or parts thereof, and to apply to such purposes any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors; and if they shall think fit, to raise additional moneys for such purposes as aforesaid, by the creation of new shares or stock in their respective undertakings, with or without preference or priority in payment of dividends or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by debenture stock, or by any of those means, or by such other means

as Parliament shall authorise or direct; and also to enable the two Companies, or either of them, to create and issue (if thought expedient) such shares or stock in a separate class or description of shares or stock, and to attach to such shares or stock any preference or priority of dividend either perpetual or terminable, fixed or fluctuating, or any other advantage or privilege which the Bill may define; and to enable the two Companies, or either of them jointly or severally, to guarantee and secure interests or dividends upon the capital to be raised for the purposes of the intended Act:

To enable the two Companies to enter into and carry into effect any arrangements or agreements with respect to the several matters aforesaid, or any of them, and with respect to the construction, working, use, management, and maintenance of the said intended Railways and works, or any of them, or any part or parts thereof respectively, and with respect to the payment and contribution by and between the two Companies towards the costs, charges, and expenses of such construction, working, use, management and maintenance, and with respect to the regulation, management, and transmission of the traffic of and upon the said intended Railways or any of them, or any part or parts thereof:

To authorise the two Companies reciprocally to run over and use with their engines and carriages of every description, officers and servants, and for the purposes of their traffic, the whole or such parts of their respective lines of Railway as have been or as may be agreed on, or as may be defined by the said intended Act, and to make arrangements and agreements with reference to the forwarding, transmission, and interchange of traffic to, from, between and beyond the said intended Railways or any of them and the systems of Railway belonging to the two Companies respectively or any part or parts thereof, and the fixing, collecting, division, and apportionment between them of the tolls, rates, charges, receipts and revenue levied, taken, or arising in respect of such traffic, upon payment of such tolls, rates, duties, or other remuneration, and upon such terms and conditions, as shall be mutually agreed upon between the Companies, or failing such agreement as shall be settled by arbitration, or otherwise provided for in the intended Act:

To provide for the appointment by the two Companies of a joint committee for carrying into effect the objects and exercising the powers of the intended Act, or some of them, and to vest in such committee all or some of the powers to be conferred by the intended Act upon the two Companies, or such and so much of the same, or such other powers, as may be necessary or expedient, and to incorporate such committee:

To confirm and give effect to any agreements having relation to the several matters and purposes aforesaid, or any of them, made or to be made between the two Companies prior to the passing of the intended Act:

To alter, amend, extend and enlarge, and if need be to repeal the powers and provisions of the following Acts, local and personal (that is to say): 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 and 30 Vict., caps. 90, 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; 33 and 34 Vict., cap. 63; 34 and 35 Vict., caps. 11, 39, 86, and 192; and 35 and 36 Vict., caps. 57, 118, 140, and 178; and any other Acts relating to the Midland Railway Company; "The Manchester and Stockport Railway Act 1866;" "The Manchester, Sheffield, and Lincolnshire, and Midland Railway Companies (Joint Lines) Act 1869;" "The Macclesfield, Bollington, and Marple Railway Act 1864;" "The Macclesfield, Bollington, and Marple Committee Act 1871;" 12 and 13 Vict., cap. 81; 13 and 14 Vict., cap. 94; 14 and 15 Vict., cap. 114; 15 and 16 Vict., caps. 83 and 144; 16 and 17 Vict., caps. 52 and 145; 18 and 19 Vict., caps. 91 and 129; 21 and 22 Vict., caps. 75 and 113; 22 and 23 Vict., cap. 5; 23 and 24 Vict., cap. 15; 24 and 25 Vict., caps. 66, 88, 113, and 156; 25 and 26 Vict., caps. 91, 98, 112, and 129; 27 and 28 Vict., caps. 7, 78, and 320; 28 and 29 Vict., caps. 248, 327, and 378; 29 and 30 Vict., caps. 158, 162, 191, and 294; 30 and 31 Vict., cap. 4; 32 and 33 Vict., caps. 25 and 26; 34 and 35 Vict., cap. 39; 35 and 36 Vict., cap. 178; and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company.

And notice is hereby also given, That a plan and section in duplicate of the intended railways and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plan, and an Ordnance map with the lines of railway delineated thereon, showing their general course and direction, will be deposited with the Clerk of the Peace for the county of Northampton, at his office at Northampton, with the Clerk of the Peace for the county of Leicester at his office at Leicester, with the Clerk of the Peace for the county of Nottingham at his office at Newark, and with the Clerk of the Peace for the West-Riding of the county of York at his office at Wakefield; and that a copy of so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place, will be deposited in the case of a parish with the Parish Clerk of such parish at his residence, and in the case of an extra-parochial place with the Parish Clerk of some adjoining parish at his residence; and that all such deposits will be made on or before the thirtieth day of November instant, and will be accompanied by a copy of this Notice:

Printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the twenty-first day of December next.

Dated this 9th day of November, 1872.

Beale, Marigold, and Beale, 28, Great George-street, Westminster;

J. R. and R. Lingard, 4, Westminster Chambers and Manchester, Solicitors.

In Parliament—Session 1873.

The Oriental Bank Corporation.

(Continuation and Extension of Powers; Amendment of Royal Charters and Warrant).

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

extend and prolong for a further period the term and powers (or some of them) conferred upon the Oriental Bank Corporation (hereinafter called the Corporation) by the Royal Charter incorporating the Corporation granted by Her present Majesty in the 15th year of her reign, and dated the 30th day of August, and by another Royal Supplemental Charter granted to the said Corporation by Her present Majesty in the 22nd year of her reign, and dated the 16th day of February, and by a Royal Warrant or Writing under the Sign Manual dated the 28th day of August, 1872, and to rescind so much of the said first mentioned Charter and Royal Warrant respectively as limits the powers of the Corporation to the periods of 21 years and one year respectively.

And so far as may be necessary for the purposes aforesaid, and other purposes of the Bill, to vary and enlarge the powers and provisions of the said Charters and Warrant respectively, or either of them, and to confer upon the Corporation further rights and privileges, and to vary and extinguish all rights and privileges (if any) inconsistent with, or which would in any manner impede or interfere with the objects of the Bill.

And notice is hereby further 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, 1872.

Frederick James Fuller, Carlton-chambers, Regent-street, London, Solicitor.

John Charles Ball, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

Leicestershire Banking Company.

(Subdivision of Share Capital; Power to acquire the business of and to amalgamate with any Banking concern or concerns incorporated or otherwise; Amendment of Deed of Settlement; and other powers.)

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 authorise the equal subdivision of the existing shares of the Company, and the redivision of its future shares, and the equal apportionment of the amount of paid up capital among the shares formed by any such subdivision and redivision, so as to divide its present capital and its future capital, if any, into shares of smaller amount than the present shares of one hundred pounds each.

To authorise the acquisition by the Company by purchase or otherwise, of all or any part of the property and business of any banking concern or concerns, incorporated or otherwise, and the amalgamation of the Company with any Company, incorporated or otherwise, carrying on the business of banking, and the exercise of all powers which may be necessary for the purpose of carrying into effect any such acquisition or amalgamation.

And so far as may be necessary for the purposes aforesaid, and other the purposes of the Bill, to amend, vary, enlarge, and, if need be, to repeal the powers and provisions of the Deed of

Settlement of the Company, bearing date the 6th day of August, 1829, and to confer upon the Company, and the Board of Directors thereof, further powers, rights, and privileges, and to vary or extinguish all rights and privileges (if any) inconsistent with, or which would in any way impede or interfere with the objects of the Bill, and to confer, vary, or extinguish other rights and privileges.

And notice is hereby further 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 thirteenth day of November, 1872.

Parker and Co., 17, Bedford-row, London,
John Edward Dalton,
Leicester, } Solicitors.

John C. Ball, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

Cheltenham and Gloucester District of Turnpike Roads.

(Continuation of Term, Repeal or Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill for all or some of the following purposes (that is to say):—

1.—To continue and extend the term, and to alter, amend, and enlarge some of the provisions of "The Cheltenham and Gloucester Turnpike Road Act, 1851," or to repeal such Act so far as the same relates to all or some part of the road and branch roads in the above district to which the said Act applies, and to grant further and more effectual powers instead thereof for the maintenance and repair of all or some parts of such road and branch roads.

2.—To levy and collect tolls upon the said road and branch roads, or some part or parts thereof, to alter the existing tolls, and to confer, vary, or extinguish exemptions from payments of tolls, and to confer, vary, or extinguish other rights and privileges.

3.—To alter or vary the application of the money arising from the tolls collected upon the said road and branch roads, and to fix the future rate of interest to be paid in respect of the debts due and owing on the credit of the tolls authorised to be collected upon the respective roads, to extinguish all or some part of the arrears of interest due in respect of money due and owing on the credit of the tolls granted by the said Act, and to provide for the payment of the debts respectively due and owing on the credit of the tolls authorised to be collected upon some of such roads respectively.

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 11th day of November, 1872.

Brydges and Mellersh, Cheltenham, Solicitors for Bill.

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

In Parliament—Session, 1873.

Birmingham and Staffordshire Tramways Company.

(Power to construct Tramways and Sidings in the Parishes of Handsworth, West Bromwich, Tipton, and Northfield—Amendment of Act.)

NOTICE is hereby given, that the Birmingham and Staffordshire Tramways Company (hereinafter called 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 amend some of the powers and provisions of "the Birmingham and Staffordshire Tramways Act, 1870" (herein referred to as the Act of 1870).

To extend the time granted by that Act for the construction of the tramways therein referred to as No. 5 and No. 6.

To authorise the Company to make and maintain the following tramways, or some of them, with all needful works connected therewith.

Tramway 6c.

A tramway 16 yards in length or thereabouts at the junction of Soho-hill and Villa-road, wholly in the township and parish of Handsworth, in the county of Stafford, commencing by a junction with Tramways Nos. 5 and 6, authorised by the Act of 1870, at the point of their respective terminations, and terminating by a junction with Tramways Nos. 8 and 8a, authorised by the Birmingham and Staffordshire Extension Tramways Act, 1872, at a point 10 yards or thereabouts from their respective commencements.

Tramway 7b.

A tramway 80 yards in length upon Soho-road wholly in the township and parish of Handsworth, commencing by a junction with Tramway No. 7 authorised by the Act of 1870, at a point 2 furlongs and 200 yards from its commencement, and terminating by a junction with the same tramway No. 7, at a point about 80 yards in a northerly direction from the point of commencement.

Tramway 7c.

A tramway 80 yards in length or thereabouts upon the Holyhead-road, wholly in the township and parish of Handsworth, commencing by a junction with Tramway No. 7, authorised by the Act of 1870, at a point 25 yards from the termination thereof, and terminating by a junction with Tramway No. 8 authorised by the said Act of 1870, about 55 yards from the commencement thereof.

Tramway 7d.

A tramway 41 yards in length or thereabouts, upon the said Holyhead-road, wholly in the township and parish of Handsworth, commencing by a junction with Tramway No. 8 authorised by the Act of 1870, at a point 43 yards or thereabouts from its commencement, and terminating in the stable yard of the New Inns.

Tramway 8a.

A tramway 80 yards in length, or thereabouts, along the Holyhead-road, wholly in the parish of West Bromwich, in the county of Stafford, commencing by a junction with Tramway No. 8, authorised by the Act of 1870, at a point 7 furlongs 20 yards from the commencement thereof, and terminating by a junction with the said Tramway No. 8, 7 furlongs 100 yards, or thereabouts, from its commencement.

Tramway 8b.

A tramway 81 yards in length, along the said Holyhead-road, wholly in the said parish of West Bromwich, commencing by a junction with the said Tramway No. 8, 1 mile 6 furlongs 140 yards

No. 23922.

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from the commencement thereof, and terminating by a junction with the said Tramway No. 8, 1 mile 7 furlongs, or thereabouts, from the commencement of that tramway.

Tramway 12a.

A tramway 81 yards in length or thereabouts, in the said Holyhead-road, wholly in the parish of West Bromwich, commencing by a junction with Tramway No. 12, authorised by the Act of 1870, at a point 3 furlongs, 100 yards from the commencement thereof, and terminating by a junction with the same tramway, 3 furlongs, 181 yards from the commencement thereof.

Tramway 12b.

A tramway 80 yards in length or thereabouts, in the said Holyhead-road, wholly in the parish of Tipton, in the county of Stafford, commencing by a junction with Tramway No. 12, authorised by the Birmingham and Staffordshire Tramways Extension Act, 1870, at a point 1 mile, 3 furlongs, 190 yards from the commencement thereof, and terminating by a junction with such tramway, 1 mile, 4 furlongs, 50 yards from the commencement thereof.

Tramway 14a.

A tramway 22 yards in length or thereabouts along Old Meeting-street, wholly in the said parish of West Bromwich, commencing by a junction with Tramway No. 14, authorised by the Act of 1870, 1 furlong 140 yards from the commencement thereof, and terminating in the stable yard of the Company situate near to Carter's-green, West Bromwich.

Tramway 14b.

A Tramway 75 yards in length upon the Public Road leading from West Bromwich to Wednesbury, wholly in the parish of West Bromwich, commencing by a junction with Tramway No. 14, authorised by the Act of 1870, at a point about 3 furlongs, 115 yards or thereabouts from the commencement thereof, and terminating by a junction with the same tramway 3 furlongs, 190 yards or thereabouts, from its commencement.

Tramways Nos. 3 and 8a.

To be situate in the parish of Northfield, in the county of Worcester, in the Bristol-road, each to be 295 yards in length, and to commence at the boundary of the borough of Birmingham, where such boundary crosses the Bristol-road, proceeding along the said Bristol-road in the direction of Bromsgrove, and terminating opposite to the Malt Shovel Inn.

Tramway No. 3b.

A tramway 30 yards long, in the said Bristol-road, to be wholly situate in the said parish of Northfield, to commence by a junction with the proposed Tramway No. 3, at a point about 266 yards from the borough boundary, and to terminate at the entrance to the stables of the Malt Shovel Inn.

Tramway No. 3c.

A tramway about 30 yards long, in the said Bristol-road, to be wholly situate in the said parish of Northfield, to commence by a junction with the proposed Tramway No. 3, at a point about 33 yards from the borough boundary, and to terminate at the premises of the Malt Shovel Inn, at a point about 40 yards from the said borough boundary.

In the case of Tramways 7b, 7c, 8a, 8b, 12a, and 12b, and 14b, they will be laid at a distance of 4 feet and 6 inches from the imaginary centre line of the roads to be traversed, and on the right hand side of such line, proceeding from Birmingham, excepting that at the commencement and termination of these tramways, they will gradually

converge until they effect a junction with the authorized tramways.

Tramway No. 3 will be laid at a distance of 4 feet and 6 inches from the imaginary centre line of the road, and on the left hand side of such line, proceeding from Birmingham, and Tramway No. 3a will be laid at a similar distance on the right hand side.

Each of the said intended tramways will occupy throughout the space of 5 feet 3 inches in width, and the distance thereof from the imaginary centre line hereinbefore stated, means the distance of the centre line of the tramway from the imaginary centre line, and the imaginary centre line, means an imaginary line drawn along the centre of the carriage way.

To make from time to time such crossings, passing places, sidings, junctions, and other works in addition to those particularly described in this notice as may be necessary or convenient to the efficient working of the tramways of the Company, or for providing access to any of their stables, carriage houses, sheds, or works.

To authorise the Company to enter upon and open the surface of streets and roads, and to interfere with sewers, drains, and pipes, and other obstructions so far as may be necessary in the execution of any of the powers of the Bill.

To enable the Company to levy tolls and charges for the use of the proposed tramways, and to authorise agreements between the Company and any companies, corporations, or persons, as to the use of the tramways of the Company.

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

To extend to the Company in respect of the proposed tramways, the provisions of "The Tramways Act, 1870," so far as the same are applicable, except so far as the same may be specially varied or excepted by the Bill.

To authorise the Company to apply their existing funds, and any moneys which they have still power to raise, to the purposes of the Bill, 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.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, together with a book of reference to such plans; and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Stafford, at his office at Stafford; and with the clerk of the peace for the county of Worcester, at his office at Worcester; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, and a copy of this notice, will be deposited with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 14th day of November, 1872.

Cope, Rose, and Pearson, 26, Great George-street, Westminster, Solicitors for the Bill.

Session 1873.

London Street Tramways,
(St. Pancras Lines).

WHEREAS the Board of Trade, under the authority of "The Tramways Act, 1870," made during the session of Parliament of 1872, a Provisional Order under the following title:—

"London Street Tramways Order, authorising the London Street Tramways Company to construct street tramways in the parishes of Saint Pancras and Saint Mary, Islington, in the county of Middlesex,"

but the said Provisional Order has not been confirmed by Parliament.

And whereas by "The Metropolitan Tramways Provisional Orders Suspension Act, 1872," it was enacted, that on proof to the satisfaction of the Board of Trade that the requirements contained in the Schedule B to the said Act annexed have been duly complied with by the promoters of the Provisional Order above-mentioned, in relation to (amongst others) the Order above-mentioned, the Board of Trade may procure a Bill to be introduced into either House of Parliament for an Act to confirm such Provisional Order, or so much thereof as the promoters may determine to proceed with in the next session of Parliament, and that such Bill shall be deemed to be a Bill introduced in pursuance of section 14 of "The Tramways Act, 1870," and that the provisions of the said section shall, so far as the same are applicable, apply to such Bill.

Now, therefore, the London Street Tramways Company, the promoters of the said Provisional Order, do hereby give notice, that it is their intention to apply to the Board of Trade for the confirmation of such Order, or some part or parts thereof, by Act of Parliament, in the ensuing Session of Parliament.

Dated this 1st day of November, 1872.

Ashurst, Morris, and Co., 6, Old Jewry, E.C., and 22, Abingdon-street, S.W., Solicitors for the Order.

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

Session 1873.

Metropolitan Street Tramways.
(Extensions, &c.)

WHEREAS the Board of Trade, under the authority of "The Tramways Act, 1870," made, during the session of Parliament 1871, a Provisional Order under the following title:—

"Metropolitan Street Tramways (Extensions, &c.) Order, authorising the Metropolitan Street Tramways Company to extend their authorised tramways into the city of London, and to other places,"

but the said Provisional Order has not been confirmed by Parliament.

And whereas by "The Metropolitan Tramways Provisional Orders Suspension Act, 1871," it was enacted, that on proof to the satisfaction of the Board of Trade that certain requirements contained in the schedule to the said Act annexed had been complied with by the promoters, in relation to (amongst others) the Metropolitan Street Tramways (Extensions, &c.) Order above-mentioned, the Board of Trade may, as soon as they conveniently can, after such proof of compliance aforesaid, procure a Bill to be introduced into either House of Parliament, for an Act to confirm such Provisional Order, and that such Bill should be deemed to be a Bill introduced in pursuance of section 14 of "The Tramways Act, 1870," and

that the provisions of the said section should; so far as the same are applicable, apply to such Bill.

And whereas the Metropolitan Street Tramways Company, the promoters of the Provisional Order above-mentioned, complied with the requirements of the said "Metropolitan Tramways Provisional Orders Suspension Act, 1871," in respect of the said Order, and the Board of Trade introduced into Parliament, in the session of 1872, a Bill for the confirmation of the said Order, but such Order was not confirmed; but by "The Metropolitan Tramways Provisional Orders Suspension Act, 1872," it was enacted that, on proof to the satisfaction of the Board of Trade that the requirements contained in the Schedule B, to that Act annexed, have been duly complied with, in relation to (amongst others) the Provisional Order above-mentioned, by the Promoters, the Board of Trade may procure a Bill to be introduced into either House of Parliament, for an Act to confirm the said Provisional Order, or so much thereof as the Promoters may determine to proceed with, in the next session of Parliament, and that such Bill shall be deemed to be a Bill introduced in pursuance of section 14 of "The Tramways Act, 1870," and that the provisions of the said section shall, so far as the same are applicable, apply to such Bill.

Now, therefore, the Metropolitan Street Tramways Company, the Promoters of the said Provisional Order, do hereby give notice, that it is their intention to apply to the Board of Trade for the confirmation of such Order, or some part or parts thereof, by Act of Parliament, in the ensuing session of Parliament.

Dated this 1st day of November, 1872.

Ashurst, Morris, and Co., 6, Old Jewry, E.C., and 22, Abingdon-street, S.W., Solicitors for the Order.

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

Session 1873.

London Street Tramways.

(Extensions, &c.)

WHEREAS the Board of Trade, under the authority of "The Tramways Act, 1870," made during the session of Parliament, 1871, a Provisional Order under the following title,—

"London Street Tramways (Extensions, &c.), Order, authorising the London Street Tramways Company to construct additional street tramways in the counties of Middlesex and Surrey, and in the city of London,"

but the said Provisional Order has not been confirmed by Parliament.

And whereas by "The Metropolitan Tramways Provisional Orders Suspension Act, 1871," it was enacted, that on proof to the satisfaction of the Board of Trade that certain requirements contained in the schedule to the said Act annexed had been complied with by the promoters in relation to (amongst others) "The London Street Tramways (Extensions, &c.) Order," above-mentioned, the Board of Trade, may, as soon as they conveniently can, after such proof of compliance aforesaid, procure a Bill to be introduced into either House of Parliament, for an Act to confirm such Provisional Order; and that such Bill should be deemed to be a Bill introduced in pursuance of section 14 of "The Tramways Act, 1870," and that the provisions of the said section should, so far as the same are applicable, apply to such Bill.

And whereas the London Street Tramways Company, the promoters of the Provisional Order above-mentioned, complied with the requirements

of the said "Metropolitan Tramways Provisional Orders Suspension Act, 1871," in respect of the said Order, and the Board of Trade introduced into Parliament, in the session of 1872, a Bill for the confirmation of the said Order, but such Order was not confirmed; but by "The Metropolitan Tramways Provisional Orders Suspension Act, 1872," it was enacted, that on proof to the satisfaction of the Board of Trade that the requirements contained in the Schedule B to that Act annexed have been duly complied with, in relation to (amongst others) the Provisional Order above-mentioned, by the promoters, the Board of Trade may procure a Bill to be introduced into either House of Parliament for an Act to confirm the said Provisional Order, or so much thereof as the promoters may determine to proceed with, in the next session of Parliament, and that such Bill shall be deemed to be a Bill introduced in pursuance of section 14 of "The Tramways Act, 1870," and that the provisions of the said section shall, so far as the same are applicable, apply to such Bill.

Now, therefore, the London Street Tramways Company, the promoters of the said Provisional Order, do hereby give notice, that it is their intention to apply to the Board of Trade for the confirmation of such Order, or some part or parts thereof, by Act of Parliament, in the ensuing session of Parliament.

Dated this 1st day of November, 1872.

Ashurst, Morris, and Co., 6, Old Jewry, E.C., and 22, Abingdon-street, S.W., Solicitors for the Order.

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

Session 1873.

London Street Tramways.

(Caledonian-road Extension.)

WHEREAS the Board of Trade, under the authority of "The Tramways Act, 1870," made, during the session of Parliament of 1871, a Provisional Order, under the following title:—

"The London Street Tramways (Caledonian-road Extension), authorising the London Street Tramways Company to construct street tramways from King's-cross to Camden-road, via Caledonian-road, in the county of Middlesex,"

but the said Provisional Order has not been confirmed by Parliament.

And whereas by "The Metropolitan Tramways Provisional Orders Suspension Act, 1871," it was enacted that, on proof to the satisfaction of the Board of Trade that certain requirements contained in the schedule to the said Act annexed had been complied with by the promoters in relation to (amongst others) the London Street Tramways (Caledonian-road Extension) Order above-mentioned, the Board of Trade may, as soon as they conveniently can, after such proof of compliance aforesaid, procure a Bill to be introduced into either House of Parliament for an Act to confirm such Provisional Order, and that such Bill should be deemed to be a Bill introduced in pursuance of section 14 of "The Tramways Act, 1870," and that the provisions of the said section should, so far as the same are applicable, apply to such Bill.

And whereas the London Street Tramways Company, the promoters of the Provisional Order above-mentioned, complied with the requirements of the said "Metropolitan Tramways Provisional Orders Suspension Act, 1871," in respect of the said Order; and the Board of Trade introduced

into Parliament, in the session of 1872, a Bill for the confirmation of the said Order, but such Order was not confirmed; but by "The Metropolitan Tramways Provisional Orders Suspension Act, 1872," it was enacted, that on proof to the satisfaction of the Board of Trade that the requirements contained in the Schedule B to that Act annexed have been duly complied with in relation to (amongst others) the Provisional Order above-mentioned by the promoters, the Board of Trade may procure a Bill to be introduced into either House of Parliament for an Act to confirm the said Provisional Order, or as much thereof as the promoters may determine to proceed with in the next session of Parliament, and that such Bill shall be deemed to be a Bill introduced in pursuance of section 14 of "The Tramways Act, 1870," and that the provisions of the said section shall, so far as the same are applicable, apply to such Bill.

Now, therefore, the London Street Tramways Company, the promoters of the said Provisional Order, do hereby give notice that it is their intention to apply to the Board of Trade for the confirmation of such Order, or some part or parts thereof, by Act of Parliament, in the ensuing session of Parliament.

Dated this 1st day of November, 1872.

Ashurst, Morris, and Co., 6, Old Jewry, E.C. and 22, Abingdon-street, S.W., Solicitors for the Order.

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

Session 1873.

Pimlico, Peckham, and Greenwich Street Tramways.

(Extensions, &c.)

WHEREAS the Board of Trade, under the authority of "The Tramways Act, 1870," made, during the session of Parliament of 1871, a Provisional Order under the following title:—

"The Pimlico, Peckham, and Greenwich Street Tramways (Extensions, &c.) Order, authorizing the Pimlico, Peckham, and Greenwich Street Tramways Company to extend their authorized Tramways,"

but the said Provisional Order has not been confirmed by Parliament.

And whereas by "The Metropolitan Tramways Provisional Orders Suspension Act, 1871," it was enacted, that on proof to the satisfaction of the Board of Trade that certain requirements contained in the schedule to the said Act annexed had been complied with by the promoters in relation to (amongst others) the Pimlico, Peckham, and Greenwich Street Tramways (Extensions, &c.) Order above-mentioned, the Board of Trade may, as soon as they conveniently can, after such proof of compliance aforesaid, procure a Bill to be introduced into either House of Parliament for an Act to confirm such Provisional Order, and that such Bill should be deemed to be a Bill introduced in pursuance of section 14 of "The Tramways Act, 1870," and that the provisions of the said section should, so far as the same are applicable, apply to such Bill.

And whereas the Pimlico, Peckham, and Greenwich Street Tramways Company, the promoters of the Provisional Order above-mentioned, complied with the requirements of the said "Metropolitan Tramways Provisional Orders Suspension Act, 1871," in respect of the said Order, and the Board of Trade introduced into Parliament, in the session of 1872, a Bill for the confirmation of the said Order, but such Order was not confirmed; but by "The Metropolitan Tramways Provisional Orders Suspension Act, 1872," it was enacted that on proof

to the satisfaction of the Board of Trade that the requirements contained in the Schedule B to that Act annexed, have been duly complied with in respect to (amongst others) the Provisional Order above-mentioned by the promoters, the Board of Trade may procure a Bill to be introduced into either House of Parliament for an Act to confirm the said Provisional Order, or so much thereof as the promoters may determine to proceed with, in the next session of Parliament, and that such Bill shall be deemed to be a Bill introduced in pursuance of section 14, of the Tramways Act, 1870, and that the provisions of the said section shall, so far as the same are applicable, apply to such Bill.

Now, therefore, the Pimlico, Peckham, and Greenwich Street Tramways Company, the promoters of the said Provisional Order, do hereby give notice, that it is their intention to apply to the Board of Trade for the confirmation of such Order, or some part or parts thereof, by Act of Parliament in the ensuing session of Parliament.

Dated this 1st day of November, 1872.

Ashurst, Morris, and Co., 6, Old Jewry, E.C., and 22, Abingdon-street, S.W., Solicitors for the Order.

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

In Parliament.—Session 1873:

Pimlico, Peckham, and Greenwich Street Tramways.

(Extension of time for completion of certain works authorized by the Pimlico, Peckham, and Greenwich Street Tramways (Extensions) Act, 1870.)

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 amend "The Pimlico, Peckham, and Greenwich Street Tramways (Extensions) Act, 1870," and to extend the time thereby limited for the completion of the following portions of the tramways by that Act authorised, namely:

1. So much of the Tramways Nos. 1 and 2 by the said Act authorised, as are on the plans originally deposited for and referred to in the said Act, shown as lying between the commencements of the said tramways and the junctions of Lambeth-road with the St. George's-road, and between the junction of the said Lambeth-road with Kennington-road, on the eastern side thereof, and the authorised termination of the said tramways in Victoria-street, in the parish of St. Margaret, Westminster, in the county of Middlesex.

2. So much of the Tramways Nos. 7 and 8 by the said Act authorised, as are on the plans originally deposited for and referred to in the said Act, shown as lying between a point one chain westward of the western end of the bridge carrying the London and South Western Railway over Upper Kennington-lane, in the parish of St. Mary, Lambeth, and the distance marked on the said plans, of 3 furlongs from the point of commencement of the said tramways.

3. The whole of the Tramways Nos. 3, 5, 6, 13, and 14 by the said Act authorised.

4. So much of the Tramways Nos. 27 and 28 authorised by the said Act, as are respectively situate to the eastward of a point opposite Christ Church, East Greenwich, situate in the Trafalgar-road, Greenwich, and the Tramways Nos. 29, 30, 31, 32, 33, 34, and 35 authorised by the said Act.

Printed copies of the intended 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 1st day of November, 1872.

Wrexham and East Denbighshire Water.
Transfer to Wrexham Waterworks Company of the Undertaking of the Cefn, Acrefair and Rhosymedre Waterworks Company; Amalgamation of the Companies; Additional Capital; Power to Construct Conduit to Connect Undertakings; Compulsory Purchase of Lands; Extension of Limits of Supply; Power to enter into Agreements for the Supply of Water in Bulk; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for all or some of the following purposes, that is to say:—

To provide for the transfer to and vesting in the Wrexham Waterworks Company (hereinafter called the Company) of the undertaking, works, lands, property, rights, easements, powers and privileges, supply and sources of supply of the Cefn, Acrefair and Rhosymedre Waterworks Company (hereinafter called the Cefn Company) including their powers of using and acquiring lands, and for the erection and completion of works and the sale thereof by the Cefn Company, and the purchase thereof by the Company.

To provide for the union and amalgamation of the undertaking, proprietary stocks, shares, works, lands, rights, easements, powers, and privileges, supply, and sources of supply of the Cefn Company with those of the Company.

To authorise the Company for all or any of the purposes of the Bill to apply their corporate funds and to raise more money, and to create new shares and stock, with or without a preference or priority in payment of interest or dividend and other special privileges, and to grant mortgages, bonds, securities, and rent-charges.

To authorise the Cefn Company and their proprietors and creditors, or any of them, to accept in lieu of their present shares, stocks, and securities, shares, stocks, or securities of the Company, and to classify, define, alter, and regulate the capital, shares, stocks, debts, liabilities, charges, securities, priorities, rights, and privileges of the proprietors and creditors of the Company.

To vary the rents, rates, and charges which the Company and the Cefn Company respectively are now authorised to take and to empower the Company to take rates, rents, and charges in respect of both undertakings, and to confer, vary, or extinguish all rights and privileges inconsistent with the objects of the Bill.

To confer upon the Company and the Cefn Company all necessary powers for effecting the objects of the Bill, and to sanction and give effect to agreements between the Companies and their respective Directors and Proprietors for all or any of the objects of the Bill.

To dissolve the Cefn Company.

To change the corporate name of the Company.

To make further provision for the protection of the works, property, and sources of supply of the Company, and of the Cefn Company, and for defining and regulating the supply, and the terms and conditions thereof, and for preventing the waste and misuse of water.

To enable the Company to make and maintain with all proper works and conveniences connected therewith, an aqueduct, conduit, or line of pipes, commencing by a junction with the existing main aqueduct, conduit, or line of pipe of the Cefn Company, at a point in the turnpike road, leading from Llangollen to Wrexham, at or near the front door of the Hampden Arms Inn, in the township of Christionydd, Kenrick in the parish of Ruabon, passing thence along the said turnpike road, through or into the parishes, townships,

or places of Christionydd Kenrick, Bodvlltyn, Rhyddalt, Bellan, Ruabon, Hafod, Moreton below, Moreton above, Esclusham above and Esclusham below, or some of them, and terminating at a point in the northern side of the existing storage reservoir of the Company, in the township of Esclusham below, in the parish of Wrexham, all which before-mentioned parishes, townships, and places, are situate wholly in the county of Denbigh.

To authorise the Company to purchase or take on lease by compulsion or agreement all lands and buildings in the townships, parishes, and places aforesaid, or any of them, which they may require for the purposes of their undertaking, and to stop up, alter, and divert, temporarily or permanently, and to construct works under and upon turnpike roads, highways, bridges, watercourses, and works of every description, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and buildings to be purchased or taken, or which would or might prevent or obstruct the carrying of the undertaking into effect, and to confer other rights and privileges.

To extend the limits within which the Company may supply water, so as to include the following townships, parishes, and places, that is to say:—

The township or place of Cysyllte, in the parish of Llangollen; the townships of Dynhyllle Issa and Moreton Anglicorum, in the parish of Ruabon; the township of Eyton, in the parish of Bangor; the parish of Marchwieli; and the township of Acton, in the parish of Wrexham; the townships of Gresford, Llay, Burton, and Allington, in the parish of Gresford; all which before-mentioned townships or places are situate wholly in the county of Denbigh; the parish of Erbistock, situate partly in the counties of Denbigh and Flint; and the townships of Marford and Hoseley, in the parish of Gresford, and county of Flint;

Such part of the township of Gwersyllt in the county of Denbigh, as is not comprised within the limits of the district defined by the "Brymbo Waterworks Act, 1869."

Such parts of the townships or places of Ruabon, Rhosllanerchrugog, Christionydd Kenrick, Dynhyllle Ucha, Bodvllton, Rhyddalt, Bellan, Hafod, Moreton above, Moreton below, in the parish of Ruabon, and Esclusham above, in the parish of Wrexham, and all in the county of Denbigh, as cannot be supplied by gravitation from the reservoir authorised to be constructed by the "Ruabon Waterworks Act, 1870."

And the parishes, townships, or places of Pulford, Eaton, Eccleston, Marlston-cum-Lache, Claverton, Dodleston, and St. Mary-on-the-Hill, in the county of Chester.

To authorise the Company for the purpose of supplying the aforesaid parishes, townships, and places with water, to break up streets, roads, passages, and ways, and to lay down mains, pipes, and plugs within those parishes, townships, and places respectively.

To enable the Company to levy rates, rents, and charges within the aforesaid parishes, townships, and places for the supply of water.

To authorise the Company to enter into contracts and agreements with corporations, local boards, local authorities, or other public bodies or companies with reference to the supply of water in bulk without the district of the Company.

To vary or extinguish any rights and privileges which it may be necessary or expedient to vary

or extinguish for the purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, vary, or repeal some or any of the provisions of the Wrexham Waterworks Act, 1864, the Cefn Acrefair and Rhosymedre Water Act, 1866, and the Cefn Acrefair and Rhosymedre Water Amendment Act, 1871.

And notice is hereby also given, that on or before the 30th day of November, 1872, plans and sections of the proposed aqueduct, conduit, or line of pipe, a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace of the county of Denbigh, at his office in Ruthin; and that 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 said works are intended to be made, will, together with a copy of this notice, be deposited with the parish clerk of each such parish, at his residence; and that on or before the 21st day of December, 1872, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated the 12th day of November, 1872.

J. Lewis, Wrexham, Solicitor for the Bill.
Sherwood, Grubbe, Pritt, and Cameron,
7, Great George-street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1873.

Leeds, Castleford, and Pontefract Junction
Railway.

(Incorporation of Company for the Construction of Railways between Garforth on the Leeds and Selby Line of the North-Eastern Railway, and Castleford on the York and North Midland Line of the same Railway, and the Pontefract and Methley Branch of the Lancashire and Yorkshire Railway at Houghton, with Junctions to and power to use the North-Eastern Railway Company's Railway and Stations at Garforth and Castleford, and a Branch to the navigable River Aire, in the parish of Ledsham—Working Arrangements with the North-Eastern, Lancashire and Yorkshire, and Great Northern Railway Companies. Amendment of Acts.)

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 (that is to say):—To incorporate a company (hereinafter referred to as “the Company”), and to empower the Company to make and maintain the railways hereinafter described, with all necessary stations, approaches, sidings, works, and conveniences connected therewith (that is to say):—

1. A Railway (No. 1) commencing in the township and parish of Garforth at or near and on the south-west side of the New Station at Garforth, now being constructed by the North-Eastern Railway Company, and at a point 100 yards or thereabouts south-eastward of the bridge carrying the Wakefield and Aberford turnpike road over the Leeds and Selby Line of the North-Eastern Railway, and terminating in the township and parish of Castleford, at or near and on the south side of the new passenger station of the North-Eastern Railway Company at Castleford, and at the east side of Beancroft-lane, otherwise Welbeck-street, near the level crossing of that lane by the North-Eastern Railway.
2. A Railway (No. 2) wholly situate in the township and parish of Garforth, commencing by a

junction with Railway No. 1 at the west side of the road called Dogcroft-road leading by Church Garforth into the said Wakefield and Aberford turnpike road, at a point 20 yards or thereabouts south-west of the bridge carrying that road over the said Leeds and Selby line of the North-Eastern Railway, and terminating by a junction with the said Leeds and Selby Line at a point thereon 180 yards or thereabouts north-west of the last-mentioned bridge.

3. A Railway (No. 3) wholly situate in the township and parish of Castleford, commencing by a junction with Railway No. 1 at a point 100 yards or thereabouts west of the junction of the roads called Pontefract-lane (leading from Castleford to Houghton) and Redhill-road, a little to the southward of the old passenger station of the North-Eastern Railway Company at Castleford, and terminating by a junction with the York and North Midland line of the North-Eastern Railway, at a point 200 yards or thereabouts east of the before-mentioned level crossing of Beancroft-lane.
4. A Railway (No. 4) wholly situate in the parish of Castleford, commencing at the termination of Railway No. 1 as hereinbefore described, and terminating in the township of Houghton by a junction with the Methley and Pontefract Branch of the Lancashire and Yorkshire Railway at or near and on the west side of the level crossing of that branch at Cutsyke-gates.
5. A Railway (No. 5) wholly situate in a parish of Ledsham, commencing in the township of Ledstone by a junction with Railway No. 1, in a field on the east side of and adjoining the southern part of Ings-lane, belonging to the Reverend Charles Wheler, and in the occupation of William Clegg, at a point therein 100 yards or thereabouts east of the southern end of the said lane, and terminating in a field called Low Ing and Wharton Ing in Newton, on the north side of and adjoining the River Aire, belonging to Thos. Davison Bland, Esquire, and in the occupation of Edmund Parker, at a point 10 yards beyond the western boundary of such field, and 80 yards or thereabouts north of the said river.

Which said intended railways will pass from, in, through, or into, or be situate within the several townships, parishes, and places following, namely, Garforth, Kippax, Swillington, Great and Little Preston, Allerton-Bywater, Ledstone, Newton, Ledsham, Ferry Fryston, Fryston or Water Fryston, Castleford and Houghton, all in the West Riding of the county of York.

To empower the Company to purchase and take by compulsion and agreement, and to hold lands, houses, and property in the townships, parishes, and places aforesaid, for the purposes of the intended railways and works, and to vary and extinguish all rights and privileges connected with the lands, houses, and property so to be purchased and taken, which would in any manner impede or interfere with the objects of the intended Act, and to confer, vary, and extinguish other rights and privileges.

To empower the Company to cross, divert, alter, and stop up, whether temporarily or permanently, all streets, roads, highways, footways, railways, tramways, watercourses, drains, sewers, pipes, and telegraphs which it may be necessary so to cross, divert, alter, or stop up for the purposes of the intended Act.

To empower the Company to demand, take,

and recover tolls, rates, and charges for and in respect of the use of the intended railways and works, and to grant exemption from the payment of tolls, rates, and charges.

To empower the Company to work into and use the stations at Garforth and Castleford respectively of the North-Eastern Railway Company, and the line of railway leading into, and the sidings, works, and conveniences connected with those stations respectively, upon such terms and conditions as may be agreed upon or settled by arbitration, or provided for by the intended Act, and to authorise agreements between the said Companies with reference to the construction, maintenance, management, and use of the said stations, or of new or other stations in lieu of or in connection with those stations, and to confirm any agreement which may have been or may be made between the said Companies with reference to the matters aforesaid, or any of them.

To enable the Company on the one hand, and the North-Eastern Railway Company, and the Lancashire and Yorkshire Railway Company, and the Great Northern Railway Company, any or all of them, on the other hand, to enter into and carry into effect agreements for and with respect to the working, use, management, and maintenance of the intended railways and works, or any part thereof, and the supply of rolling and working stock, and of officers and servants for the conduct and conveyance of the traffic on the intended railways and works, and the payments to be made and the conditions to be performed in reference to such working, use, management, and maintenance, and for and with respect to the interchange, transmission, forwarding, and delivery of traffic coming from or destined for the respective railways of the contracting Companies, and for and with respect to the fixing of the tolls rates, and charges to be demanded, taken, and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and to confirm or give effect to any agreement which may have been, or may before the passing of the intended Act be entered into between the Company and the North-Eastern Railway Company, and the Lancashire and Yorkshire Railway Company, and the Great Northern Railway Company, or any or either of them, with reference to the matters aforesaid, or any of them.

And it is proposed by the intended Act, so far as may be necessary for the purposes aforesaid, to alter and amend all or some of the provisions of the Act (local and personal) 17 and 18 Victoria, cap. 211, and of any other Act or Acts relating to or affecting the North-Eastern Railway Company or their undertaking; the Act (local and personal) 22 and 23 Vict., cap. 110, and any other Act or Acts relating to or affecting the Lancashire and Yorkshire Railway Company, and the Act (local and personal) 9 and 10 Vict., cap. 71, and any other Act or Acts relating to or affecting the Great Northern Railway Company.

And notice is hereby further given, that on or before the 30th day of November in the present year, duplicate plans and sections of the intended railways and works, showing the lines and levels, and the lands to be taken for the purposes thereof, with a book of reference to such plans, and an Ordnance map with the general course and direction of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette will be deposited with the clerk of the peace for the West Riding of the county of York, at his office at Wakefield, and that 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 or works will be made or pass, with a copy of this notice published as aforesaid, will be deposited with the parish clerk of each such parish at his residence.

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 the 12th day of November, 1872.

Dibb, Atkinson, and Braithwaite, Leeds,
Solicitors for the Bill.

In Parliament—Session 1873.

Durham Gas Company.

(Re-incorporation of City of Durham Gas Company, with powers to maintain and enlarge existing works, and to exercise other powers, and light Durham and other places 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 City of Durham Gas Company (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 their deed of partnership.

3. To confer upon the Company all needful powers for lighting with gas the city of Durham, such parts of the townships of Framwellgate and Crossgate and of the parish of Saint Giles, and of the township of Elvet in the parish of Saint Oswald, as are without as well as within the municipal limits of the said city, the parishes of Shincliffe and Witton Gilbert, and the township of Broom in the parish of Saint Oswald, the township of Brandon and Byshottles, and of Brancepeth in the parish of Brancepeth, the extra-parochial places of Whitwell House and Sherburn House, the townships of Sherburn and Pitlington in the parish of Pitlington, and the township of Esh in the parish of Lanchester, all of which said places are in the county of Durham.

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 gasworks, and for the manufacture and sale of any residual products arising from the manufacture of gas or of the materials used therein, are, (1). The lands now belonging to the Company, and on which the gasworks of the Company have been erected, and which lands contain 5 acres 1 rood and 38 perches or thereabouts, and are situate in the township of Framwellgate in Durham; One portion of the said land which contains two acres and three perches or thereabouts is bounded as follows:—On the north for the most part by lands belonging to the devisees of John Allan, and elsewhere by land belonging to the Corporation of Durham; on the east by the road leading alongside the

River Wear; on the south by land belonging to the Chapelwardens and Overseers of the Chapelry of Saint Margaret, Durham, or the trustees of a certain Charity called "The Church Estate," in the parish of Saint Margaret, and now held on lease by the Company; and on the west partly by land and hereditaments belonging to Thomas Cornforth, Thomas Kinnear, and John Kinnear, and partly by the street of Framwellgate. The other portion of the said lands, containing about 1 acre 1 rood and 35 perches, is bounded on the north partly by the before-mentioned land held on lease and occupied by the Company, and elsewhere by land and hereditaments belonging to Elizabeth Bunton; on the south by land and hereditaments belonging to William Ramshaw, and Samuel Beverley Jones, and Mary Ann Jones; on the east by the road leading alongside the River Wear; and on the west by land and hereditaments belonging to William Ramshaw, James Emmerson, John Clark, Thomas Kinnear, John Kinnear, and the street of Framwellgate. (2). The said land now held on lease and occupied by the Company, which said land is about 1 rood and 34 perches in extent, is situate in the said township of Framwellgate, and is bounded on the north by land now occupied by the Company's works; on the south by land belonging to John Henry Le Kenx, Elizabeth Bunton, and by land now occupied by the Company's works; on the east by the road leading alongside the River Wear to the said works; and on the west partly by land belonging to the said Elizabeth Bunton, and partly by the street of Framwellgate.

5. To authorise 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 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, public or private footpaths, rivers, canals, waters, bridges, and other passages and places within the limits of the Bill, and particularly to maintain and renew all mains and pipes of the Company already laid in or under any land, footpath, or public or private road, and to break up and interfere with streets, roads, footpaths, 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 charge and receive rents, charges, and remunerations for the sale and supply of gas, and gas meters, and fittings, and other gas apparatus; and to alter the existing rents and charges.

8. To authorise the Company and any Corporation, Local Board, or other local authority within the said limits to make and carry into effect Contracts and Agreements for lighting and 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 corporations, local boards, or other local authorities, 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 by the creation of debenture stock, 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.

10. To extend to the Company, so far as the same are applicable, and except so far as the same may be specially varied by the bill, the 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 the Bill 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 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 county of Durham, at his office, in the Exchequer-buildings, North Bailey, Durham; 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 the parish of Saint Cuthbert, 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 13th day of November, 1872.

Henry John Marshall,
Market-place, Durham,
John Watson,
6, Sadler-street, Durham,
Dyson and Co., 24, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1873.

Gosport Gas.

(Re-adjustment of Limited Price of Gas or Repeal of Limit; Amendment of Act.)

NOTICE is hereby given, that the Gosport Gas and Coke Company intend to apply to Parliament in the ensuing session for leave to bring in a Bill to amend the 51st section of "The Gosport Gas Act, 1865," by the substitution of such maximum or limited price of gas as the Bill shall provide, or as Parliament shall fix and determine, in lieu of the maximum or limited price in such section expressed, and if expedient to provide for the alteration from time to time of such or any other maximum or limited price in proportion to the cost for the time being of the labour and materials employed in the manufacture of gas, or to repeal such section, and for the purposes aforesaid to amend the said Act.

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 12th day of November, 1872.

Henry Compigné, Solicitor, Gosport.
Dyson and Co., Parliamentary Agents, 24,
Parliament-street, Westminster.

In Parliament.—Session 1873.
Manchester, Sheffield, and Lincolnshire Railway
(Chesterfield Branch).

(Construction of Railway from Kiveton Park to
Chesterfield; Consequential Powers as to Com-
pulsory Purchase of Land, Tolls, Capital, &c.;
Power to stop up portion of Chesterfield
Canal; Amendment of Acts; and other pur-
poses.)

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, for all or some of the following
purposes, viz.:—

To authorise the Manchester, Sheffield, and
Lincolnshire Railway Company (hereinafter
called "the Company,") to make and maintain
the railway following, with all proper stations,
approaches, works, and conveniences connected
therewith, that is to say:—

A railway commencing in the parish of Treeton,
in the West Riding of the county of York,
by a junction with the railway of the Company,
at a point on that railway 22½ chains, or there-
abouts, measured in a westerly direction along the
railway of the Company, from the centre of the
booking office of the Kiveton Park station of such
railway, and terminating in the parish of Ches-
terfield, in the county of Derby, in a field belong-
ing, or reputed to belong, to the Duke of Devon-
shire, and in the occupation of Enoch Goodwin,
at a point distant from the centre of the fence
which divides that field from a certain newly-
formed street called Brewery-street, 7½ yards, or
thereabouts, measured in a northerly direction,
and at a right angle with the said fence, and
which said point in the said fence is distant 43
yards, or thereabouts, to the eastward, from the
south-east corner of the Baptist Chapel adjoining
the said street called Brewery-street, and which
said intended railway will be made, or pass from,
in, through, or into the several parishes, town-
ships, and extra-parochial or other places follow-
ing, or some of them, that is to say:—Treeton,
Ulley, Brampton-en-le-Morthen, Aston-with-
Anghton, Todwell, Thorpe, Salvin, Wales, Hart-
hill-with-Woodall, otherwise Harthill, all in the
West Riding of the county of York; Killamarsh,
Beighton, Eckington, Renishaw, Staveley, Brim-
ington, Whittington, Tupton, Newbold and
Dunston, and Chesterfield, all in the county of
Derby.

To authorise the Company to stop up, alter, or
divert, whether temporarily or permanently, all
such turnpike and other roads and highways,
railways, tramways, aqueducts, canals, streams,
and rivers within the aforesaid parishes, town-
ships, 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 railway and works or any of them, and
particularly to close, fill up, and appropriate the
site of so much of the Chesterfield Canal as lies
between the point of commencement of that
canal in the township of Newbold and Dunston,
in the said parish of Chesterfield, and a point
distant about 3 chains, measured in an easterly
direction from the eastern face or entrance of a
certain tunnel on that canal, called the Norwood
or Penny Holme Tunnel, in the parishes of Wales
and Harthill-with-Woodall, in the said West
Riding of the county of York, or so much thereof
as may be necessary for the construction of the
said intended railway and works, and the full
and free use and enjoyment thereof, and to ex-
tinguish all rights of navigation and other rights
and privileges subsisting in or connected with
such portion of the said canal.

To purchase by compulsion or otherwise all or
any of the lands and houses situate in the before-
mentioned parishes, townships, extra-parochial
and other places, and delineated on the plans to
be deposited as hereinafter mentioned, and any
other lands and houses which may be required
for the purposes of the said intended railway and
works, and to alter, vary, or extinguish all exist-
ing rights and privileges connected with such
lands and houses, or which would in any manner
impede or interfere with the construction, main-
tenance, and use of the said intended railway and
works, or any of them, or the objects or purposes
of the intended Act, and to confer, vary, alter,
or extinguish other rights and privileges.

To levy tolls rates, and duties for or in respect
of the use of the said intended railway and works,
and for the conveyance of traffic thereon, and to
alter existing tolls, rates, and duties, and to confer,
vary, or extinguish exemptions from the payment
of such existing and proposed tolls, rates, and
duties as may be thought expedient.

To enable the Company to apply, for the pur-
poses of the intended Act and for the general
purposes of their undertaking, any capital or
funds now belonging to them, or which may
hereafter belong to them, or under their control,
or the control of their directors, and to raise
other moneys by mortgage of all or any part of
their undertaking, and to increase their capital
by the creation of new or additional shares or
stock, with or without any preference or priority
in payment of dividends, or by such other way
and means and upon such terms and conditions
as may be prescribed in the said intended Act.

To alter, amend, extend, and enlarge, and if
need be to repeal the powers and provisions of
the following Acts, local and personal, viz.:—12
and 13 Vic., cap. 81; 13 and 14 Vic., cap. 94;
14 and 15 Vic., cap. 114; 15 and 16 Vic., caps.
83 and 144; 16 and 17 Vic., caps. 52 and 145;
18 and 19 Vic., caps. 91 and 129; 21 and 22
Vic., caps. 75 and 113; 22 and 23 Vic., cap. 5;
23 and 24 Vic., cap. 15; 24 and 25 Vic., caps.
66, 86, 113, and 156; 25 and 26 Vic., caps. 91,
98, 112, and 129; 27 and 28 Vic., caps. 7, 78,
and 320; 28 and 29 Vic., caps. 248, 327, and
378; 29 and 30 Vic., caps. 158, 162, 191, and
294; 30 and 31 Vic., cap. 4; 32 and 33 Vic.,
caps. 25 and 26; 34 and 35 Vic., caps. 38 and
39; and 35 and 36 Vic., cap. 178; and all other
Acts relating to the Company.

And notice is hereby further given, that dupli-
cate plans and sections of the said intended rail-
way and works, and of the lands and houses pro-
posed to be taken for the purposes thereof,
together with books of reference to such plans,
containing the names of the owners, or reputed
owners, lessees or reputed lessees, and occupiers
of such lands and houses, together with an
Ordnance or 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, for public inspection, as fol-
lows, that is to say, with the Clerk of the Peace
for the West Riding of the county of York, at
his office at Wakefield, in that county, and with
the Clerk of the Peace for the county of Derby,
at his office at Derby, in that 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 rail-
way and works are proposed to be made, or in
which the lands, houses, and property proposed
to be taken are situated, and also a copy of this
notice as published in the London Gazette will,
on or before the said 30th day of November, be

deposited with the parish clerk of each such parish, at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

And notice is hereby further given, that printed copies of the proposed Bill will, on 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, 1872.

J. R. and R. Lingard, Westminster and Manchester, Solicitors for the Bill.

In Parliament, Session 1873.

[Wrexham, Mold, and Connah's Quay Railway Company.

(Lease of Buckley Railway; Additional Capital; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill, and to pass an Act for the following purposes, or some of them:—

To enable the Buckley Railway Company (hereinafter called the Buckley Company) to grant, and the Wrexham, Mold, and Connah's Quay Railway Company (hereinafter called the Wrexham Company), to take a lease of the undertaking, railway, property, and effects of the Buckley Company, in pursuance of, and in accordance with, the terms of certain articles of agreement, dated the 30th day of June, 1863, made and entered into between the Buckley Company of the one part, and the Wrexham Company of the other part, and confirmed by an Act of Parliament, of the 29 and 30 Vict., cap. 270, intituled "The Buckley and Wrexham, Mold, and Connah's Quay Railway Companies Act, 1866."

And to confirm any agreements which have been or may be made, touching the matters aforesaid.

To enable the Wrexham Company to raise additional capital by borrowing, and by the creation and issue of new shares or stock, with or without any preference or priority in the payment of dividends or interest. To provide for the reduction of the rate of interest now payable by the Wrexham Company to the ordinary shareholders in the Buckley Company for a limited period.

And to repeal, alter, or amend, as far as may be necessary, the following Acts; or some or one of them (that is to say):—23 and 24 Vict., cap. 89; 26 and 27 Vict., cap. 104, and 29 and 30 Vict., caps. 41 and 270, relating to the Buckley Company; 25 and 26 Vict., cap. 221; 27 and 28 Vict., cap. 234; 28 and 29 Vict., caps. 176 and 261; 29 and 30 Vict., caps. 38, 358, and 359; 30 and 31 Vict., cap. 200, and 32 and 33 Vict., cap. 153; relating to the Wrexham Company; and any other Acts affecting either of the said Companies.

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 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, 1872.

*Kelly, Keene, and Roper, } Solicitors for
Mold, } the Bill.
Evan Morris, Wrexham, }
Wyatt, Hoskins, and Hooker, 28, Parlia-
ment-street, Westminster, Parliamen-
tary Agents.*

In Parliament.—Session 1873.

Wrexham, Mold, and Connah's Quay Railway (Mineral Branches).

(New Lines from the Pendwll Branch of the Wrexham, Mold, and Connah's Quay Railway to the Wrexham and Minera Railway, with branches therefrom to the Broughton Colliery; consequential Powers as to compulsory purchase of Lands; Additional Lands; Tolls; Constitution of separate Undertaking; Powers to raise additional and separate Share and Loan Capital; Running Powers over Wrexham and Minera Railway, and portions of Great Western Railway; use of Stations, &c.; Traffic Arrangements with the Great Western and the Wrexham and Minera Railway Companies; Amendment of Acts; and other purposes.

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Wrexham, Mold, and Connah's Quay Railway Company (hereinafter called "the Company") for an Act for the following, or some of the following, among other purposes:—

To authorize the Company to make and maintain the following railways, or some part or parts thereof, with all proper and convenient stations, sidings, buildings, approaches, works, and conveniences connected therewith, that is to say:—

A Railway (No. 1) commencing in the township of Gwersyllt, in the parish of Gresford, in the county of Denbigh, by a junction with the Pendwll Colliery Branch of the Wrexham, Mold, and Connah's Quay Railway, at or near a point 264 yards measured in a southerly direction along that railway from the point where the bridge carries the public highway from Windy Hill to Frood, over the last-mentioned railway, and thence passing from, through, or into the parishes, townships, extra-parochial, or other places following, or some or one of them (that is to say), Gwersyllt, Brymbo, Gresford, Broughton, and Wrexham, all in the county of Denbigh, and terminating in the township of Broughton, in the parish of Wrexham, in the county of Denbigh, by a junction with the Wrexham and Minera Railway, at or near a point 40 yards or thereabouts measured in a westerly direction from the point where the last-mentioned railway crosses a road leading from the public highway from Plascock turnpike gate to Southsea to Tenement Lane, by means of a bridge.

Railway No. 2.—Situate wholly in the township of Broughton, in the parish of Wrexham, and commencing by a junction with Railway No. 1, in a field called Cae Coed, the property of the Trustees of the late Rev. R. J. Harrison and others, in the occupation of Mr. Binning Bell, at a point in that field 30 yards or thereabouts from the north-east corner thereof, measured in a south-westerly direction, and terminating at a point where the private railway belonging to the Broughton Coal Company crosses the private road leading from the Broughton Hall Iron Works to the Broughton Colliery, on the level.

And it is also proposed by the said intended Act to confer on the Company all the necessary powers to effect the objects following, or some of them (that is to say):

To stop up, alter, or divert whether temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial and other places, 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, all or any of the lands and houses situate in the before-mentioned parishes, townships, extra-parochial and other places, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands and houses which may be required for the purposes of the said intended railways 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 intended railways and works, or any of them, or the objects or purposes of the intended Act, and to confer, vary, alter or extinguish other rights and privileges.

To levy tolls, rates, and duties for or in respect of the use of the said intended railways and works, and for the conveyance of traffic thereon; and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

To enable the Company to purchase, by compulsion or agreement, certain lands and hereditaments situate at Connah's Quay, in the parish of Northop, in the county of Flint, adjoining, and on the west of the railway, docks, and wharves of the Buckley Railway Company, and lying between the Chester and Holyhead Railway, and the River Dee; also certain other lands and hereditaments in the township of Gwersyllt, in the parish of Gresford, adjoining, and on the west side of the Wrexham, Mold, and Connah's Quay Railway, near the Frood junction of that railway.

To constitute the intended railways and works, and any works, lands, and property acquired under the powers of the intended Act, or some part or parts thereof, and either wholly or partially, a separate undertaking, distinct from the rest of the undertaking of the Company, and to authorize the Company for the purposes of the intended Act to raise further money by the creation of new shares and stock, with or without preference, priority, or guarantee in payment of interest or dividend, or other rights or privileges attached thereto, and, if thought fit, in one or more classes, and with or without powers of dividing shares into preferred and deferred shares, and by borrowing on mortgage or bond, and by the creation of debenture stock, and either as part of their general share and loan capital, or wholly or partially as a separate share and loan capital, charged primarily or exclusively on the intended railways and works, or any part thereof, and to provide that such separate undertaking and its capital and revenues shall not be liable for or chargeable with the mortgages, debts, and liabilities or engagements of the Company, incurred with respect to their other undertaking or undertakings; and to make provision with respect to the holding of separate meetings of the shareholders in the separate capital, and for the keeping of separate accounts, and to define, restrict, and regulate the rights and powers of shareholders, stockholders, mortgagees, and others in reference to the intended railways, with such other regulations and limitations as may be prescribed by the intended Act.

To empower the Company and all other Companies and persons lawfully using the authorized and intended railways of the Company, or any part thereof, to run over and use with their engines and carriages, waggons, and trucks, and their officers and servants, and for the purposes

of traffic of every description, the following railways and portions of railways (that is to say):—the Wrexham and Minera Railway; the Minera branch of the Great Western Railway and so much and such portion of the Great Western Railway as is situate and lies between the junction therewith of the Wrexham, Mold, and Connah's Quay Railway at Wrexham, and the Preesgwyn Station on the Great Western Railway and the branches of the Great Western Railway running from and out of the said portion of that railway;

Together with all tramways, sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences on or connected or used with the said railways and portions of railways respectively, upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Company, and the Wrexham and Minera Railway Company, and the Great Western Railway Company respectively, or as, in default of agreement, shall be determined by the Board of Trade or by arbitration, or defined by the Bill; and to require and compel the Companies owning or working the said railways and portions of railways respectively, to afford all requisite facilities for the purpose, and to enable the Company and all other Companies and persons as aforesaid to levy and receive tolls, fares, rates, and charges in respect of passengers, animals, and things conveyed by them over the before-mentioned railways and portions of railways, and 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 the said railways and portions of railways, and the works and conveniences connected therewith.

To provide for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the now existing or intended railways of the Company, the railways of the Great Western Railway Company and the Wrexham and Minera Railway Company, some or one of them, and for ensuring all requisite or desirable facilities for those purposes; and to enable the Company, and the Great Western Railway Company, and the Wrexham and Minera Railway Company, or either of them, to enter into agreements with respect to such interchange, accommodation, and transmission of traffic, and the division and appropriation of the revenue arising from such traffic; and, in default of agreement, to provide for referring to arbitration or the Board of Trade the terms and conditions upon which such interchange, accommodation, and transmission, and other facilities, are to be afforded and effected; and, so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies or some or one of them, are or is now authorized to take, and to confer, vary, or extinguish exemptions from the payment thereof.

To vary and extinguish all rights and privileges which would in any manner impede or interfere with the carrying into complete and full effect the objects and purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, extend and enlarge, and, if need be, to repeal all or some of the powers and provisions of the following Acts—25 and 26 Vic., cap. 221; 27 and 28 Vic., cap. 234; 28 and 29 Vic., caps. 176 and 261; 29 and 30 Vic., caps. 38, 270, 358, and 359; and 30 and 31 Vic., cap. 200; 32 and 33 Vic., cap. 153; and all other Acts relating to the Company—5 and 6 Wm. IV.,

cap. 107; "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;" and any other Acts relating to or in any way affecting the Great Western Railway Company: 24 and 25 Vic., cap. 32; 28 and 29 Vic., cap. 260; 29 and 30 Vic., cap. 87; and any other Acts relating to the Wrexham and Minera Railway Company.

And notice is hereby also given, that duplicate plans and sections, describing the lines, situations, and levels of the proposed railways and works, and the lands, houses, and other property proposed to be taken for the purposes thereof, 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, houses, or other property, together with an Ordnance or published map with the lines of the intended railways 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 at the office of the Clerk of the Peace for the county of Denbigh, at his office at Ruthin, in that county; and that a copy of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this Notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his place of abode, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

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

Dated this 14th day of November, 1872.

Evan Morris, Wrexham, Solicitor for the Bill.

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

Imperial Gas Light and Coke Company.
(Provisions for Amalgamation of the Imperial Gas Light and Coke Company with all or some of the Metropolitan Gas Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to amalgamate or authorise and provide for the amalgamation of the Imperial Gas Light and Coke Company with all or any one or more of the Gas Companies supplying gas within the Metropolis, as defined by the Metropolis Gas Act, 1860, upon such terms and conditions as may be mutually agreed upon between the several Companies parties to the amalgamation, and approved of by the Board of Trade, and to vest or provide or the vesting in the amalgamated Company of all or any of the powers, rights, authorities, and privileges of the several Companies parties to the amalgamation, and such other powers, rights, authorities, and privileges as may be found expedient, and to consolidate or provide for the consolidation into one or more class or classes of shares or stock all or any of the existing classes of shares or stock of the several Companies amalgamating, and to make or provide for the making of such

alterations in all or any of the shares or stocks of the Companies amalgamating, or any of them, and to attach such guarantee, preference, and priority in payment, and such rate of dividend to all or any of the shares or stock of the amalgamated Company, and such other right, powers, authorities, and privileges, as may be found expedient.

And it is proposed to authorise the amalgamated Company to levy rates, rents, and charges, to alter existing rates, rents, and charges, and to grant exemptions from the payment of rates, rents, and charges, and to vary or extinguish all existing rights and privileges which would or might in any way prevent or interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

And it is proposed to repeal, alter, or amend all or some of the provisions of the several Acts of Parliament following, or some of them, that is to say:—The Metropolis Gas Act, 1860, the 17th and 18th Vict., cap. 55, 29th and 30th Vict., cap. 352, and 32nd and 33rd Vict., cap. 128, relating to the Imperial Gas Company, also the 31st and 32nd Vict., cap. 106, 33rd and 34th Vict., cap. 121, 34th and 35th Vict., cap. 75, 35th and 36th Vict., cap. 23, 10th and 11th Vict., cap. 53, 13th and 14th Vict., cap. 82, 15th and 16th Vict., cap. 155, 5th and 6th Vict., cap. 36, 10th Geo. 4th, cap. 118, 27th and 28th Vict., cap. 162, 15th and 16th Vict., cap. 82, 20th and 21st Vict., cap. 73, 29th and 30th Vict., cap. 55, 17th and 18th Vict., cap. 215, 18th and 19th Vict., cap. 12, 5th Geo. 4th, cap. 78, 27th and 28th Vict., cap. 159, 17th and 18th Vict., cap. 94, 18th and 19th Vict., cap. 186, 26th and 27th Vict., cap. 37, 5th Vict., cap. 79, 28th and 29th Vict., cap. 14, and 32nd and 33rd Vict., cap. 130, relating to the said other Companies.

Printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1872.

Dated November 14th, 1872.

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

In Parliament.—Session 1873.

Vestry of St. Marylebone.—(Powers as to Surplus Lands).

NOTICE is hereby given, that the Vestry of St. Marylebone, in the county of Middlesex, intend to apply to Parliament in the next session, for leave to bring in a Bill to enable them to sell, lease, or appropriate for building or other purposes any land which they have acquired or may acquire under the 57th of George Third, cap. 29, and the Metropolis Management Act, 1855, or any Act amending that Act in the making of a new street from Hinde-street, Manchester-square, to Wigmore-street, or which they may acquire in making any other street improvement, and which land is not or may not be required for the purpose of forming part of any new or altered street, and to enable the said Vestry to defray the cost of the proposed Act out of the rates or any monies for the time being under their control.

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, 1872.

W. E. Greenwell, Vestry Clerk and Solicitor, Marylebone.

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

North British Railway.

(Additional Works and Powers.)

(New Railways, Deviations, and Works in the counties of Linlithgow, Edinburgh, Lanark, Stirling, Renfrew, Dunbarton, and Fife; Provisions for Abandoning Certain Authorised Railways and Works; Purchase of Additional Lands in the City of Glasgow, and in the Counties of Lanark, Linlithgow, and Edinburgh; Stopping up of Streets; Agreement with the Corporation of Buratisland as to the Construction of Harbour Works, and the Compounding of Customs and Harbour Dues; Amalgamation with the Glasgow and Milngavie Railway Company and the Broxburn Railway Company; Providing for Expenditure on New and Enlarged Stations; Increase of Capital; Confirmation of Agreements with the Newport Railway Company; Extinction of Rights and Privileges; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorise the North British Railway Company (hereinafter called "the Company") to make and maintain the Railways and works following, or some of them, with all proper approaches, stations, buildings, works, and conveniences connected therewith respectively (that is to say):

- A Railway (hereinafter referred to as Railway No. 1) commencing by a junction with the North British (Wilsontown Morningside and Coltness) Railway, at a point thereon in the parish of Whitburn, and county of Linlithgow, twenty yards or thereabouts north of the point where the said Railway is crossed on the level by the road leading from Easter Blacklaws to East Foulshiels, and terminating by a junction with the North British (Edinburgh and Bathgate) Railway, at a point thereon in the parish of Livingstone, and county of Linlithgow, five hundred yards or thereabouts westward of the bridge carrying the public road over the North British (Edinburgh and Bathgate) Railway at Livingstone Station; which intended Railway and works will pass from, through, or into, or be situated within, the parishes of Whitburn, Livingstone, and Bathgate, or some of them, in the county of Linlithgow;
- A Railway (hereinafter referred to as Railway No. 2) commencing by a junction with Railway No. 1 at a point in the parish of Livingstone, and county of Linlithgow, five hundred and eighty yards or thereabouts north-westward from the eastmost corner of the farm house of Redhouse, and one hundred and seventy yards or thereabouts eastward of the Engine House at the Moss Pit, on the estate of Redhouse, and terminating by a junction with the North British (Edinburgh and Bathgate) Railway at a point thereon in the parish of Bathgate, and county of Linlithgow, three hundred and sixty yards or thereabouts east of the bridge carrying the road from Bathgate to Blackburn, by way of Wester Inch, over the North British (Edinburgh and Bathgate) Railway; which intended Railway and works will pass from, through, or into, or be situated within the parishes of Livingstone and Bathgate, or one of them, in the county of Linlithgow;
- A Railway (hereinafter referred to as Railway No. 3) commencing by a junction with Railway No. 1 at the point hereinbefore described as the commencement of Railway

No. 2, and terminating at a point in the parish of West Calder, and county of Edinburgh, immediately on the east side of the road called Cleuch Brae, leading northward from the village of West Calder to the turnpike road from Addiewell to Mid-Calder by Burnbrae, and sixty-five yards or thereabouts northward from the north-east corner of the west abutment of the bridge carrying the Cleland and Mid-Calder line of the Caledonian Railway over the said road leading northward from West Calder; which intended Railway and works will pass from, through, or into, or be situated within the parishes of Livingstone and Whitburn, in the county of Linlithgow, and Mid-Calder and West Calder, in the county of Edinburgh, or some of them;

- A Railway (hereinafter referred to as Railway No. 4) commencing in the parish of Shotts, and county of Lanark, by a junction with the North British (Airdrie and Bathgate) Railway, at a point thereon two hundred and eighty yards or thereabouts westward of the point of junction of the Woodend Branch with the North British (Airdrie and Bathgate) Railway, and terminating in the parish of Bathgate, and county of Linlithgow, by a junction with the North British (Edinburgh and Bathgate) Railway at a point thereon three hundred and eighty yards or thereabouts eastward of the passenger booking-office of the present station at Bathgate of the North British (Edinburgh and Bathgate) Railway; and which intended Railway and works will pass from, through, or into, or be situated within the parishes of Shotts, in the county of Lanark, and Bathgate, in the county of Linlithgow;
- A deviation or new line of Railway (hereinafter referred to as Railway No. 5) in lieu of part of the Woodend Branch of the North British (Airdrie and Bathgate) Railway, commencing by a junction with Railway No. 4 at a point in the parish of Bathgate, and county of Linlithgow, fifty yards or thereabouts north of the point of junction of the said Woodend Branch Railway with the North British (Airdrie and Bathgate) Railway, and terminating in the same parish and county by a junction with the said Woodend Branch Railway, at a point thereon eighty yards or thereabouts southward of the bridge carrying the Airdrie and Bathgate turnpike road over the said Woodend Branch; and which Railway will be wholly situated in the parish of Bathgate and county of Linlithgow;
- A deviation or new line of Railway (hereinafter referred to as Railway No. 6) in lieu of the fork connecting the North British (Edinburgh and Bathgate) Railway with the Wilsontown Morningside and Coltness section of the North British Railway commencing by a junction with Railway No. 4, at a point in the parish of Bathgate and county of Linlithgow two hundred yards or thereabouts south-eastward of the passenger booking office of the present Bathgate Station of the North British (Edinburgh and Bathgate) Railway, and six yards or thereabouts southward of the south boundary fence of the said Edinburgh and Bathgate Railway, and terminating in the same parish and county by a junction with the Wilsontown, Morningside, and Coltness section of the North British Railway, at a point thereon forty yards or thereabouts northward of

the face of the north abutment of the bridge carrying the said Wilsontown, Morningside, and Coltness Railway over the Bathgate Water, and which Railway will be wholly situated in the parish of Bathgate and county of Linlithgow;

A widening or enlargement of the North British (Airdrie and Bathgate) Railway commencing at a point thereon in the parish of New Monkland and county of Lanark one hundred and twenty yards or thereabouts eastward of the passenger booking office of the Company at Airdrie Southside Station and terminating at a point on the North British (Airdrie and Bathgate) Railway, at a point thereon in the parish of Shotts and county of Lanark two hundred and eighty yards or thereabouts westward of the point of junction of the Woodend Branch with the said Railway, which widening or enlargement and works will pass from, through, or into, or be situated within the parishes of New Monkland and Shotts, in the county of Lanark, and Torphichen, in the county of Linlithgow;

A Railway (hereinafter referred to as Railway No. 7) to be wholly situated in the parish of Uphall and county of Linlithgow, commencing by a junction with the North British (Edinburgh and Bathgate) Railway, at a point thereon five hundred yards or thereabouts eastward from the passenger booking office at Uphall (or Houston) Station of the North British (Edinburgh and Bathgate) Railway, and terminating by a junction with the Broxburn Railway at a point thereon immediately on the east side of the road leading from Broxburn to South Greendykes, and one hundred and sixty yards or thereabouts northwards from the face of the north abutment of the bridge which carries the road from Broxburn to South Greendykes over the Union canal.

A Railway (hereinafter referred to as Railway No. 8) to be wholly situated in the parish of Uphall and county of Linlithgow, commencing by a junction with Railway No. 7, at a point two hundred and eighty-seven yards or thereabouts northward from the Holmes Farm Steading, and terminating at a point near Uphall one hundred and thirty-three yards or thereabouts south-westward from the Farm Steading of Crossgreen;

A Railway (hereinafter referred to as Railway No. 9) to be wholly situate in the parish of Falkirk and county of Stirling, commencing by a junction with the main line of the Caledonian (formerly Scottish Central) Railway at a point thereon two hundred yards or thereabouts, measured in a southerly direction along the centre of the said Railway, from the face of the south abutment of the bridge carrying the said Railway over the turnpike road leading from Camelon to Bonnybridge, and terminating by a junction with the North British (formerly Stirlingshire Midland Junction) Railway at a point on the said Railway eight hundred and eighty yards or thereabouts, measured along the centre line of the last-mentioned Railway in a westerly direction, from the face of the west abutment of the bridge carrying the same over the turnpike road leading from Camelon to Larbert;

A Railway (hereinafter referred to as Railway No. 10) commencing by a junction with the Stobcross Line of the North British Railway now under construction, at a point in the

Barony parish of Glasgow and county of Lanark, sixty-two yards or thereabouts westward of the bridge carrying the authorised Stobcross Railway over the road or street called Sandyford Street, and terminating at a point in the said parish and county, and in the city or Royal Burgh of Glasgow on the west side of Wellington Street thirteen yards or thereabouts north of the north side of Bothwell Street, measuring along the said west side of Wellington Street, and which Railway and works will pass from, through, or into, or be situate within the Barony parish and Royal Burgh or city of Glasgow, in the county of Lanark;

A Railway (hereinafter referred to as Railway No. 11) commencing by a junction with the North British (Glasgow Dumbarton and Helensburgh) Railway, at a point thereon in the parish of New Kilpatrick and county of Dumbarton one hundred and sixty-nine yards or thereabouts south of South Westerton Farm Steading, and terminating by a junction with the authorised Stobcross Line of the North British Railway, at a point thereon in the parish of Govan and county of Lanark three hundred and forty-three yards or thereabouts north-eastward of the bridge carrying the Stobcross Line of the North British Railway over the Great Western Road, which intended Railway and works will pass from, through, or into, or be situated within the parishes of New Kilpatrick, in the county of Dumbarton and Govan, in the county of Lanark;

A deviation or new line of Railway (hereinafter referred to as Railway No. 12), in lieu of the Railway authorised by "The North British Railway (General Powers) Act 1871," and therein called Railway No. 5, commencing by a junction with Railway No. 11 at a point thereon in the parish of New Kilpatrick and county of Dumbarton two hundred and twenty yards or thereabouts westward of Netherton Paffle Farmhouse, and terminating at a point in the parish of Renfrew and county of Renfrew five hundred yards or thereby north-eastward of Anniesland Farm Steading, which intended Railway and works will pass from, through, or into, or be situate within the parish of New Kilpatrick, in the county of Dumbarton, and Renfrew, in the county of Renfrew;

A deviation or new line of Railway (hereinafter referred to as Railway No. 13) to be wholly situated in the parish of New Kilpatrick and county of Dumbarton, in lieu of a portion of the North British (Glasgow Dumbarton and Helensburgh) Railway, commencing by a junction with the last-mentioned Railway at a point thereon one hundred and ninety-one yards or thereabouts south-eastward of South Westerton Farm Steading, and terminating by a junction with the North British (Glasgow, Dumbarton, and Helensburgh) Railway at a point thereon seventy-seven yards or thereabouts north-eastward of Netherton Farm Steading;

A Railway (hereinafter referred to as Railway No. 14) commencing by a junction with the North British (Glasgow, Dumbarton, and Helensburgh) Railway at a point thereon in the parish of Row, in the county of Dumbarton, at or near the bridge carrying the turnpike road leading from Cardross Village to Helensburgh over the

North British (Glasgow Dumbarton and Helensburgh) Railway, and terminating by a junction with the last-mentioned Railway at a point thereon, in the parish of Cardross and county of Dumbarton, three hundred and fifty yards or thereabouts eastward of Ferry House, at Camis Eskan, which intended Railway and works will pass from, through, or into, or be situate within the parishes of Row and Cardross, in the county of Dumbarton;

A pier or jetty and wharf commencing at a point in the parish of Cardross and county of Dumbarton, one hundred and thirteen yards or thereabouts south-east of Craigendoran Farm Steading, and terminating at a point in the soil or bed of the Firth of Clyde, in or adjoining the said parish, three hundred and twenty-five yards or thereabouts south-westward of the said Farm Steading of Craigendoran, which pier and works will pass from, through, or into, or be situate within the parish of Cardross and county of Dumbarton, and the soil or bed of the Firth of Clyde in or adjoining the said parish;

A Railway (hereinafter referred to as Railway No. 15) commencing at a point in the parish of Govan and county of Lanark by a junction with the Stobeross Line of the North British Railway four hundred and seventeen yards or thereabouts north-eastward from Woodcroft House, and terminating at a point on the north side of the turnpike road leading from Partick to Dumbarton, in the parish of Renfrew and county of Renfrew, one hundred and forty yards or thereabouts north-westward from the culvert or bridge carrying the said turnpike road over the Whiteinch Burn, which intended Railway and works will pass from, through, or into, or be situated within the parishes of Govan in the county of Lanark, and Renfrew, in the county of Renfrew;

A Railway (hereinafter referred to as Railway No. 16) commencing by a junction with Railway No. 15, at a point in the parish of Renfrew and county of Renfrew six hundred and thirty yards or thereabouts south-eastward from Scotstoun Mains Farm Steading, and terminating in the parish of Old Kilpatrick and county of Dumbarton on the south side of the turnpike road leading from Yoker to Dalmuir, at a point twenty-two yards or thereabouts south-eastward from West Barns of Clyde Farm Steading, which intended Railway and works will pass from, through, or into, or be situate within the parishes of Renfrew, in the county of Renfrew; Govan, in the county of Lanark; and Old Kilpatrick, in the county of Dumbarton;

A Railway (hereinafter referred to as Railway No. 17) to be wholly situate in the parish of Old Kilpatrick and county of Dumbarton, commencing at the point hereinbefore described as the termination of Railway No. 16, with which it will form a junction, at a point on the south side of the turnpike road leading from Yoker to Dalmuir, twenty-two yards or thereabouts south-eastward from West Barns of Clyde Farm Steading, and terminating at a point on the east side of Duntocher Burn two hundred and eighty-five yards or thereabouts south-westward

of the bridge or aqueduct carrying the Forth and Clyde Canal over the said Duntocher Burn;

A Railway or siding (hereinafter referred to as Railway No. 18) to be wholly situated in the parish of Old Monkland and county of Lanark, commencing by a junction with the Glasgow and Coatbridge branch of the North British Railway at a point on the said branch one hundred and ten yards or thereabouts westward from the centre of the space between the main lines of the Caledonian Railway at the crossing of the bridge which carries that Railway over the said branch, and terminating on land belonging to the Company situate on the east side of the Hornock Canal at a point fifty yards or thereabouts south-eastward of the southern corner of the eastern abutment of the bridge carrying the said Coatbridge branch over the said canal;

A deviation or new line of Railway (hereinafter referred to as Railway No. 19), in lieu of a portion of the Railway authorised by "The North Monkland Railways Act, 1872," and therein called Railway No. 1, to be wholly situate in the parish of New Monkland, in the county of Lanark, commencing by a junction with the Ballochney Section of the North British Railway at or near the point where the said Railway crosses the stream called North Burn, and terminating by a junction with the said authorised North Monkland Railway, seven chains or thereabouts north-westward of Kipps Farm Steading;

An alteration of the levels of the turnpike road from Airdrie to Hamilton, adjoining the Company's Railway Station at Whifflet, together with an archway under the said road, to afford communication between the station ground of the Company on each side thereof, the said works commencing at a point on the said road five feet or thereabouts northward of the face of the northern abutment of the bridge carrying the said road over the Whifflet branch of the North British Railway, and terminating at a point on the said road two hundred and sixty feet or thereabouts northward of the said point of commencement, which alteration of levels and bridge will be wholly situate in the parish of Old Monkland and county of Lanark;

A deviation or new line of Railway (hereinafter called "the Capeldrae Deviation"), in lieu of part of the authorised Railway described as Railway No. 9 in the North British Railway Act, 1872, to be wholly situate in the parish of Auchterderran, in the county of Fife, commencing at or near the point where the authorised line of the said Railway No. 9 crosses the fence between the enclosures No. 2 and 3 in the said parish, two miles six furlongs and eight chains or thereabouts from the commencement of the said authorised line, as shown on the plans deposited with reference to the said authorised Railway, and terminating in a field occupied by the Capeldrae Oil and Coal Company (Limited), at a point two hundred and sixty-six yards or thereabouts, measured in a north-easterly direction, from the authorised termination of the said Railway No. 9, near South Bogside;

A Railway (hereinafter referred to as Railway No. 20), commencing by a junction with the North British (Edinburgh and Glasgow

Railway at a point thereon in the parish of St. Cuthbert's and county of Edinburgh, two hundred and forty yards or thereabouts north-eastward of the face of the east abutment of the bridge carrying the said Railway over the Water of Leith, and terminating by a junction with the mineral sidings of the Haymarket station of the North British (Edinburgh and Glasgow) Railway, at a point thereon twenty-two yards or thereabouts north-eastward of the north-west corner of the engine workshops at the said Haymarket station, and which intended Railway and works will pass from, through, or into, or be situated within the parish of St. Cuthbert, the city, county of the city and royal burgh of Edinburgh, or one or more of them, and county of Edinburgh.

A Railway (hereinafter referred to as Railway No. 21) commencing in the parish of Borrowstounness, in the county of Linlithgow, by a junction or junctions with the Railways or sidings of the Company at Borrowstounness Station, at a point thereon fifty-seven yards or thereabouts north-eastward from the north corner of the passenger booking-office at the said station, and terminating in the parish of Carriden, in the county of Linlithgow, at a point immediately adjoining the north side of the turnpike road leading from Carriden to Borrowstounness, twelve yards or thereabouts northward from the western entrance gate leading from the said turnpike road to the Bridgeness Ironworks; and which intended Railway and works will pass from, through, or into, or be situated within the parishes of Borrowstounness and Carriden, in the county of Linlithgow, and bed or soil of the Firth of Forth in or adjacent to the said parishes:

And it is proposed to take powers of lateral and vertical deviation from the line and levels of the proposed works, as shown on the plans and sections hereinafter referred to, within the limits usually authorised or as may be prescribed by the intended Act, and to repeal or alter certain of the provisions of "The Railways Clauses Consolidation (Scotland) Act, 1845," relating to the limits of lateral and vertical deviation; also, to authorise the Company to purchase lands and buildings, by compulsion or agreement, in all or some of the several parishes, royal burgh, and places aforesaid, for the purposes of the intended Railways and works, or any of them; and also the following lands, buildings, and property for station or siding accommodation, or other purposes (that is to say):

Certain lands in the parish of Kirkliston, and county of Linlithgow, being part of the minister's glebe of the said parish, bounded on the east by the North British Railway Company's branch to Queensferry, on the north-west by the remainder of the said glebe, and on the south-west partly by a portion of the said glebe and partly by lands belonging to or acquired by the Company;

Certain lands in the parish and burgh of Borrowstounness, in the county of Linlithgow, commonly called the Promenade, situated between the North British Railway Station and the line of high-water mark of the Firth of Forth;

Certain lands in the said last-mentioned parish and county forming part of the foreshore or soil of the Firth of Forth, bounded on the east and south-east by the line of high-

water mark, and on the west by a line drawn between a point near the northern extremity of the western pier of the Harbour of Borrowstounness and a point on the line of the high-water mark on the shore of the said Firth of Forth three hundred and thirty-two feet westward from the northern corner of the boundary wall of the police-office at Borrowstounness;

Certain lands in the parish of Linlithgow and county of Linlithgow immediately adjoining the north and south sides of the main line of the North British (Edinburgh and Glasgow) Railway at Pardovan Goods sidings lying to the westward of the bridge carrying the said railway over the road leading from Merrylees to Wester Pardovan, and extending along the said main line for a distance of four hundred and seventy yards westward from the said road;

Certain lands, streets, or roads, houses, and other property, in the City parish and Royal Burgh of Glasgow, and county of Lanark, situate and lying between and in an area bounded on the north by a line drawn along the north side of Havannah Street from its junction with High Street to its junction with Burnside street, on the south by the College Station of the North British Railway Company, on the west by the High Street, and on the east by the western side of the Molendinar Burn;

Certain lands, streets, or roads, houses, and other property, in the City Parish and Royal Burgh of Glasgow, and County of Lanark, situate and lying between and in an area bounded on the north by a line drawn along the south side of Duke Street from the west side of South Pettigrew Street to a point in Duke Street seventy-three yards or thereabouts eastward of the said west corner of South Pettigrew Street, on the north-east by a line drawn from the last-mentioned point, forming the eastern terminus of the northern boundary line, to a point on the western edge of the Molendinar Burn twenty yards north-eastward from the centre of the northern face of the arch of the bridge carrying the road in continuation of Havannah Street over the said burn, on the west by the west side of South Pettigrew Street, on the south by Havannah Street, and on the east and south-east by the west side of the Molendinar Burn;

Certain lands, streets, or roads, houses and other property, in the City Parish and Royal Burgh of Glasgow, and county of Lanark, situate and lying between and in an area bounded on the south and south-east by the College Station of the North British Railway Company, on the north-east by the street or road called Clay Brae, and on the west and north-west by the western side of the Molendinar Burn;

Certain lands and other property in the parish of St. Cuthbert and county of Edinburgh lying to the north of the North British (Edinburgh and Glasgow) Railway and adjoining or near to Railway No. 20;

And it is proposed to empower the Company to stop up and discontinue as public thoroughfares all or certain parts of the following streets or roads, and to appropriate the sites thereof to the uses of the Company (that is to say):

South Pettigrew Street, Havannah Street, New Vennel, and Burnside Street, together with the roads or lanes leading from South Petti-

grew Street, called Meuse Lane and Hatter's Close, in the City Parish and Royal Burgh of Glasgow and county of Lanark;

And to stop up and cause to be discontinued the footway or space before mentioned, called the Promenade at Borrowstounness situated between the North British Railway Station there and the line of high-water mark of the Firth of Forth at Borrowstounness, and the three level crossings and other rights of way over the Company's Railway or station at Borrowstounness:

And it is proposed by the intended Act to authorise the relinquishment, or abandonment, and disuse of the following Railways or parts of Railways and works, or some of them, or some parts thereof respectively, and to release the Company, or the North Monkland Railways Company, as the case may be, from the payment of any penalties in respect of such Railways, or parts of Railways, not being completed and opened for public traffic, and from any notices and contracts for or in relation to the purchase of lands and heritages for the purpose of such railways and works, or some of them (that is to say):

So much of the said Woodend Branch as is situate between its junction with the North British (Airdrie and Bathgate) Railway and the point hereinbefore described as the termination of the intended Railway No. 5, and as will be rendered unnecessary by the construction of Railway No. 5;

The Fork Railway connecting the Edinburgh and Bathgate Line with the Wilsontown Morningside and Coltness section of the Company, which will be rendered unnecessary by the construction of Railway No. 6;

The Railway authorised by the North British Railway (General Powers) Act, 1871, and therein called Railway No. 5;

So much of the North British (Glasgow, Dumbarston, and Helensburgh) Railway as is situate between the points hereinbefore described as the commencement and termination of Railway No. 13, and as will be rendered unnecessary by the construction of Railway No. 13;

So much of the said Railway authorised by "The North British Railway Act, 1872," and therein called Railway No. 9, as is situate between its authorised termination and the point hereinbefore described as the commencement of the Capeldrae Deviation;

So much of the Railway authorised by "The North Monkland Railways Act, 1872," and therein called Railway No. 1, as is situate between its authorised commencement and the point hereinbefore described as the termination of the intended Railway No. 19;

And it is proposed to vest or provide for the vesting of Railway No. 19 and the works and conveniences connected therewith in the North Monkland Railways Company as part and parcel of their undertaking in lieu of the portion of the North Monkland Railways to be abandoned under the provisions of the intended Act, and to make applicable to Railway No. 19 the provisions of "The North Monkland Railways Act, 1872," and to authorise the Company and the North Monkland Railways Company to enter into agreements with respect to the construction, maintenance, working, and use of Railway No. 19, and otherwise in relation thereto, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act:

And it is proposed to authorise the Company, and the Provost, Magistrates, and Town Council

of the royal burgh of Burntisland, to enter into agreements with respect to the construction, maintenance, and management of the dock and harbour works at Burntisland, authorised by "The Pier and Harbour Orders Confirmation Act 1870 (No. 3)."; and as to advancing and providing the necessary capital for the same; and also with respect to the customs, harbour, and shore dues leviable on the Company's traffic within the burgh and at the harbour of Burntisland; and as to compounding the same for such payment or advance by the Company as has been or may be agreed to; and to confirm all or any such agreements as may have been entered into prior to the passing of the intended Act, especially a certain agreement made between the Company and the said Provost, Magistrates, and Town Council of Burntisland, dated the 16th and 18th days of September, 1872:

And it is proposed to authorise the Company and the Newport Railway Company to enter into agreements and arrangements for the use and working by the Company of the Newport Railway, and for the regulation of the traffic passing to, from, and over the same, the division of the receipts for the traffic thereof, and of the Railways of the Company, and with respect to the acquisition or redemption by the Company of the capital stock of the Newport Railway Company, and to confirm all or any such agreements as may have been entered into prior to the passing of the intended Act:

And it is proposed to empower the Company to advance a further sum of money to the Trustees for the harbour of Borrowstounness in addition to the sum they are already authorised to advance to the said Trustees, under "The Slamannan and Borrowstounness Railway Act, 1846," upon the like security and other conditions therein mentioned, or as may be otherwise provided in the intended Act:

And it is proposed in the said intended Act to extend the time within which the Company are required to dispose of superfluous lands:

And it is proposed to vest or to authorise and provide for the vesting in or transfer to the Company of the Broxburn Railway, and all the undertaking, Railways, stations, buildings, works, real, personal, and moveable estate, and property, powers, rights, privileges, and authorities of the Broxburn Railway Company, or certain parts thereof respectively, by amalgamation or sale in such manner and upon such terms and conditions as have been agreed upon between the said two Companies, or as may hereafter be agreed upon between the said two Companies, or as may be set forth or provided for in the intended Act; and to confirm all or any agreements which may be entered into between the said two Companies prior to the passing of the intended Act; and to confer upon the said Companies and all other necessary parties such powers and authorities as may be requisite to enable them respectively to carry the amalgamation or sale and the said agreements or any of them into complete effect, and to dissolve or provide for the dissolution of the Broxburn Railway Company, the payment of their debts, and the winding up of their affairs:

And it is proposed to vest or to authorise and provide for the vesting in or transfer to the Company of the Glasgow and Milngavie Junction Railway, and all the undertakings, railways, stations, buildings, works, real, personal, and moveable estate, and property, powers, rights, privileges, and authorities, of the Glasgow and Milngavie Junction Railway Company (hereinafter called "the Glasgow and Milngavie Railway Company"), or certain parts thereof respectively, by amal-

gamation or sale in such manner and upon such terms and conditions as may have been agreed upon between the said two Companies, or as may hereafter be agreed upon between the said two Companies, or as may be set forth or provided for in the intended Act; and to confirm all or any agreements which may be entered into between the said two Companies prior to the passing of the intended Act; and to confer upon the said Companies and all other necessary parties such powers and authorities as may be requisite to enable them respectively to carry the amalgamation or sale and the same agreements, or any of them, into complete effect; and to dissolve or provide for the dissolution of the Glasgow and Milngavie Railway Company, the payment of their debts, and the winding-up of their affairs:

And it is proposed for the purposes of the said amalgamation or sale to provide for the conversion of the ordinary share capital of the Glasgow and Milngavie Railway Company, or any part thereof, into ordinary stock of the Company, and to authorise the Company to create and issue shares or stock in their own undertaking, or in the undertaking of the Glasgow and Milngavie Railway Company in lieu of the unissued share capital, and for the redemption or discharge of the mortgage debts of the last-mentioned Company, and to attach to all or any of the shares or stock to be so created such lien on the undertaking of the Glasgow and Milngavie Railway Company and their own undertaking, or either of them, and such guarantee, preference, or priority in payment of dividend and otherwise as they think fit, and to provide for the future consolidation of all or any such shares or stock which may be issued as lien stock or preference stock, with some one or more class or classes of lien stock or preference stock of the Company:

And it is proposed to authorise the Company to levy tolls, rates, duties, and charges, to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates duties, and charges, and to stop up, alter, or divert, temporarily or permanently, so far as may be necessary or convenient for any of the Railways or works to be authorised by the intended Act, or otherwise for the purposes of the intended Act, any turnpike or other roads and highways, Railways, tramways, sidings, passages, and places, bridges, rivers, streams, canals, waters, watercourses (natural or artificial), sewers, mains, pipes, buildings, telegraphic wires and apparatus, and works of every description which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the intended Act, and to make and maintain shafts or openings from the surface of any street, road, or place to any Railway constructed or to be constructed beneath the surface, and to underpin or otherwise secure or strengthen houses or buildings near any Railway and not intended to be taken for the purposes thereof:

And it is proposed to create all such guaranteed, preference, or ordinary shares or stock as may be requisite for carrying into effect all or any of the purposes of the intended Act, and to raise more money by the creation of guaranteed, preference, lien, ordinary, or debenture shares or stock, and by mortgage or bond or cash credit, and to make a separate stock for expenditure on new or enlarged stations, to be secured on the revenues of such stations respectively and otherwise, and to vary and extinguish all rights and privileges which would or might hinder or prevent any of the objects of the intended Act being fully effected, and to confer other rights and privileges:

And it is proposed by the intended Act to repeal,

alter, or amend certain of the provisions of all or some of the Acts hereinbefore mentioned, and of "The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862," and the several other Acts following relating to the Company and to the undertakings belonging to, amalgamated with, or held on lease by or vested in the Company (that is to say): Acts passed in the Sessions of Parliament held respectively in the 49th, the 54th, the 57th, and the 59th years of the reign of King George the Third; the 2nd, the 4th, the 5th, the 7th, the 10th, and the 11th years of the reign of King George the Fourth; and the 1st, 3rd, and 4th, 5th and 6th, the 6th and 7th, and the 7th years of the reign of King William the Fourth; the 2nd and 3rd, the 4th and 5th, the 6th and 7th, the 7th and 8th, the 9th, the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th, the 12th and 13th, the 14th, the 14th and 15th, the 15th and 16th, the 17th, the 17th and 18th, the 18th and 19th, 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, 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, the 33rd and 34th, the 34th and 35th, and 35th and 36th years of the reign of her present Majesty; also "The Broxburn Railway Act 1867," and "The Glasgow and Milngavie Junction Railway Act, 1861," and "The North Monkland Railways Act, 1872," and "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, and to the undertakings belonging to, amalgamated with, or held in lease by or vested in that Company (that is to say): Acts 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, the 33rd and 34th, and the 35th and 36th years of the reign of her present Majesty; and all other Acts relating to the Caledonian Railway Company; Acts relating to the Police Board of Glasgow: viz., 25 and 26 Vict. cap. 204; 29 and 30 Vict. caps. 85 and 273; 34 and 35 Vict. cap. 74; and 35 and 36 Vict. cap. 41; and all other Acts relating to the Police of Glasgow, also the Glasgow Corporation (Gas) Acts 1869 and 1871, the Glasgow Corporation Waterworks Acts 1855, 1859, and 1860, 1865 and 1866, and all other Acts relating to Gas or Water in Glasgow or places adjacent; also "The Glasgow Street Tramways Act, 1870," and "The Glasgow Corporation Tramways Act 1872," and all other Acts relating to or affecting the city of Glasgow or any part thereof or place adjacent thereto; also the Newport Railway Acts 1866, 1867, and 1870, and of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies or Corporations, or any other Company or body who, or whose property and interests may be affected by any of the powers or provisions of the said Act:

And notice is hereby also given, that a plan and section in duplicate relating to each of the said Railways and works, a plan in duplicate showing the lands and buildings respectively which may be taken under the compulsory powers of the intended Act, a book of reference to each such plan, and, in the case of a railway, a published map with the line of railway delineated thereon,

showing its general course and direction, will be deposited as follows (that is to say): As regards Railways No. 5, No. 6, No. 7, No. 8, and No. 21, and all other works, lands, and buildings in the county of Linlithgow, with the principal sheriff-clerk of the county of Linlithgow, at his office in Linlithgow; as regards Railways No. 1, No. 2, and No. 3 with the principal sheriff-clerk of the county of Linlithgow, at his office in Linlithgow, and with the principal sheriff-clerk of the county of Edinburgh, at his office in Edinburgh; as regards Railway No. 4, and the widening and enlargement of the North British (Airdrie and Bathgate) Railway, with the principal sheriff-clerk of the county of Linlithgow, at his office in Linlithgow, and with the principal sheriff-clerk of the county of Lanark, at his offices in Glasgow, Hamilton, Airdrie, and Lanark, respectively; as regards Railway No. 20, and lands in connection therewith, with the principal sheriff-clerk of the county of Edinburgh, at his office in Edinburgh, and with the principal sheriff-clerk of the county of the city of Edinburgh, at his office in Edinburgh; as regards Railways Nos. 10, 18, 19, and the alteration of levels in the said turnpike-road at Whifflet, and all other works, lands, and buildings in the county of Lanark, with the principal sheriff-clerk of the county of Lanark, at his offices in Glasgow, Lanark, Hamilton, and Airdrie respectively; as regards Railway No. 9, with the principal sheriff-clerk of the county of Stirling, at his offices in Stirling and Falkirk respectively; as regards Railways No. 13, No. 14, and the pier, or jetty and wharf, with the principal sheriff-clerk of the county of Dumbarton, at his office in Dumbarton; and as regards Railway No. 11, with the principal sheriff-clerk of the county of Dumbarton, at his office in Dumbarton, and with the principal sheriff-clerk of the county of Lanark, at his offices in Glasgow, Lanark, Hamilton, and Airdrie respectively; as regards Railways Nos. 15, No. 16, and No. 17, with the principal sheriff-clerk of the county of Dumbarton, at his office in Dumbarton, and with the principal sheriff-clerk of the county of Lanark, at his offices in Glasgow, Lanark, Hamilton, and Airdrie respectively, and with the principal sheriff-clerk of the county of Renfrew, at his offices in Paisley; and as regards Railway No. 12, with the principal sheriff-clerk of the county of Dumbarton, at his office in Dumbarton, and with the principal sheriff-clerk of the county of Renfrew, at his office in Paisley; and with respect to the Capeldrae Deviation, and all other works, lands, and buildings in the county of Fife, with the principal sheriff-clerk of the county of Fife, at his offices at Cupar and Dunfermline respectively; and that copies of so much of the plans, sections, and books of reference as relates to any parish or extra-parochial place, will be deposited, in the case of a parish, with the schoolmaster, or, if there be no schoolmaster, then with the session-clerk of such parish, or, in the case of an extra-parochial place of some parish adjoining thereto, at the usual place of abode of such schoolmaster or session-clerk; and that so much of the plans, sections, and books of reference as relates to the royal burgh of Glasgow will be deposited with the town clerk of that royal burgh, at his office in Glasgow, and that so much of the plans, sections, and books of reference as relates to the royal burgh of Edinburgh will be deposited with the town clerk of that burgh, at his office in Edinburgh; and that all such deposits will be made before the 1st day of December, 1872, and will be accompanied by a copy of this notice; and that 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, 1872.

Dated this 12th day of November, 1872.

Adam Johnstone, 1, Register Place, Edinburgh, Solicitor for the Bill.

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

In Parliament.—Session 1873.

Sheffield Water Works.

(Extension of Time for Completion of Certain Reservoirs and of Works connected therewith, and Explanation of Meaning of Section 107 of Act of 1864.)

NOTICE is hereby given, that the Company of Proprietors of the Sheffield Water Works (in this notice referred to as the Company) intend to apply to Parliament in the ensuing session, for leave to bring in a Bill to extend the time granted by "The Sheffield Water (New Works) Act, 1867," for the completion of the Dale Dike, Damflask, Broomhead, and More Hall Reservoirs, and the Wadsley Service Reservoir, including the lines of pipe and works connected with such reservoirs respectively, and to explain and declare that the expression, "the whole of the works specified in the Company's Act of 1853, or in any previous Acts," used in the 107th section of the Sheffield Water Works Act, 1864, does not apply to certain aqueducts or conduits specified in the said Act of 1853, and authorised to be made upon lands which the Company had not acquired, and their power to acquire which had expired before the passing of the said Sheffield Water Works Act, 1864, nor to any reservoir or reservoirs specified in the Company's Act of 11 Geo. 4, cap. 55.

So far as may be necessary for the before-mentioned purposes, it is intended by the Bill to alter and amend the said Acts of 1853, 1864, and 1867, and the several other Acts relating to the Company, and to vary and extinguish all existing rights and privileges which would interfere with the objects of the Bill.

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, 1872.

R. Blakelock Smith, Sheffield, Solicitor for the Bill.

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

In Parliament.—Session 1873.

Thetford and Watton Railway Company.

(Extension to join Bury St. Edmunds and Thetford Railway; Power to Subscribe to Watton and Swaffham Railway; Additional Capital; Traffic and other Arrangements with the Company, the Great Eastern, and Bury St. Edmunds and Thetford Railway Companies, and Powers affecting those Companies; Amendment of Acts.)

THE Thetford and Watton Railway 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 for the following, or some of the following, among other purposes (that is to say):—

1. To authorize them to make and maintain the following railway, or some part or parts thereof, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):—

A railway commencing by a junction with the Thetford and Watton Railway at the western extremity of the north platform of the

Roudham Junction station, in the parish of Bridgeham, passing thence through or into the following parishes and places, or some of them (that is to say), Roudham, Bridgeham, Breteuham, Kilverstone, Croxton, Thetford St. Peter, Thetford St. Cuthbert, and the extra-parochial place called Great and Little Snare Hill, all in the county of Norfolk, and terminating in Snare Hill aforesaid by a junction with the authorized line of the Bury St. Edmunds and Thetford Railway in or near a field numbered 6 upon the deposited plans of that railway referred to in the Bury St. Edmunds and Thetford Railway Act, 1870.

2. To empower the Company to acquire by compulsion or agreement, and to hold lands, houses, and buildings for the purposes of the said intended railway, also to deviate from the line of railway both laterally and vertically to such an extent as may be defined in the Bill, and to cross, alter, and stop up, whether temporarily or permanently, roads, railways, drains, pipes, sewers, and watercourses, so far as may be necessary, in carrying the powers of the intended Act into execution, and also to levy tolls, rates, and charges for or in respect of the said intended railway, and to grant exemptions from payment of such tolls, rates, and charges.

3. To authorize the Company to apply to the purposes of the Bill any capital or funds now belonging to them or which they have power to raise, and to raise additional capital for such purposes and for the general purposes of their undertaking, by shares or by stock, and by borrowing and to attach to such new shares or stock such preference or priority of dividends and advantages, and such shares or stock to be issued upon such terms and conditions as the Bill may define or Parliament may prescribe.

4. To authorize the Company to contribute towards the cost of the construction of the whole or any part of the Watton and Swaffham Railway, authorized by "The Watton and Swaffham Railway Act, 1869," out of their corporate funds, and if necessary, out of capital to be raised by the Company under the powers of the Bill, and to appoint directors of the Watton and Swaffham Railway Company.

5. To enable the Company on the one hand and the Great Eastern Railway Company and the Bury St. Edmunds and Thetford Railway Company, or either of those Companies, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the existing railway of the Company and of the said intended railway and of the Watton and Swaffham Railway, should that railway be agreed to be worked by the Company or of some one or more of those respective railways, or of some part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the 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 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, and to enable the working Company or Companies to

exercise, so far as may be necessary, all the powers which are conferred upon the Company whose undertaking is so worked, whether with respect to such undertaking or the undertaking of any other Company.

6. To enable the Company and the Bury St. Edmunds and Thetford Railway Company to agree for the working, use, management, construction, and maintenance by the Company of the Bury St. Edmunds and Thetford Railway or any part thereof.

7. To empower the said two Companies to agree as to the providing at Thetford a station for the accommodation and joint use of the two Companies, and to enable the Company, for the purposes of their traffic of all descriptions, to use such station and so much of the Bury St. Edmunds and Thetford Railway as may lie between such station and the proposed Railway of the Company, upon such terms and conditions as may be agreed upon between the said Companies, and to refer to arbitration any question which may arise between the Companies as to such terms and conditions, or the construction, use, and maintenance of such station or any other matter connected therewith.

8. 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 Acts, 1845, 1860, and 1869;" "The Lands Clauses Acts, 1845, 1863, and 1869;" "The Railways Clauses Acts, 1845 and 1863;" and it will amend and enlarge the powers and provisions of "The Thetford and Watton Railway Act, 1866," and of "The Great Eastern Railway Act, 1862," and of any other Acts relating to the Great Eastern Railway Company; of "The Bury St. Edmunds and Thetford Railway Act, 1865," "The Bury St. Edmunds and Thetford Railway Act, 1870;" and also of "The Watton and Swaffham Railway Act, 1869;" and "The Watton and Swaffham Railway Act, 1872."

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 an ordnance 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 Norfolk at his office at Norwich; 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 railway will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 9th day of November, 1872.

Birch, Ingram, Harrison and Co., 68, Lincoln's-Inn-Fields, Solicitors for the Bill.

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

In Parliament—Session 1873.

**Manchester, Sheffield, and Lincolnshire Railway
(Additional Powers).**

(Construction of New Railways in the Counties of Lancaster, Lincoln, and York; Consequential Powers as to Compulsory Purchase of Lands; Tolls, Capital, &c.; Compulsory purchase of additional Lands in Parishes of Darfield and Wath-upon-Deane; Contribution to Capital of Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company; Amendment of Acts; and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill and to pass an Act for all or some of the following, among other purposes, viz.:—

To authorise the Manchester, Sheffield and Lincolnshire Railway Company (hereinafter called the Company) to make and maintain the railways following, or some or one of them, or some part or parts thereof respectively, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):—

Railway No. 1, commencing in the division of Audenshaw and parish of Ashton-under-Lyne, in the county of Lancaster, by a junction with the main line of the railway of the Company at or near a point on that railway distant 3 chains or thereabouts measured in an easterly direction along that railway from the eastern end of the down passenger platform of the Guide Bridge station of that railway, and terminating in the township of Denton, in the parish of Manchester, in the county of Lancaster, in a field belonging, or reputed to belong, to the representatives of the late John Peacock, and in the occupation of William Bottoms, commonly called or known as the Long Meadow, at a point 2 chains, or thereabouts, measured in an easterly direction from the east wall of the Wesleyan chapel, and 1 chain 30 links, or thereabouts, measured in a westerly direction from the west wall of a house occupied by John Swire, and 1 chain or thereabouts, measured in a northerly direction from the north side of the Manchester, Hyde and Mottram turnpike road, and which railway will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them, viz.: Ashton-under-Lyne, Audenshaw, Guide Bridge, Haughton, Denton and Manchester, in the said county of Lancaster.

Railway No. 2, in extension of the Barnsley Coal Railway, commencing in the parish of Royston, in the West Riding of the county of York, by a junction with that railway at its termination in or near the north-east corner of the field No. 121 on the deposited plans referred to in the Barnsley Coal Railway Act, 1861, and terminating in the parish of Sandal-Magna, in the said West Riding of the county of York, by a junction with the West Riding and Grimsby Railway at a point on that railway distant 7 chains or thereabouts, measured in a south-easterly direction along the centre line of that railway from the centre of the bridge carrying that railway over the River Calder, and which said Railway No. 2 will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, that is to say: Notton, Woolley, Royston, Chevet, Crigglestone, Walton, Cold-Heindley, Sandal-Magna, and Wake-

field, all in the West Riding of the county of York.

Railway No. 3 commencing in the parish of Little Coates by a junction with the railway belonging to the Company at a point on that railway distant 10½ chains measured in a westerly direction along that railway from the bridge or culvert carrying that railway over the brook or stream which divides the parishes of Little Coates and Great Grimsby, and terminating at a point in the public footpath which runs on the south side of the stream of water called the New Cut, and leads from the old Dock at Great Grimsby to Fetty Bridge, and which said point is distant 3 chains or thereabouts measured in an easterly direction along the line of the said footpath from the said bridge called Fetty Bridge, and which said Railway No. 3 will pass from, through, or into the several parishes, townships, extra-parochial or other places following: Little Coates, Great Coates, Grimsby, and Great Grimsby, all in the parts of Lindsey, in the county of Lincoln.

Railway No. 4 commencing in the township of Kimberworth, in the parish of Rotherham, in the West Riding of the county of York, by a junction with the branch of the South Yorkshire Railway leading from Sheffield to Wombwell, at a point on that railway distant 11 chains and 17 yards or thereabouts, measured in a south-easterly direction along the said branch railway from the centre of the bridge which carries the Midland Railway over the said branch railway, and terminating by a junction with the Tinsley and Rotherham Branch of the said South Yorkshire Railway at a point on that branch railway distant 23 chains or thereabouts, measured along that branch railway in a north-easterly direction from the centre of the bridge nearest to Tinsley station, carrying that branch railway over the River Dun, which said Railway No. 4 will pass from, through, or into the several townships, parishes, or other places following, or some of them, that is to say, Kimberworth, Tinsley, and Rotherham, all in the West Riding of the county of York.

And it is also proposed by the said intended Act to confer on the Company all the necessary powers to effect the objects following, or some of them, that is to say:—

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams and rivers within the aforesaid parishes, townships, extra-parochial and other places, 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 all or any of the lands and houses situate in the before mentioned parishes, townships, extra-parochial and other places, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands and houses which may be required for the purposes of the said intended railways and works; and to alter, vary, and 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 intended railways and works or any of them, or the objects or purposes of the intended Act, and to confer, vary, alter, or extinguish other rights and privileges.

To levy tolls, rates, and duties for or in respect of the use of the said intended railways and works and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

To enable the Company to purchase by compulsion or agreement certain lands and hereditaments, situate in the township of Wombwell, in the parish of Darfield, in the West Riding of the county of York, on the northerly side of the South Yorkshire Railway, at and adjoining the Wombwell station of that railway.

Also to enable the Company to purchase by compulsion or agreement certain lands and hereditaments near their station at Swinton, such lands and hereditaments being situate in the township of Swinton, in the parish of Wath-upon-Deane, in the West Riding of the county of York, on the north-east of the said last-mentioned station.

To enable the Company to apply, for the purposes of the intended Act, and for the general purposes of their undertaking, any capital or funds now belonging to them, or which may hereafter belong to them, or under their control or the control of their directors; and to raise other moneys by mortgage of all or any part of their undertaking; and to increase their capital by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends, or by such other ways and means and upon such terms and conditions as may be prescribed in the Bill.

To authorise the Company to raise and to contribute a further sum or sums of money towards the funds and capital of the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company, for the general purposes of the undertaking of that Company, and for that purpose to mortgage all or any part of their undertaking of the Company to increase their capital by the creation of new and additional shares or stock, with or without preference or priority in the payment of dividends, or by such other ways and means and upon such terms and conditions as may be prescribed in the said intended Act.

To alter, amend, extend, and enlarge, and, if need be, to repeal, all or some of the powers and provisions of the following Acts (local and personal), that is to say:—12 and 13 Vic. cap. 81; 13 and 14 Vic., cap. 94; 14 and 15 Vic., cap. 114; 15 and 16 Vic., caps. 83 and 144; 16 and 17 Vic., caps. 52 and 145; 18 and 19 Vic., caps. 91 and 129; 21 and 22 Vic., caps. 75 and 113; 22 and 23 Vic., cap. 5; 23 and 24 Vic., cap. 15; 24 and 25 Vic., caps. 66, 86, 113, and 156; 25 and 26 Vic., caps. 91, 98, 112 and 129; 27 and 28 Vic., caps. 7, 78, and 320; 28 and 29 Vic., caps. 248, 327 and 378; 29 and 30 Vic., caps. 158, 162, 191 and 294; 30 and 31 Vic., cap. 4; 32 and 33 Vic., caps. 25 and 26; 34 and 35 Vic., caps. 38 and 39; 35 and 36 Vic. cap. 178, and all other Acts relating to the Company.

And notice is hereby further given, that duplicate plans and sections describing the lines, situations and levels of the proposed railways and other works, and the lands and houses proposed to be taken for the purposes thereof, and plans of the other lands proposed to be taken, with books of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, together with an Ordnance or published map whereon will be delineated the general course and direction of each of the proposed railways, 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 as follows, that is to say, with the Clerk of the Peace for the county of Lancaster, at his office at Preston, with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield; and with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office at Spilsby; 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 proposed railways and works are intended to be made, or within 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, be deposited with the parish clerk of each such parish at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, 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 11th day of November, 1872.

J. R. and R. Lingard, Westminster and Manchester, Solicitors for the Bill.

Neath Harbour.

(Improving the Port, Harbour, and River of Neath; New Embankments and Causeways; Approach Roads; Connecting Railways or Tramways, Canals, and other Works; Purchase and Sale or Lease of Lands; New and Altered Tolls, Rates, and Charges; Further Money; Power to Great Western, South Wales Mineral, and Neath and Brecon Railway Companies, and Company of Proprietors of the Neath Canal Navigation to contribute; Arrangements with the Corporation of Neath and certain Railway and Canal Companies; Amendment of Acts).

NOTICE is hereby given, That application is intended to be made to Parliament in the ensuing Session by the Neath Harbour Commissioners for leave to bring in a Bill to alter, amend, extend, enlarge or repeal all or some of the powers and provisions of the Act 6 and 7 Vict. cap. 71, entitled "An Act for Improving and Maintaining the Port and Harbour of Neath, in the County of Glamorgan;" and to authorise the Commissioners to enlarge and improve the Port, Harbour, and River of Neath by altering and improving the River and Harbour of Neath from a point at or near the boundary between the parishes of Baglan and Cadoxton-juxta-Neath in the river near to the entrance to the outer basin of the Briton Ferry Dock, to a point in the parish of Lantwit-juxta-Neath about two thousand two hundred yards measured along the said river above the Neath River Bridge; and for those purposes to make and maintain the works following, or some of them, viz.:—

WORKS IN CONNECTION WITH THE RIVER AND HARBOUR.

1. Dredging, widening, deepening, straightening, embanking, and improving the River Neath from the said point near the entrance to the outer basin of the Briton Ferry Dock up to the Neath River Bridge;
2. A Lock and Entrance Basin, with all necessary approaches and conveniences in connection therewith, and also a regulating Weir across the said river, in the parishes of Briton Ferry and Cadoxton-juxta-Neath, near the Cwrt Sart Pill, at the southern

extremity of the Cwrt Sart Marsh; and the partial impounding of the water of the River Neath between such entrance basin and the before-mentioned point two thousand two hundred yards above the Neath River Bridge;

3. A Floodwater Cut or Drain, commencing in the parish of Neath at the bend in the Neath River about six hundred and fifty yards below the quay of the Melyn-Crythan Chemical Works, thence crossing the marshes, and terminating in the parish of Briton Ferry near the middle of Cwrt Sart Pill;
4. An Embankment and Causeway in the parish of Cadoxton-juxta-Neath on the right bank of the River Neath, commencing near the shipping stage at the Old Lock between the Tennant Canal and the said river about five hundred and seventy yards below Neath River Bridge, and terminating near the junction of Neath Abbey Pill with the River Neath;
5. An Embankment and Causeway in the parish of Cadoxton-juxta-Neath on the right bank of the River Neath, commencing at the junction of Red Jacket Pill with the said river, thence extending northward along the right bank of the river and terminating about one thousand yards from the commencement at Red Jacket Pill;
6. An Embankment and Causeway on the left bank of the River Neath, commencing in the parish of Neath at or near the Melyn-Crythan Chemical Works Quay, thence extending along the said left bank to and terminating in the parish of Briton Ferry near the junction of Cwrt Sart Pill with the River Neath;

ADDITIONAL ACCESSES TO THE RIVER AND HARBOUR.

1. An Approach Road in the parish of Cadoxton-juxta-Neath commencing near the town of Neath by a junction with the turnpike road from Neath to Swansea, at a point between the bridge carrying that road over the Tennant Canal and the bridge carrying the same road over the Swansea and Neath line of the Great Western Railway Company, and terminating on the right bank of the said river about three hundred and thirty yards, measured along the river, below the shipping stage at the old Lock between the river and the Tennant Canal;
2. An Approach Road in the parish of Neath commencing from and out of the public road leading to the Steam Packet Wharf on the River Neath, at or near the bridge over the Neath Canal on the Green in the town of Neath, thence passing between the Neath Canal and the river, and terminating in the marsh about fifty yards below the Melyn-Crythan Chemical Works Quay, by a junction with the intended embankment and causeway before described;
3. An Approach Road in the parish of Briton Ferry commencing from and out of the public road at or near near Zoar Chapel at Giant's Grave, in the parish of Briton Ferry, thence passing along the course of the existing lower roadway or track, to the bridge over the Neath Canal called Pont-y-David, carrying the road from Cwrt Sart Farm over the canal near the eastern extremity of Cwrt Sart Pill, thence crossing the canal by the said bridge, and terminating on the northern side of Cwrt Sart Pill, near its junction with the river Neath; and to use

and appropriate and improve the existing road or track from Zoar Chapel to the bridge called Pont-y-David, and also to widen and otherwise improve that bridge;

4. An Approach Road, in the parish of Cadoxton-juxta-Neath, commencing from and out of the public road south of and parallel with the turnpike road leading from Neath to Swansea at or near the level crossing of the said public road by the Neath Abbey Coal Company's Railway, near Zion Chapel, in the village of Skewen, thence passing over the said Swansea and Neath Line and continuing between that line and the Tennant Canal, thence crossing that canal and terminating in the marsh on the right bank of the River Neath, about nine hundred yards, measured along the river, northward of the junction of the river with Red Jacket Pill;

RAILWAYS TO CONNECT FORT AND HARBOUR WITH EXISTING LINES.

1. A Railway or Tramway, in the parish of Cadoxton-juxta-Neath, commencing by a junction with the Swansea and Neath line of the Great Western Railway Company, near the Neath Station thereon, about two hundred and thirty-seven yards southward of the bridge carrying the turnpike road from Neath to Swansea over that line, and terminating in the marsh on the right bank of the River Neath, about five hundred and fifty yards, measured along the river, below the Shipping Stage at the Old Lock between the river and the Tennant Canal;
2. A Railway or Tramway commencing in the parish of Neath by a junction with the South Wales line of the Great Western Railway Company at or near the level crossing by that line over the road leading to the Melyn - Crythan Chemical Works Quay, passing thence through the marsh and along the left bank of the River Neath, and terminating in the parish of Briton Ferry about seven hundred and thirty yards, measured along the river, northward of the junction of the river with Cwrt Sart Pill;
3. A Railway or Tramway commencing in the parish of Briton Ferry by a junction with the said South Wales line about six hundred and thirty yards, measured along that line, southward from the level crossing by that line of the road at the house called the White House, formerly the Mariners' Arms Public-house, situated between the South Wales line and the Neath Canal, thence passing through the parish of Lantwit-juxta-Neath, and terminating in the parish of Neath by a junction with the Railway or Tramway last before-described at a point in the marsh about three hundred and ninety yards, measured in a north-westerly direction, from the White House before-mentioned;
4. A Railway or Tramway in the parish of Briton Ferry commencing by a junction with the South Wales Mineral Railway at a point about one hundred and seventy-six yards, measured along that Railway, southward from the road leading from Cwrt Sart Farm to the turnpike road from Briton Ferry to Neath, thence passing northward of Cwrt Sart Farm-house and through the south-western extremity of Cwrt Sart Marsh, and terminating at a point on the left bank of the River Neath about seven hundred and thirty yards, measured along the river, northward of the junction of the river with Cwrt Sart Pill;

5. A Railway or Tramway in the parish of Cadoxton-juxta-Neath, commencing by a junction with the said Swansea and Neath line, at a point about five hundred yards measured along that line, southward from the bridge carrying the Dynevor Coal Company's Tramroad over the same line near the Crown Copper Works, and terminating at a point on the right bank of the River Neath about six hundred and twenty yards, measured along the river, northward from the junction of the river with Red Jacket Pill:

All necessary entrances, cuts, locks, basins, gates, dams, weirs, sluices, moorings, piers, jetties, staiths, shipping stages, machinery, cranes, quays, wharfs, warehouses, sidings, approaches, bridges, drains, culverts, embankments, houses, buildings, and other appliances and conveniences in connection with the said works and the River and Harbour:

The portion of the said port, harbour, and river, the navigation whereof is so intended to be improved, and the intended works and conveniences hereinbefore described, and the lands to be purchased for the purposes thereof, will be situate within, or will pass from, through, or into, the several parishes and places following, or some of them (that is to say):—

Hamlet of Coedfrank, hamlet of Dyffryn Clydach, hamlet of Blaenhonddan, parish of Cadoxton-juxta-Neath, hamlet of Baglan lower, parish of Baglan, parish of Lantwit-juxta-Neath parish of Neath, and the parish of Briton Ferry, all in the county of Glamorgan:

The Bill will define the limits of the Port and Harbour as enlarged and improved, and it will alter and define the number of Commissioners, and their qualifications, and make provision with regard to Committees and the quorum and Chairman of the Commissioners, and prescribe their powers, rights, and duties, and repeal the provisions in the said existing Act with respect to those matters or any of them; and it will also provide for the making of bye-laws in regard to vessels, ballast, landing and shipping of goods and minerals, and all other matters relating to the regulation and good government of the Port and Harbour, and in regard to the officers and servants of the Commissioners, and to pilots and other persons employed in or about the Harbour:

The Bill will also authorise the Commissioners to exercise the following powers, viz.:—

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

To cross, alter, stop up, and divert, temporarily or permanently, roads, streams, water-courses, canals, rivers, sewers, drains, pipes, and other works, so far as may be necessary for the purposes of the Bill;

To purchase and acquire lands and other property compulsorily, to vary or extinguish all rights and privileges in any manner connected with the lands and other property proposed to be taken, and to purchase and acquire lands, houses, rights, and easements by agreement;

To levy tolls, rates, and duties upon or in respect of the new works and improvements to be authorised by the Bill, to alter or repeal existing tolls, rates, or duties, and to levy new or additional tolls, rates, and duties, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish any

rights or privileges which would in any manner interfere with the objects of the Bill;

To apply to the purposes of the Bill any moneys now belonging to the Commissioners, or which they are authorised to raise, and to raise further moneys upon the security of the property for the time being vested in them, and of their existing tolls, rates, and revenue, and of the tolls, rates, and revenue to be authorised by the Bill, by mortgages, bonds of annuity, or otherwise, and to enable the Public Works Loan Commissioners or Companies, bodies, or persons, to make loans and advances to the Commissioners for any of the purposes of the Bill;

To sell or grant leases of portions of the lands to be acquired by them under the powers of the Bill for purposes connected with the Port and Harbour or otherwise, and to enter into agreements as to the appropriation and use of any of such lands for the purposes of any Railway or Canal in connection with their port and Harbour, and the payments to be made for the same, and for and with respect to the construction and use of any such Railway or Canal, and the division and appropriation of the revenue arising therefrom:

The Bill will empower the Great Western Railway Company, the South Wales Mineral Railway Company, the Neath and Brecon Railway Company, and the Company of Proprietors of the Neath Canal Navigation respectively, to contribute funds towards the execution of the works aforesaid, to lend money to the Commissioners, to guarantee and give security for the payment of, and to pay off any principal moneys borrowed and to be borrowed by the Commissioners and the interest thereof, to apply and appropriate to the purposes aforesaid any funds which the said Companies have raised or are authorised to raise, and to raise for those purposes additional moneys by the creation of new shares or stocks in their undertakings, either with or without any preference or priority in payment of interest or dividends or other special privileges, and by borrowing on mortgage, and it will enable the Commissioners to grant to the said Companies so advancing or guaranteeing payment of any moneys, mortgages, bonds, or other securities for the same:

The Bill will compel the Commissioners when required by the Company of Proprietors of the Neath Canal Navigation and the Proprietors of the Tennant Canal, or either of them, to afford facilities for effecting communications between those canals and the Neath River and Harbour by means of branch canals, locks, or cuts, and for acquiring the land necessary for such communications, and it will provide for the settlement of disputes in regard to any such matters by the Board of Trade or by arbitration:

The Bill will enable the Commissioners and the Great Western Railway Company, the South Wales Mineral Railway Company, and the Neath and Brecon Railway Company, and the Company of Proprietors of the Neath Canal Navigation and the Proprietors of the Tennant Canal respectively, to enter into agreements with respect to Branch Railways or Tramways, cuts, branch canals, locks, sidings, and other communications between their respective undertakings and the Port, Harbour, River, and Works of the Commissioners, and with respect to any of the purposes of the said Bill, and with respect to the funds to be provided and appropriated for such purposes:

The Bill will also authorize the Commissioners

and the Corporation of the Borough of Neath to make agreements with respect to the construction and alteration of streets, sewers, drains, and other works, and the payments to be made by either of the parties towards the construction and maintenance of any such street, sewer, drain, and other works:

The Bill will amend and enlarge, alter or repeal (so far as may be necessary to carry out the objects thereof), the powers and provisions, or some of the powers and provisions, of the several Acts of Parliament hereinafter enumerated, or any of them (that is to say):—5 and 6 William IV, chapter 107, and any other Acts relating to the Great Western Railway Company; 17 Vict. cap. 197, and any other Acts relating to the South Wales Mineral Railway Company; 25 and 26 Vict. cap. 193, and any other Acts relating to the Neath and Brecon Railway Company; and 31 George III, chapter 85, and any other Act relating to the Neath Canal Navigation:

The Bill will incorporate with itself the necessary provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Acts, 1845 and 1863; the Commissioners Clauses Act, 1847; and the Harbours, Docks, and Piers Clauses Act, 1847:

Maps, plans, and sections showing the line, situation, and levels of the intended works, and the lands to be taken for the purposes thereof, together with books of reference to such plans, and a copy of this Notice as published in the "London Gazette," will be deposited for public inspection with the clerk of the peace for the county of Glamorgan, at his office at Cardiff, on or before the 30th day of November, 1872; and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes and extra-parochial places in which the said intended works will be made, and a copy of this Notice as published in the "London Gazette," will be deposited for public inspection, in the case of each such parish with the parish clerk thereof at his dwelling-house, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining such extra-parochial place, at his dwelling-house:

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 7th day of November, 1872.

James Kempthorne, Solicitor, Neath, Clerk to the Commissioners.

William Bell, 27, Great George Street, Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

Sheffield and Midland Railway Companies' Committee.

(Alteration of Levels of the authorized Manchester and Stockport Railway; Power to make Railway from Runcorn to Helsby and Branch Railway in Helsby; Consequential Powers as to Compulsory Purchase of Lands; Tolls, &c.; Additional Capital; Running Powers over Railway from Helsby to Birkenhead; Use of Stations, &c.; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill, and to pass an Act for all, or some of the following, among other purposes:—

To authorize the Sheffield and Midland Railway Companies' Committee (hereinafter called "the Committee") to alter the levels of that portion of Railway No. 2 authorized by The Manchester and Stockport Railway Act, 1866,

No. 23922.

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as according to the deposited plans referred to in that Act would be made and situate between the point of junction of the said authorized Railway No. 2 with the authorized Railway No. 1 in and as shown on the deposited plans referred to in that Act, and a point on the said authorized Railway No. 2, where the same crosses the public highway, No. 206 on the said deposited plans, in the parish of Stockport, in the county of Chester, and which alteration of levels will be made wholly in the said parish of Stockport.

To make and maintain the railways following, or some part or parts thereof, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):—

A Railway No. 1 commencing in the parish of Runcorn, in the county of Chester, by a junction with the branch railway leading from the London and North Western Railway to the Docks at Runcorn, late belonging to the Trustees of the late Duke of Bridgewater, at a point on that branch railway distant 66 yards or thereabouts measured in an easterly direction along the centre line thereof from the centre of the bridge carrying that branch railway over the Runcorn and Weston Canal, and terminating in the parish of Thornton-in-the-Moors, in the county of Chester, by a junction with the branch railway leading from Hooton to Helsby at a point on that railway 33 yards or thereabouts distant from the junction with that railway of the West Cheshire Railway, belonging to the Cheshire Lines Committee, measured in a westerly direction from the said last-named junction along the centre line of the said railway from Hooton to Helsby; and which intended Railway No. 1 will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them, namely:—Runcorn, Weston, Clifton or Rock Savage, Frodsham, Frodsham Lordship, Helsby, Eton, Hapsford, Thornton-in-the Moors, Sutton, Overton and Netherton, all in the county of Chester.

A Railway No. 2 commencing in the township of Helsby, in the parish of Frodsham, in the county of Chester, by a junction with the intended Railway No. 1 at a point in a field belonging to Joseph Janion, and in the occupation of William Collier, called the Blake Field or Bridge Field, and which point is distant 42 yards or thereabouts from the centre line of the Birkenhead Railway, measured in a northerly direction and at right angles with that railway, from a point on that railway distant 43½ chains or thereabouts, measured in a north-easterly direction along that railway from the junction at or near the Helsby Station of the branch railway leading from Hooton to Helsby with the said Birkenhead Railway, and terminating by a junction with the West Cheshire Railway, in the township of Helsby, in the said parish of Frodsham, at a point on the said West Cheshire Railway distant 5 chains or thereabouts measured in a northerly direction along the centre line of that railway from the centre of the bridge carrying the road from Frodsham to Chester over that railway; and which said intended Railway No. 2 will pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them, namely, Frodsham, and Helsby, both in the county of Chester.

To stop up, alter, or divert, whether tempo-

rarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial and other places, or any of them, as it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended railway and works, or any of them, or any of the objects and purposes of the intended Act.

To purchase, by compulsion or otherwise, all or any of the lands and houses situate in the before-mentioned parishes, townships, extra-parochial and other places, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands and houses which may be required for the purposes of the said intended railway and works, or other objects of the said intended Act; 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 intended railway and works, or any of them, or the objects and purposes of the intended Act, and to confer, vary, alter, or extinguish other rights and privileges.

To levy tolls, rates, or duties for or in respect of the use of and for the conveyance of traffic upon the said intended railway and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

To empower the Committee, and the Companies represented upon such Committee, viz., the Manchester, Sheffield, and Lincolnshire Railway Company and the Midland Railway Company, some or one of them, to make and maintain the intended railways and works, or some part thereof, and to vest the railways and works, when made, in the Committee, or in a Joint Committee to be constituted or incorporated by the proposed Bill.

To enable the Committee and the Companies represented upon such Committee as aforesaid, some or one of them, to apply, for the purposes of the intended Act, any capital or funds now belonging to them or which may hereafter belong to them respectively, or under their control, or the control of their respective directors, and to raise other moneys by mortgage of all or any part of their undertakings, and to increase their respective capitals by the creation of new or additional shares or stock with or without any preference or priority in payment of dividends, or by such other ways and means, and upon such terms and conditions, as may be prescribed in the proposed Act.

To empower the Committee and the said Companies represented on such Committee, and the Committee to be constituted or incorporated by the Bill, some or one of them, to run over and use, with their engines and carriages of every description, and with their officers and servants, and for all purposes of their traffic of every description, or for such purposes as may be prescribed by the Act, so much and such portion of the railway belonging to the London and North Western Railway Company and the Great Western Railway Company as is situate between Holsby and Birkenhead, in the county of Chester, together with all sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences, on or connected or used with the said portion of railway, including the stations, sidings, booking offices, warehouses and watering places, approaches, works, and conveniences at Birkenhead aforesaid,

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, or as, in default of agreement, shall be determined by the Board of Trade, or by arbitration, or defined by the Bill, and to require and compel the London and North Western Railway Company and the Great Western Railway Company (or other the Company or Companies for the time being owning or working the said portion of railway), to afford all requisite facilities for the purpose, and to enable the Committee and the said Companies represented on such Committee, the Committee to be constituted or incorporated by the Bill, some or one of them, to levy and receive tolls, fares, rates, and charges in respect of passengers, animals, and things conveyed by them over the said portion of railway; and to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, or duties to be hereafter taken upon the said portion of railway, and the works and conveniences connected therewith.

To amend, extend, and enlarge, and if need be to repeal all or some of the powers and provisions of the following Acts (local and personal), 32 and 33 Vict., cap. 25, 35 and 36 Vict., cap. 178, and all other Acts relating to the Sheffield and Midland Railway Companies' Committee; 12 and 13 Vict., cap. 81, 29 and 30 Vict., cap. 192, 34 and 35 Vict., cap. 39, and all other Acts relating to the Manchester, Sheffield and Lincolnshire Railway Company; 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company; 5 and 6 Will. IV., cap. 107, 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, and any other Acts relating to the Great Western Railway Company; 9 and 10 Vict., cap. 204, and any other Acts relating to the London and North Western Railway Company; 15 and 16 Vict., cap. 167; 22 and 23 Vict., cap. 74; 24 and 25 Vict., cap. 134; and any other Acts relating to the Birkenhead Railway Company.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lines of railway in respect of which the levels are proposed to be altered, and of the lands to be taken for the purposes of the Bill, with a book of reference to such respective plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, together with an ordnance or published map, with the line of the intended railways 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 Chester, at his office at Chester. And that a copy of so much of the same plans, sections, and books of reference respectively as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the levels of the said authorized railway are proposed to be altered, or in which the lands, houses, and property proposed to be taken are situated, and a copy of this Notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, 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 11th day of November, 1872.

J. R. and R. Lingard, Westminster and Manchester;
Beale, Marigold, and Beale, Solicitors
Great George-street, West- for the
minster; Bill.

In Parliament.—Session 1873.

Manchester South District Railway.

(Incorporation of Company; Construction of Railways from Manchester to Alderley and Branches therefrom; Compulsory Purchase of Lands; Tolls; Traffic and Working Arrangements with the Cheshire Lines Committee and the Macclesfield, Knutsford, and Warrington Railway Company; Running Powers over portions of Railways of the Cheshire Lines Committee and the Macclesfield, Knutsford, and Warrington Railway, and Use of Stations, &c.; Subscriptions by Manchester, Sheffield and Lincolnshire, Great Northern, and Midland Railway Companies; Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill, and to pass an Act to incorporate a Company for making the Railway hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications; that is to say:—

A railway, No. 1, commencing in the township of Stretford, in the parish of Manchester and county of Lancaster by a junction with the authorized Liverpool Extension Railway of the Cheshire Lines Committee at a point 19 chains, or thereabouts, measured in an easterly direction along that line of railway from the easterly face of the bridge carrying the road leading from Throstle Nest to the Stretford Road over that railway, and terminating in the township of Didsbury and parish of Manchester, in the county of Lancaster, at a point in a field or close of land belonging to and in the occupation of Sir Edward William Watkin, at a point 9 chains 10 links, or thereabouts, measured in a south-easterly direction from the easterly corner of the dwelling-house of the said Sir Edward William Watkin, and 11 chains 70 links or thereabouts, measured in a northerly direction from the centre of the Stockport, Timperley, and Altrincham Junction Railway, belonging to the Cheshire Lines Committee, commencing to measure such last-mentioned distance at a point 14 chains or thereabouts, measured along the line of the said Stockport, Timperley, and Altrincham Junction Railway, in an easterly direction from the easterly face of the bridge, carrying the public road from Northenden to Stockport over such railway, and which proposed railway will pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say:—Manchester, Stretford, Chorlton-cum-Hardy, Withington, Rusholme, Hulme, and Didsbury, all in the county of Lancaster and Northenden; Etchells, and Stockport, in the county of Chester.

A railway, No. 2, commencing in the township of Didsbury aforesaid by a junction with railway, No. 1, at the said intended point of termination of that railway, and terminating in the township of Chorley, in the parish of Wilmslow, and county of Chester, in a field or close of land or garden belonging to John Bolton, and occupied by Hinton Daniel Stewart, adjoining the Wilmslow turnpike road, and close up to that road at the point where Brook Lane diverges from and passes out of that road, and which proposed railway, No. 2, will pass

from, in, through, or into the parishes, townships, and extra-parochial places following or some of them, that is to say, Didsbury and Manchester in the said county of Lancaster, and in Stockport, Northenden, Etchells, Gatley, Cheadle, Pownall, Pownall Fee, Bollin Fee, Handforth Mobberley, Fulshaw, Chorley Wilmslow, and Alderley all in the county of Chester.

A railway, No. 3, commencing in the said township of Didsbury aforesaid by a junction with railway, No. 1, at the said intended point of termination of that railway, and terminating in the township of Etchells, in the parish of Stockport; in the county of Chester, by a junction with the said Stockport, Timperley, and Altrincham Junction Railway, at a point $27\frac{1}{2}$ chains measured in an easterly direction along such line of railway, from the easterly face of the bridge carrying the said road from Northenden to Stockport over the said railway, and which proposed railway, No. 3, will pass from, in, through, or into the parishes, townships, and extra-parochial places following, or some of them, that is to say, Didsbury and Manchester, both in the county of Lancaster, and Etchells, Northenden, and Stockport, in the county of Chester.

A railway, No. 4, commencing in the township of Chorley and parish of Wilmslow aforesaid, by a junction with railway, No. 2, in a field, commonly called the Poor House Field, belonging to the guardians of the Wilmslow parish, and in the occupation of Betty Ford, at a point in such field 5 chains, or thereabouts, measured in a northerly direction from the centre of the road leading from Alderley to Mobberly, and at right angles to that road, commencing to measure such distance at a point in such road distant 7 chains, or thereabouts, measured in a westerly direction from the junction of such road with the road from Alderley to Fulshaw, such point being also 7 chains 20 links measured in a north-westerly direction from the westerly corner of the house belonging to Edward Herford, and occupied by Hugh Stringer, and 4 chains 20 links measured in an easterly direction from the easterly corner of the house belonging to and occupied by Thomas Moore, and terminating in the township of Fulshaw and parish of Wilmslow by a junction with the authorized Macclesfield, and Knutsford, and Warrington Railway, No. 1, in a field numbered 136 on the deposited plans of that railway belonging to James Arundale and occupied by William Bloor, and commonly called the Bottom Field, at a point 6 miles 4 furlongs $5\frac{1}{2}$ chains; measured from the commencement of that railway, along the line thereof, and which proposed railway, No. 4, will pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Fulshaw, Chorley, Wilmslow, and Alderley, all in the county of Chester.

And it is also proposed by the said intended Act to confer on the Company to be thereby incorporated (hereinafter called "the Company") all necessary powers to effect the objects following, or some of them; that is to say:—

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, and highways, footpaths, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, extra-parochial, and other places, as it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended railways and works, or any of them.

To purchase, by compulsion or otherwise, all or any of the lands and houses situate in the before-mentioned parishes, townships, extra-parochial, and other places, and delineated on the plans to be

deposited as hereinafter mentioned, and any other lands and houses which may be required for the purposes of the said proposed railways 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 railways and works, or any of them, or the objects or purposes of the intended Act, and to confer, vary, alter, or extinguish other rights and privileges.

To levy tolls, rates, and duties for or in respect of the use of the said proposed railways and works, and for the conveyance of traffic thereon, and for other services to be rendered by the Company, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient, and will be defined by the Bill.

To provide for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the intended railways of the Company, or to, from, or over the railways of the Cheshire Lines Committee, and the authorized Macclesfield, Knutsford, and Warrington Railway, or some portion or portions thereof, and for insuring all requisite or desirable facilities for those purposes, and in default of agreement for referring to arbitration or to the Board of Trade the terms and conditions upon which interchange, accommodation, protection, and transmission, and other facilities are to be afforded and effected; and so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the Cheshire Lines Committee, and the Macclesfield, Knutsford, and Warrington Railway Company, are now authorized to take; and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges:

To enable the Company, and the Cheshire Lines Committee, and the Macclesfield, Knutsford, and Warrington Railway Company, to enter into agreements for the management, use, working, and maintenance of the intended railways and works, or any part thereof, the supply of any rolling and working stock, and of officers and servants for the conduct of the traffic on the intended railways; 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 railways of the Company and the railways of the Cheshire Lines Committee, and the Macclesfield, Knutsford, and Warrington Railway Company, or any railway leased or worked by them, or either of them, and the fixing and division between the Company and the said Committee, and the Macclesfield, Knutsford, and Warrington Railway Company, of the receipts arising from such traffic; and for otherwise carrying into effect the objects and purposes of the said intended Act:

To empower the Company to run over and use, with their engines and carriages of every description, and with their officers and servants, and for all purposes of their traffic of every description, or for such purposes as may be prescribed by the Act, so much and such portion of the railway belonging to the Cheshire Lines Committee as is situate between the proposed point of junction with that railway of Railway No. 1, and the present or proposed station of the said Committee in Manchester, at or near the termination of the railway of the said Committee in Windmill street, in Manchester, aforesaid, and also so much and such portion of the railway of the said Committee as is situate between

the proposed point of junction with that railway of Railway No. 3 and the station of the said Committee in the borough and parish of Stockport aforesaid, and the whole of the said Macclesfield, Knutsford, and Warrington Railway together with all sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences on or connected or used with the said railway and portions of railway, including the stations, sidings, booking offices, warehouses, and watering places, approaches, works, and conveniences at Manchester and Stockport 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, or as, in default of agreement, shall be determined by the Board of Trade, or by arbitration, or defined by the Bill, and to require and compel the said Committee and Company (or other the Committee, Company, or Companies for the time being owning or working the said railway and portions of railway), to afford all requisite facilities for the purpose, and to enable the Company to levy and receive tolls, fares, rates and charges in respect of passengers, animals, and things conveyed by them over the said railway and portions of railway; and to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, or duties to be hereafter taken upon the said railway and portions of railway, and the works and conveniences connected therewith.

And it is also proposed by the said intended Act to authorize and empower the Manchester, Sheffield, and Lincolnshire Railway Company, the Great Northern Railway Company, and the Midland Railway Company some or one of them, out of their corporate or other funds, or out of other money to be raised under the powers of the said intended Act, to take shares in and to subscribe for and towards the making, maintaining, working, and using of the said intended railways and works, or any part thereof, and also to raise money by sale or mortgage of any part of their respective undertakings, and to increase their capital by the creation of new or additional shares, with or without any preference or priority, in payment of dividends, or by such other ways and means as may be prescribed by the proposed Act.

To alter, amend, extend, and enlarge, and, if need be, to repeal the powers and provisions of the following Acts, local and personal (that is to say) 29 and 30 Vic., cap. 351; 30 and 31 Vic., cap. 207; 31 and 32 Vic., cap. 26; 35 and 36 Vic., cap. 57, and all other Acts relating to the Cheshire Lines Committee; 12 and 13 Vic., cap. 81, and any other Act or Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; 9 and 10 Vic., cap. 71, and any other Act or Acts relating to the Great Northern Railway Company; 7 and 8 Vic., cap. 18, and any other Act or Acts relating to the Midland Railway Company; 29 and 30 Vic., cap. 159; 34 and 35 Vic., cap. 52; and all other Acts relating to the Macclesfield, Knutsford, and Warrington Railway Company.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees and occupiers of such lands and houses, together with an ordnance or published map, with the line of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, as follows, that is to say, with the Clerk of the Peace for the county Palatine of Lancaster, at

his office at Preston, in that county; and with the Clerk of the Peace for the county of Chester at his office at Chester in that 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 railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this notice as published in the London Gazette, will on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, 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 11th day of November, 1872.

Lingards and Newby, Manchester, Solicitors for the Bill.

In Parliament—Session 1873.

Cornwall Minerals Railway and Harbour.

(Incorporation of Company; Amalgamation therewith of the Cornwall Minerals Railway and Harbour Company (Limited) and the Cornwall Mineral Railways Company; Conversion and improvement of New Quay Railway and other Railways connected therewith, belonging to the Treffry Estates: vesting of these Undertakings and New Quay Harbour in the Company; Amendment of Treffry Estate Acts.)

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 amongst other purposes.

1. To incorporate a Company who are meant, when the expression "The Company" is hereinafter used, and to amalgamate with or merge in the Company the Cornwall Minerals Railway and Harbour Company, Limited, and the Cornwall Mineral Railways Company, who are incorporated, or who are intended to be incorporated by a certificate of the Board of Trade, granted or intended to be granted under the powers of the Railways Construction Facilities Act, 1864, which two Companies, and each of them are and is referred to in this notice as the dissolved Company, and to transfer to, or to merge in the Company all the rights, powers, and privileges, and all the lands, undertakings, property, estate, and effects whether real or personal, of the dissolved Companies, and all their capital, and all their debts and liabilities and to dissolve the said Companies.

To enable the Company to construct the following railways, and to execute the following works in the county of Cornwall, together with all stations, sidings, and conveniences connected therewith, and to use any existing tramway between the points hereinafter described, and to convert such tramway into a railway of the gauge of 4 ft. 8½ in. to be worked by locomotive engines, and for the purposes of such railways, and of the sidings and works connected therewith to take, and use either compulsorily, or by agreement, the necessary lands and other property.

i. The conversion of so much of the tramway known as the Par Railway or Luxulian Line, as lies between the Par Lead Smelting Works, in the parish of St. Blazey, and a spot in the parish of Luxullion, about 550 yards north-east of St. Blazey Bridge, which conversion is numbered 1a

upon the plans hereinafter referred to and which proposed conversion will be made wholly in the parishes of Saint Blazey, Tywardreath and Luxullion.

And the Bill will authorise the Company and all persons lawfully using their undertaking to use the said portion of railway upon such terms and conditions as the Bill shall define.

ii. The conversion in like manner of part of the same tramway commencing in the parish of Luxullion at a point about 150 yards south-eastward of the parish road from Luxulian to Tregorrick, and terminating in the parish of St. Austell, near the end of the said tramway at Bugle, and which conversion will be made wholly in the parishes of Luxullion and Saint Austell.

The said conversion will upon the said plans be designated as 2a.

iii. Ratew Branch.

The construction of a branch railway, commencing in the parish of Saint Columb Major by a junction with the existing New Quay Railway, at a point about 260 yards (measured along the said railway), south-eastward of the turnpike road from Truro to Bodmin, passing through the parish of St. Denis and terminating in the parish of St. Enoder at or near the Melangoose Clay Works.

The said railway will be designated by the No. 7 on the said plans.

iv. Carbus Branch.

A railway, commencing in the parish of St. Austell by a junction with the railway hereinbefore described as 2a, at the termination of the said railway near Bugle, and terminating in the parish of Roche near the Great St. George Clay Works at Carbus.

The said railway will be designated by the number 8 on the said plans.

A railway (being a deviation of the New Quay Railway) commencing in the parish of Colon, by a junction with the said New Quay Railway, 450 yards or thereabouts westward of the point where the said railway crosses a public road at a place called White Cross, and terminating by a junction with the same railway in the parish of St. Colomb Major, 300 yards or thereabouts eastward of the said road.

The said railway will be designated by the number 9 on the said plans.

To enable the Company to substitute for level crossings of the public roads hereinafter mentioned by the New Quay Railway, bridges or arches either over or under, and to take by compulsion or agreement, the necessary land for the construction of such bridges or arches and approaches thereto.

The public road in the parish of Saint Columb Minor, at or near Trelogau.

The public road in the parishes of Saint Colomb Minor and Colon, at Quintra or Quintrell Downs.

The turnpike roads in the parish of Saint Colomb Major, leading from Truro to Saint Colomb at Halewoon.

The turnpike road in the parish of Saint Colomb Major leading from Truro to Bodmin.

(The following roads on the East Wheel Rose Branch of the said New Quay Railway.)

The parish road in the parish of Saint Colomb Minor, at or near Gwills.

The parish road in the parish of New Lyn, at or near Beny Mill.

The parish roads in the parish of New Lyn, at or near "Matha."

To authorise 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, converting, or maintaining the said railways, tramways, 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 Bill, and to exercise other rights and privileges.

To authorise the Company to levy tolls, rates, and charges in respect of their undertaking.

It is intended that the railways and works hereinbefore described, shall form part of the undertaking authorised by the Acts hereinafter enumerated relating to the Treffry estates, and also authorised by any certificate granted as aforesaid by the Board of Trade, and confirmed by Parliament in conformity with plans and sections, and other documents deposited in pursuance of the Railways Construction Facilities Act, 1864, with the clerk of the peace for Cornwall; and a copy of so much whereof as relates to each parish has been deposited with the parish clerk of such parish, so that the railways and works intended to be authorised by the Bill, and the railways and works authorised by the said certificate shall be, and be used as an integral undertaking belonging to the Company during the continuance of any lease thereof granted or purporting to be granted under the powers of the Treffry's Estate Act, 1853, and the Treffry's Estate (New Quay) Railway Act, 1857, or of any other Act authorising the owners or trustees of the said estate to grant any such lease.

To confirm any transfer and assignment to the Company, of the interest of Mr. William Richardson Roebuck, or of his assigns, under the Articles of Agreement, made the 21st day of February, 1872, and the Supplemental Agreement of the 22nd day of the same month, which Agreements are contained in the schedule to Treffry's Estate Act, 1872, and to authorise or confirm any agreements or leases between the Company and the said William Richardson Roebuck, and his assigns, or between the Company and the parties of the first and second parts to the said agreements, with respect to the undertaking proposed to be vested in the Company, or with respect to any part of the same undertaking, and to enable the Company to hold and enjoy the railway undertaking authorised by the Acts hereinafter enumerated, and also the pier and harbour of New Quay, and to have and exercise with respect to the said railway undertaking, and pier, and harbour, all the rights, powers, and authorities, and among them the power of levying rates and tolls which the owners for the time being or the trustees of the Treffry's Estate, or their lessees or assigns could lawfully exercise or enjoy.

To authorise the Company to raise money by shares or by borrowing for the purposes of the undertaking, to enable the Company to avail themselves of any powers of the dissolved Companies, or either of them, with respect to the raising of capital, subject to any conditions or restrictions affecting such capital.

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 Acts, 1845, 1863, and 1869," "the Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Acts, 1845 and 1863," and it will amend and enlarge, or, if necessary repeal all or some of the powers and provisions of the following Acts, namely, An Act for maintaining the Pier and Harbour of New Quay in the county of Cornwall (1 and 2 Vic., cap. 84); an Act to amend the last-mentioned Act, and for other purposes (7

Vic., cap. 23), Treffry's Estate Act, 1853 (16 and 17 Vic., cap. 25); Treffry's Estate (New Quay Railway) Act, 1857 (20 and 21 Vic., cap. 95); Treffry's Estate Act, 1872 (cap. 7, private).

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 an ordinance 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 Cornwall, at his office at Bodmin; 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.

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, 1872.

Cope, Rose, and Pearson, 26, Great George-street, Westminster, Solicitors for the Bill.

In Parliament.—Session 1873.

The River Dee Company.

(Amendment of Acts relating to the River Dee; Transfer to River Dee Commissioners, or to a New Conservancy Board of Navigation of the River Dee, and of Shipping Rates, and of Ferries; Redemption of Annuities payable to Hawarden Embankment Trustees; Apportionment of Annuities and other Charges on the Company upon the Unsold Lands and other Property of the Company; Acre Rate; Additional Capital.)

THE Company of Proprietors of the undertaking for recovering and preserving the navigation of the River Dee (who are hereinafter referred to as the Company, or as the River Dee Company) intend to apply to Parliament in the next session thereof, for leave to introduce a Bill for the following or some of the following among other purposes.

To amend, enlarge, and in certain respects repeal the powers and provisions of the following and of any other Acts relating to the River Dee Company, namely:—6 Geo. II, cap. 30, being "An Act to recover and preserve the Navigation of the River Dee, in the county palatine of Chester," 14 Geo. II, cap. 8, being "an Act for incorporating the undertakers for the navigation of the River Dee, the Act 17 Geo. II, cap. 28, the Act 26 Geo. II, cap. 35, whereby the agreement between the Company and the Lord of the Manor of Hawarden, and the freeholders and others of the said manor is confirmed; the Act 31 Geo. III, cap. 88, whereby an agreement between the Company and certain Lords of Manors and others interested in certain wastes and commons and old common salt-marshes, lying on the south side of the Dee, and the award made in consequence thereof are confirmed; the Act 14 and 15 Vic. cap. 87, being an Act for the restora-

tion of the standard on the River Dee, and for granting further powers to the River Dee Company," and the Act 31 Vic., cap. 25, being "an Act for enabling the Company to raise further moneys, and for other purposes."

To transfer to and vest in the River Dee Commissioners, or in a Conservancy Board, to be appointed and incorporated under the powers of the Bill, all the powers, duties, and liabilities now vested in the Company, or as enlarged and amended by the Bill, with respect to the recovering and preserving the navigation of the River Dee; and the maintenance of so much of the banks, causeways, and other works connected therewith as the Bill shall define together with the power of taking tolls and dues for the use of the said navigation; and to alter and amend the constitution of the said Commissioners, and to incorporate them. And the Bill will authorise the Commissioners, or Conservancy Board, to raise money by mortgage, or otherwise, on the security of the said tolls and dues, or of other revenue coming to their hands under the provisions of the Bill.

To transfer to the said Commissioners or Board the duty of maintaining and working the existing ferries across the River Dee, which ferries are now maintained and worked by the Company, and to provide for the improvement of the Lower Ferry by the Commissioners.

To alter the depth to be maintained in the river as prescribed by the Act 17th Geo. 2nd, cap. 28, such alteration extending over the whole navigable river, or over such parts thereof as the Bill shall prescribe; and to provide easier and more effectual means of ascertaining the depth of the river, and of providing for the maintenance of the prescribed depth.

To enable the Company to redeem the annuities of £200 and £50, payable by the Company to the Hawarden Embankment Trustees by the payments of a capital sum, or by such other means as the Bill may define, and as may be agreed on between the parties; and to authorise the said trustees to enter into such agreement, and to accept any such sum of money, or other consideration for the redemption of the said annuities.

To exempt and discharge the White Sands and other lands now belonging to the Company, or which shall hereafter be reclaimed by them when the said lands respectively shall be sold or otherwise conveyed by the Company, and to exempt and discharge all lands which have heretofore belonged to and have been sold or otherwise conveyed by the Company, from all general liability with respect to the maintenance of the said navigation, and the banks, causeways, and other works connected therewith, and the compensation for damage which may be occasioned by the acts or defaults of the Company, and the payment of two annuities to the Hawarden Embankment Trustees, and the maintenance of two ferries across the river Dee below Chester, and the maintenance and repair of certain roads, and all other general liabilities, absolute or contingent, touching the matters aforesaid imposed on the said lands, or the owners or occupiers thereof by the Acts hereinbefore specified relating to the River Dee Company.

To enable and require the Company for the purposes specified in the last preceding paragraph of this notice, or for such of the said purposes as shall from time to time be subsisting and incumbent upon the Company, and for the making and maintenance of roads, drains, and other internal works to impose and levy on the owners or occupiers of all lands which shall here-

after be sold or conveyed by the Company an annual acre or other rate, with the usual powers of distress and entry if such rates shall be unpaid, and to enable the River Dee Commissioners or the Conservancy Board, or the Committee of the Commissioners appointed from time to time under the powers of "the Dee Standard Restoration Act, 1851," or the Corporation of Chester, to impose and levy such rate in default of the Company, and to exercise all powers granted to the Company for the recovery of such rate and to apply the proceeds thereof to the said purposes, or to such thereof as by the said acts relating to the Company, or by the Bill the said Commissioners are authorised or required to provide for the execution of in default of the Company.

To enable the Company to raise further capital by shares, whether preferential or ordinary, and by mortgage of their lands, property, rates, or other revenue.

The Bill will vary or extinguish any rights, powers, or privileges which interfere with its objects.

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

Dated this 14th day of November, 1872.

Cope, Rose, and Pearson, 26, Great George-street, Westminster, Solicitors for the Bill.

In Parliament.—Session, 1873.

Cornwall Mineral and Bodmin and Wadebridge Junction Railway.

(Incorporation of Company; Construction of Railways from Roche to the Bodmin and Wadebridge Railway near Ruthern Bridge; Running Powers and facilities over Bodmin and Wadebridge Railway; Arrangements with London and South Western, Bodmin, and Wadebridge, Devon and Cornwall, and Cornwall Mineral Railway Companies; 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 called "the Company"), and to authorize the Company to make and maintain the railways hereinafter described, or one of them, or some part or parts thereof respectively, together with all proper sidings, stations, approaches, junctions, works, and conveniences connected therewith, or incidental thereto respectively, to be wholly situate in the county of Cornwall, viz.:—

A Railway No. 1 commencing in the parish of Roche, at or near a point in the highway leading from the Victoria Inn to Roche, and 11 chains or thereabouts from and to the south of the said Victoria Inn, and terminating in the parish of Withiel by a junction with the proposed Railway No. 2, hereinafter described, in a field situate on the northern side of the turnpike-road leading from Bodmin to Truro, and numbered 6 on the tithe commutation map of the said parish of Withiel, and at a point 8 chains or thereabouts measured in a northerly direction from the said Victoria Inn, which said railway (No. 1) will be wholly made or situate in the said parishes of Roche and Withiel.

A Railway No. 2, commencing in the parish of Roche, at or near a lane leading from the turnpike road between Bodmin and Truro to Holywell, at a point 8 chains, or thereabouts, measured

down the said lane from the junction of that lane with the said turnpike road, and terminating in the parish of Bodmin by a junction with the Bodmin and Wadebridge Railway, at a point about 2 chains and 40 links from and to the eastward of the mile-post thereon denoting the distance of $3\frac{3}{4}$ miles from Wadebridge, which said railway (No. 2) will be made or pass from, through, or into the several parishes and extra-parochial or other places following or some of them, that is to say,—Roche, Withiel, Lanivet, Bodmin, Egloshayle, and Saint Breock.

To authorise the Company to purchase and take by compulsion or agreement lands, houses, and property required for the purposes of the intended railways and works, and to levy tolls, rates, and duties for the use of the intended railways and works, and to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, streets, highways, railways, sidings, tramways, rivers, canals, navigations, streams, sewers, pipes, and other works, so far as may be necessary, in constructing or maintaining the said intended railways and works.

To empower the Company, and all other Companies and persons lawfully using the intended railways, or any part thereof, to run over and use with their engines and carriages, wagons, and trucks, and their offices and servants, and for the purposes of traffic of every description, the Bodmin and Wadebridge Railway, together with all tramways, sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences, on or connected or used with that railway, 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 Company, and the Bodmin and Wadebridge Railway Company, or other the Company or Companies for the time being, owning or working the said Bodmin and Wadebridge Railway Company, or as, in default of agreement, shall be determined upon by the Board of Trade, or by arbitration, or defined by the Bill; and to require and compel the Bodmin and Wadebridge Railway Company, or other the Company or Companies for the time being owning or working the said Bodmin and Wadebridge Railway, 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 charges in respect of passengers, animals, and things conveyed by them over the said Bodmin and Wadebridge Railway, and 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 the said Bodmin and Wadebridge Railway and the works and conveniences connected therewith.

To enable the Company on the one hand, and the London and South Western Railway Company, the Bodmin and Wadebridge Railway Company, the Devon and Cornwall Railway Company, and the Cornwall Mineral Railways Company, or any or either of them, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the working, use, management, construction, and maintenance by any or either of the contracting Companies of the intended railways and works or of any part or parts thereof, the supply of rolling stock and

machinery, and of officers and servants, for the conduct of the traffic of the said 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, conveyance, and delivery of 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 sums or considerations, whether annual or in gross, and 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 matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees and the exercise of all such powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any 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 vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

To alter amend, extend, enlarge, or to repeal so far as necessary for the purposes of the Bill the provisions or some of the provisions of the several local and personal Acts following, or some of them (that is to say),—4 and 5 Wm. IV, cap. 88; 18 and 19 Vic., cap. 188, and all other Acts relating to or affecting the London and South Western Railway Company; 2 and 3 Wm. IV, cap. 47, and 28 and 29 Vict., cap. 370, and all other Acts relating to or affecting the Bodmin and Wadebridge Railway Company; 25 and 26 Vict., cap. 165, and all other Acts relating to the Devon and Cornwall Railway Company; and all other Acts relating to or affected by the objects of the Bill.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended railways and works, together with a book of reference to such plans, an ordnance map with the lines of the intended railways delineated thereon, 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 Cornwall, at his office at Bodmin; and that, on or before the said 30th day of November instant, 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 intended railways and works are proposed to be made, or in which any lands or houses are intended to be taken, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence; and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 13th day of November, 1872.

Cope, Rose, and Pearson, 26, Great George-street, Westminster, Solicitors for the Bill.

In Parliament—Session 1873.

Birmingham Tramways Company.

(Extension of Time for making the Tramways, and Amendment of Act.)

NOTICE is hereby given, that the Birmingham Tramways Company (herein referred to as "the Company") intend to apply to Parliament in the next Session thereof for leave to bring in a Bill to extend the time granted by "The Birmingham Tramways Act, 1870," for and with reference to the construction of the tramways authorized by that Act, and to empower the Company from time to time, with the consent of the road authorities, to make all such crossings, passing places, sidings, junctions, and other works, as may from time to time be necessary or convenient to the efficient working of the tramways of the Company, or for providing access to any of their carriage sheds, stables or works.

The Bill will amend the said Act, and it will vary and extinguish all existing rights and privileges which would interfere with its objects; and 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 9th day of November, 1872.

Cope, Rose, and Pearson, 26, Great George-street, Westminster, Solicitors for the Bill.

In Parliament—Session, 1873.

Newquay and Cornwall Junction Railway.

(Transfer.)

(Lease or Sale of undertaking to Cornwall Minerals Railway and Harbour Company, Limited, or a new Company—Revival and Extension of Powers for Construction of Railway from Drinnick Mill to Saint Denis—Alteration of Gauge—Capital—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.

To transfer by sale or demise to the Cornwall Minerals Railway and Harbour Company, Limited, or to any Company in whom by virtue of any Act of Parliament to be passed in the next session, the powers of the said Limited Company may be vested, the undertaking of the Newquay and Cornwall Junction Railway Company as authorised by "The Newquay and Cornwall Junction Railway Act, 1864," herein called the Act of 1864, and "the Newquay and Cornwall Junction Railway Act, 1868," herein called the Act of 1868, and all the lands and other property, real and personal, of the same Company, and all the powers, privileges, and authorities, and the benefit of all contracts, and also all debts, duties, and liabilities conferred or imposed by the same Acts, or either of them upon the same Company, or otherwise or enjoyed by or attaching to the said Company, and among them the power of purchasing and of holding lands, and of executing works and of levying tolls and charges, and the Bill will confirm any agreement which may have been made with respect to such transfer, subject nevertheless to such modifications as the Bill may define, or as the parties to such agreements may approve.

To revive and extend both as to the compulsory purchase of land and the construction of works the powers contained in the Act of 1868, and to confer the said powers on the Company to whom the said undertaking is to be transferred by the Bill, and who are hereinafter referred to as the Company.

The railway concerning which the powers are intended to be revived and extended is a railway, with the necessary stations, sidings, works, and conveniences connected therewith, wholly situate in the county of Cornwall, commencing by a junction with the said Newquay and Cornwall Junction Railway near the termination thereof at a place called Drinnick Mill, in the parish of St. Stephen in Branwell, and terminating by a junction with the Newquay Railway (Newquay to St. Denis), about 300 yards to the northward of a place called Hendra Crazey, in the parish of Saint Denis.

To enable the Company for the purposes of the said railway, to exercise the powers conferred by "The Railways Clauses Consolidation Act, 1845," and especially by the 16th section of the same Act, and to enable them to deviate from the line 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 enable the Company to alter the gauge of the Newquay and Cornwall Junction Railway, from the broad gauge to the gauge of 4 feet 8½ inches, or to lay down and maintain a mixed gauge on the said railway.

To alter the tolls, rates, and charges authorised by the said Acts of 1864 and 1868, to be taken on the Newquay and Cornwall Junction Railway.

To authorise the application to all or any of the purposes hereinbefore mentioned, of any moneys which the Company may have raised or may have power to raise, whether by virtue of articles of association, of which the benefit may be transferred to and vested in the Company, or by virtue of any certificate of the Board of Trade, granted in pursuance of the "Railway Construction Facilities Act, 1864," the powers granted by which certificate may be transferred to or vested in the Company, and to enable the Company to raise additional capital by shares, or by borrowing, and to attach to any shares or to confirm any preference or priority of dividend and any other advantage which may be already attached thereto by virtue of the said articles, or 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 Acts 1845, 1863, and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Acts, 1845 and 1863," and it will amend and enlarge, or if necessary, repeal all or any of the powers and provisions of the two hereinbefore-mentioned Acts of 1864 and 1868, relating to the Newquay and Cornwall Junction Railway Company.

Duplicate plans and sections describing the lines, situation, and levels of the said railway and works (the powers with respect to which are to be revived and extended as aforesaid), 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 an ordnance 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 Cornwall, at his office at Bodmin; 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 clerks of the parishes of St. Stephen, in Branwell, and St. Denis, at their residences respectively.

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, 1872.

Cope, Rose, and Pearson, 26, Great George-street, Westminster, Solicitors for the Bill.

In Parliament—Session 1873.

Cleobury Mortimer and Pensax Railway.

(Incorporation of Company, Power to Company to Construct Railway from the Cleobury Mortimer Station of the Tenbury and Bewdley Railway to Pensax, and to levy Tolls, Rates, and Duties, Working or other Arrangements between the Company and the Great Western Railway Company, Repeal and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for all or some of the following purposes, that is to say:—

To authorise the construction and maintenance by a Company to be incorporated by the said intended Act, and hereinafter called "the Company," of the railway following, or some part or parts thereof, with all proper works, approaches, stations, sidings, and other conveniences connected therewith, that is to say:—

A railway, commencing in the parish of Cleobury Mortimer, in the county of Salop, by a junction with a siding on the Tenbury and Bewdley Railway of the Great Western Railway Company, about $7\frac{1}{2}$ chains, measuring in a south-westerly direction from the booking office at the Cleobury Mortimer Station on that railway, and terminating in the parish of Pensax, in the county of Worcester, in a field called "Birches," belonging or reputed to belong to John Higginbotham, Esquire, and in the occupation of Daniel Simmonds, on the southern side of and adjoining the turnpike-road leading from Cleobury Mortimer to Great Witley, and which field is also on the eastern side of and adjoins the road which leads from Pensax past the Parsonage to the said turnpike road.

And which intended railway, and the works connected therewith, will be made and maintained from, in, through, and into the parishes, townships, and extra-parochial, or other places following, or some of them, that is to say:—Cleobury Mortimer, in the county of Salop, and Bayton, Mamble, Rock, Lindridge, and Pensax, in the county of Worcester.

To authorise the Company to purchase, and take by compulsion or agreement, lands, houses, buildings, or other hereditaments in the several parishes, townships, and places aforesaid, or some of them, for the purposes of the said intended railway and works, or some of them, to deviate from the lines and levels of the intended railway, as shown upon the plans and sections hereinafter referred to, to cross, stop up, remove, alter, or divert, temporarily or permanently, all turnpike and other roads, highways, railways, tramways, bridges, rivers, canals, and other waters, and watercourses of every description, natural or artificial, sewers, pipes, buildings, and works, within the several parishes, townships, or places aforesaid, which it may

be necessary or convenient to stop up, remove, alter, or divert for any of the purposes of the said intended Act.

To vary or extinguish all existing rights or privileges connected with any lands or property to be purchased or taken as aforesaid, or with any road, highway, tramway, railway, bridge, river, canal, watercourse, sewer, pipe, building, or work to be stopped up, removed, altered, or diverted as aforesaid, which would or might in any manner impede or interfere with the construction of the said intended railway and works, or any of them, and to confer other rights and privileges.

To authorise the levying of tolls, rates, duties, and charges for and in respect of the use of the said intended railway and works, and the conveniences and accommodations connected therewith respectively, and to grant exemptions from payment of such tolls, rates, duties, and charges.

To enable the Company and the Great Western Railway Company to enter into and carry into effect contracts and arrangements with reference to the construction, working, maintenance, and use of the said intended railway and works, and with respect to the supply of rolling or working stock, and of officers and servants for the conduct and conveyance of traffic on the intended railway, and with respect to the regulation, management, interchange, and transmission of traffic passing to, from, on, or beyond the said intended railway and the railways of the Great Western Railway Company, and with respect to the fixing of the tolls or charges to be demanded and recovered in respect of such traffic, and as to the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising in respect of any such traffic, and with respect to the user by the Company of the Cleobury Mortimer Station of the Great Western Railway Company, and the sidings, works, and conveniences connected therewith, or for any of the purposes aforesaid.

To enable the Company, and all Companies and persons lawfully using the intended railway to run into and use the said Cleobury Mortimer Station, and all the works, booking offices, platforms, sidings, watering places, and conveniences connected therewith, with their engines, carriages, and waggons, and with their officers and servants, for the purposes of the traffic to or from the intended railway.

A plan and section in duplicate of the intended railway and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plan, and an ordinance map, with the line of railway delineated thereon, showing its general course and direction, will be deposited with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, and with the Clerk of the Peace for the county of Worcester, at his office at Worcester, and a copy of so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place, will be deposited, in the case of a parish, with the parish clerk of each such parish, at his residence, and in the case of an extra-parochial place, with the parish clerk of some adjoining parish, at his residence; and all such deposits will be made, on or before the 30th day of November, 1872, and will be accompanied by a copy of this notice as published in the London Gazette.

To alter, amend, extend, and repeal, if and so far as necessary, 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. IV., cap. 107; Great Western Railway (West Midland

Amalgamation) Act, 1863; Great Western Railway Act, 1869; and the Tenbury and Bewdley Railway Act, 1860; and any other Act or Acts relating to or affecting the Great Western Railway Company.

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

Dated this 9th day of November, 1872.

James Mains, 20, Abingdon-street, Westminster, Solicitor.

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

Bank of Scotland.

Increase of Capital; Provisions as to the Management of the Affairs of the Bank; 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 objects, or some of them:

To authorize the Governor and Company of the Bank of Scotland (hereinafter called "the Company") to increase their capital by the creation and issue from time to time of new or additional stock of the Company, and to provide for the appropriation and division of the new stock in such manner as the Company may determine, and for the payment of calls and dividends on the new stock:

To provide for and regulate the transfer of the existing and new stock of the Company, and to define the rights of lien or retention of the Company on or over their existing and new stock, and the dividends thereon:

To define the qualifications in respect of holding stock and otherwise of the governor, deputy-governor, and directors of the Company; and to alter and regulate the number, appointment election, and rotation of the said governor, deputy-governor, and directors, and their meetings, powers, and duties:

To regulate the calling and holding of meetings of the Company, and the proceedings and voting of proprietors of stock at such meetings:

To authorise the Company from time to time to make bye-laws, rules, and regulations with respect to the objects of the Acts hereinafter mentioned and the said Bill, or any of them, and the management of the business and affairs of the Company, and all matters relating thereto:

To amend or repeal in whole or in part, so far as may be necessary for the objects of the said Bill, the following Acts relating to the Company or some of them, viz.:—An Act of the Scottish Parliament passed in the fifth year of the reign of King William the III., dated 17th July, 1695, intituled "Act for erecting a Publick Bank;" and the following local and personal Acts, viz.:—14 Geo. III., c. 32, intituled, "An Act to enable the Governor and Company of the Bank of Scotland to increase the Capital Stock of the said Company;" 24 Geo. III. (session 2) c. 12, intituled "An Act to enable the Governor and Company of the Bank of Scotland further to increase the Capital Stock of the said Company;" 32 Geo. III., c. 25, intituled "An Act to enable the Governor and Company of the Bank of Scotland further to increase the Capital Stock of the said Company;" 34 Geo. III., c. 19, intituled "An Act to enable the Governor and Company of the Bank of Scotland further to increase the Capital Stock of the said Company;" and 44 Geo. III., c. 23, intituled "An Act for further increasing the Capital Stock of the Governor and Company of the Bank of Scotland:"

To alter and enlarge the powers conferred on the Company by the said Acts, or any of them; to vary or extinguish all rights or privileges of the proprietors of the existing stock of the Company and all other rights and privileges which would interfere with or prevent the execution of the objects of the said Acts or the said Bill; and to confer all powers, rights, and privileges which may be necessary for carrying the same into effect.

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1872.

Dated this 12th day of November, 1872.

T. G. Murray, W.S., 66, Queen-street, Edinburgh.

Loch and MacLaurin, 8, Great George-street, Westminster.

In Parliament.—Session 1873.

London and Blackwall Railway Steamboats.
(Power as to Ferry and Steamboats between Millwall Extension and Greenwich; powers to London and Blackwall and Great Eastern Railway Companies Amendment of Acts.)

NOTICE is hereby given, that the London and Blackwall Railway Company (who are herein referred to as "the Company") intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following purposes, or some of them:

To empower the Company to establish and maintain, by steam or other vessels, a ferry between a pier or jetty, to be constructed by them in the River Thames, in the parish of All Saints, Poplar, in the county of Middlesex, in front of the wall forming the river boundary of the premises belonging to and held by them in connection with their Millwall Extension Railway to the stairs or landing-place on the opposite side of the river, in the parish of Greenwich, otherwise St. Alphage, Greenwich, in the county of Kent, abutting upon or near to the terrace in front of Greenwich Hospital.

To authorize the Company to purchase, by compulsion or agreement, the existing ferry, called Petter's Ferry, and any other ferry, and all rights and powers connected therewith, and to exercise the rights so purchased, and to vary and extinguish all such existing rights as would interfere with the working of the intended ferry, and the exercise of the rights and powers to be conferred by the Bill with respect thereto.

To empower the Company to purchase, hire, build, and provide, work, and use steam and other vessels for the conveyance of, and to convey therein, passengers, merchandise, and goods in connection with, and for the purposes of, the said intended ferry, and to demand and receive tolls, rates, and charges for and in respect of such vessels, and any services to be performed by the Company in connection therewith.

To authorize the Company on the one hand, and the Great Eastern Railway Company on the other, to enter into and carry into effect agreements with reference to the exercise by the Company, either alone or jointly with the Great Eastern Railway Company, of the powers of the Bill.

To authorize the two Companies, or either of them, to raise additional capital by shares or stock, and by borrowing, for the purposes of the Bill, such capital, to be raised upon terms and conditions and with the rights and privileges to be named in the Bill.

To amend and enlarge, amongst other Acts, the powers and provisions of the following, and of any other Acts relating to the Company, namely,

"The London and Blackwall Railway Lease Act, 1865;" "The London, Blackwall, and Millwall Extension Railway Act, 1865;" "The London, Blackwall, and Millwall Extension Railway Act 1868;" "The London, Blackwall, and Millwall Extension Railway Act, 1870;" and of the following and of any other Acts relating to the Great Eastern Railway Company, namely, 25 and 26 Vict., cap. 223; and 28 and 29 Vict., cap. 100.

Printed copies of the intended 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, 1872.

Hollingsworth, Tyerman, and Green, 4, East India-avenue, Leadenhall-street, Solicitors.

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

In Parliament.—Session 1873.

Grantham Water.

(Dissolution and re-incorporation of Grantham Waterworks Company; powers to maintain and construct Waterworks, and to supply Grantham and adjacent district with Water; compulsory purchase of lands; new sources of supply; power to levy rates, &c.; further money powers and provisions as to Grantham Waterworks Company, and the vesting of their property in the new Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Grantham Waterworks Company (hereinafter called "The existing Company") for leave to bring in a Bill for the following, or some of the following, among other objects, powers, and purposes (that is to say)—

1. To cancel and annul the Deed of Settlement, and other Deed or Deeds, Instrument or Instruments, under which the existing Company are acting and constituted, and to incorporate the Proprietors, or some of the Proprietors of the existing Company, either alone or with other persons and Corporations, into a new Company under the same or a new name, and, if thought fit, to dissolve the existing Company.

2. To confer upon the Company so to be incorporated (in this notice called "the Company") powers to effect the object or some of the objects following:—

3. To supply with water for domestic, trade, public and private purposes, the Borough, Parishes, and places following, or some of them, or some part or parts thereof respectively, that is to say—Grantham, Grantham Grange, Spittlegate Houghton and Walton, Manthorpe-cum-Little Gonerby, Harrowby, and Somerby, all in the parts of Kesteven, in the County of Lincoln; and to lay, take up, and alter and repair mains, pipes, and other works in and through the same.

4. To authorize the Company to make, maintain, renew, or enlarge the following Works, or some of them (that is to say)—

A.—A Shaft and other Works, situate in the Parish of Stroxtun, at a point at the north-eastern side of a field called Well Spring Close, belonging to Sir Glynne Earle Welby-Gregory, Baronet, and in the occupation of John Lynn; and a Well Heading, wholly in the Parish of Stroxtun, commencing from and out of the said shaft, proceeding thence in a westerly direction to a point in the said field 240 yards, or thereabouts, from the said shaft, and terminating at that point.

B.—A Catch Pit or Shaft situate in the said Parish of Stroxtun, at a point at the eastern end of the said field, called Well Spring Close, belonging to Sir Glynne Earle Welby-Gregory, Baronet, and

in the occupation of John Lynn; and a Well Heading, wholly in the Parish of Stroxtun, commencing from and out of the said catch pit, proceeding thence in a southerly direction to a point in the said field 240 yards, or thereabouts, from the said shaft, and terminating there.

C.—A Conduit or line of Pipes (hereinafter referred to as Conduit No. 1), wholly situate in the Parish of Stroxtun, commencing from and out of the shaft or well (A) hereinbefore described, and terminating in the Catch Pit or Shaft (B) hereinbefore described.

D.—A Conduit or Line of Pipes (hereinafter referred to as Conduit No. 2), commencing in the said Parish of Stroxtun, from and out of the Catch Pit or Shaft (B) hereinbefore described, passing thence through the Parishes of Stroxtun, Little Ponton, and Spittlegate Houghton and Walton, and terminating in the last named Parish in the service Reservoir of the "existing Company" at Spittlegate Hill.

E.—A Conduit or Line of Pipes (hereinafter referred to as Conduit No. 3) wholly situate in the said Parish of Stroxtun, commencing from and out of the Spring called "Church Spring," situate in a Field called "Second House Close," belonging to Sir Glynne Earle Welby-Gregory, Baronet, and in the occupation of John Lynn, proceeding thence in an easterly direction and terminating by a junction with the Conduit or Line of Pipes No. 2, hereinbefore described, at or near a point in the south-eastern boundary of a Field in the said Parish of Stroxtun, called the "Home Close," belonging to Sir Glynne Earle Welby-Gregory, Baronet, and in the occupation of John Lynn, 95 yards or thereabouts from the north-eastern side of the public road leading from Harlaxton to Great Ponton.

F.—A Reservoir (hereinafter referred to as Reservoir No. 1) 240 yards or thereabouts long and 120 yards or thereabouts wide, situate in the Parish of Spittlegate Houghton and Walton, in a Field called "Six Acres," belonging to the Right Honourable the Earl Brownlow, and in the occupation of John Hardy, Esquire, which field is situate on the western side of and adjoining the Great North Road, and to the southward of the Public Highway leading from the said Great North Road to Harlaxton.

G.—A Reservoir (hereinafter referred to as Reservoir No. 2) 50 yards or thereabouts long and 35 yards or thereabouts wide, situate in the said Parish of Spittlegate Houghton and Walton, on, or partly on, the site of a Reservoir of the "existing Company," and in a field called "High Field," belonging to the Right Honourable the Earl Dysart, and in the occupation of George Hall, and situate on the western side of and adjoining the Great North Road; and to the northward of the Public Highway leading from the said Great North Road to Harlaxton.

H.—A Dam, with sluice gates and other works, wholly in the Parish of Great Ponton, across a stream of water in that Parish called "the Stoke River," at or near the eastern side of the bridge carrying the Great North Road over the said stream.

I.—A Conduit or line of pipes (hereinafter referred to as Conduit No. 4), commencing in the Parish of Great Ponton at the said Dam, over "The Stoke River," hereinbefore described, and passing thence through or into the Parishes of Great Ponton and Little Ponton, and terminating in the Parish of Little Ponton, in the storage Reservoir of the "existing Company," situate on a piece of waste land belonging to the Great Northern Railway Company, and in the occupation of "The existing Company," on the western side of the River Witham, and to the south of the Great

Northern Railway, where that Railway crosses the said river.

K.—A Reservoir (hereinafter referred to as Reservoir No. 3) 60 yards or thereabouts long, and 40 yards or thereabouts wide, situate in the Parish of Little Ponton, to the south of the said storage Reservoir of the "existing Company," and in the north-east corner of a field called "Bottom Salter's Ford," on the west side of the River Witham, belonging to Christopher Turnor, Esquire, and in the occupation of Robert Wyles.

L.—A Reservoir (hereinafter referred to as Reservoir No. 4) 40 yards or thereabouts long, and 18 yards or thereabouts wide, situate in the Parishes of Little Ponton and Spittlegate Houghton and Walton, on or partly on the site of the said storage Reservoir of the existing Company, on waste land in the Parish of Little Ponton, belonging to the Great Northern Railway Company, and in the occupation of "The existing Company," situate to the west of the River Witham, and north of the north-east corner of the said field hereinbefore called "Bottom Salter's Ford," and also on other waste land in the Parish of Spittlegate Houghton, and Walton, belonging to the Great Northern Railway Company, and in the occupation of "The existing Company," adjoining to and north of the waste land lastly hereinbefore described, and to the west of the River Witham, and south-west of the Great Northern Railway, where that Railway crosses that River.

M.—An engine-house and pumping station, situate in the Parish of Little Ponton, on certain waste land belonging to the Great Northern Railway Company, and in the occupation of "The existing Company," situate on the east side of the River Witham, and south and west of the Great Northern Railway where that Railway crosses that River.

N.—A Conduit or line of pipes (hereinafter referred to as Conduit No. 5) commencing in the Parish of Great Ponton, from and out of the Spring in the Village of Great Ponton, known as the "Top Spring," and terminating in the same Parish by a junction with the Conduit or line of pipes No. 4, hereinbefore described, at a point in the Public Highway leading from Great Ponton to Boothby Pagnell, 90 yards or thereabouts west of the bridge carrying that road over the River Witham.

O.—A Conduit or line of pipes (hereinafter referred to as Conduit No. 6) commencing in the Parish of Great Ponton, from and out of a spring called the "Swamp Spring," situate in a field called the "Swamp," belonging to Earl Dysart, and in the occupation of William Curtis, and terminating in the same parish by a junction with the said Conduit or line of pipes No. 4 in a field on the western side of and adjoining the River Witham, and called the "First Hall Ings," belonging to Earl Dysart, and in the occupation of William Curtis, at a point in that field 140 yards or thereabouts north of the northern boundary wall of Great Ponton Mill, and 35 yards or thereabouts west of the western side of the River Witham.

P.—A Conduit or line of pipes (hereinafter referred to as Conduit No. 7), commencing in the Parish of Little Ponton, from and out of the Spring called "Bath Spring," situate in the Plantation on the east side of the River Witham, belonging to Christopher Turnor, Esquire, and in the occupation of Philip Broke Turnor, Esquire, and terminating in the same Parish by a junction with the Conduit or line of pipes, hereinbefore described as Conduit No. 4, at a point on the west side of the River Witham, in the south-east corner of a field called "Far Back Hall Close," belonging to

Christopher Turnor, Esquire, and in the occupation of Philip Broke Turnor, Esquire.

Q.—A double Conduit or lines of pipes (hereinafter referred to as Conduit No. 8), commencing in the Parish of Little Ponton, from and out of the Reservoir hereinbefore described as Reservoir No. 4, and terminating in the Parish of Spittlegate Houghton and Walton, by a junction with the Conduit or line of pipes No. 2 hereinbefore described, at or near a point on the Great North Road, at or near the stone marking the boundary between the Parish of Little Ponton and the Parish of Spittlegate Houghton and Walton.

All which said several Conduits or lines of pipes, Reservoirs, and other works hereinbefore described, are or will be situate in, or will be made or pass from, in, through, or into the Parishes of Stroxton Great Ponton, Little Ponton, and Spittlegate Houghton, and Walton, or some or one of them all in the Parts of Kesteven, in the County of Lincoln.

5. To deviate in the construction of the several before-mentioned works laterally and vertically from the lines and levels, as shown upon the plans and sections hereinafter mentioned, to any extent to be authorised by the Bill.

6. To enable "the Company" for the purposes of their works and of the Bill, to take, use, appropriate, and distribute all Brooks, Springs, Streams, and Waters which have been or may be found in, upon, or under any lands acquired or held by "The Company," or to be acquired by them under the powers of the Bill, also compulsorily for the like purposes, to take, use, impound, and collect into the said Reservoirs, Conduits, and other Works, and otherwise to appropriate Water from the Rivers, Brooks, Streams, or Springs, called the River Witham, Well Spring, the Church Spring, the Stoke River, the Bath Spring, the Top Spring, and the Swamp Spring; and also any Brooks, Streams, Springs, and Waters, which may be found in, upon, or under, or adjoining any lands which the Bill may authorise to be taken, or which may be intercepted by the works of "The Company," which Waters, or some of them, now directly or derivatively flow or proceed into the River Witham, which runs into the Wash and the North Sea.

7. To authorise "The Company" to construct and maintain all needful buildings, dams, sluices, weirs, gauges, drains, mains, pipes, wells, cuts, shafts, culverts, byewashes, drains, adits, headings, engines, tunnels, embankments, roads, approaches, and other requisite works and conveniences in connection with all, or any of the before-mentioned Waterworks, and for collecting, cleansing, and storing up the Waters of the Rivers, Springs, Brooks, Streams, and other waters before mentioned.

8. To purchase Lands, Houses, Water, and other property compulsorily, or by agreement, and to take on lease and to take grants of Easements over Lands, Houses, Rivers, Springs, Streams, Waters, and other hereditaments in the Parishes and Places aforesaid, for the purposes of their Waterworks and of the Bill, and to vary and extinguish rights and privileges connected with such Lands, Houses, Water, and other property.

9. To vest in, or to provide for the vesting in, "the Company" all the Undertaking, Works, Lands, Buildings, Mains, Pipes, Reservoirs, Pumping Stations, Property, Stock and Plant, Interests, Rights, Powers, Privileges, Easements, Licenses, and Agreements belonging to "the existing Company."

10. To enable "the Company" to levy Rates, Rents, and charges, in respect of the Water supplied, or to be supplied by them, and if necessary, to alter the existing Rates, Rents, and Charges, to

confer, vary, or extinguish exemptions from the payment thereof, and to authorise "the Company" to supply water by meter.

11. To enable "the Company" and all Corporations, Local Boards of Health, Town Commissioners, Trustees, Surveyors, and other bodies within the limits of the Bill, to contract and agree with respect to the supply of Water, in bulk or otherwise, for any purpose whatsoever, and to enable such Corporations, Local Boards of Health, Town Commissioners, Trustees, Surveyors, and other bodies and persons, to appropriate and apply funds, and to raise additional funds by rates or otherwise for such purposes.

12. To enable "the Company" to maintain, alter, or renew, any existing Mains and Pipes or other Works within the limits of the Bill, and from time to time to lay down and maintain Mains and Pipes in, through, across, along, over, or under Railways, tramways, streets, roads, lanes, waters, bridges, rivers, canals, watercourses, and other passages and places, within the said limits, and to cross, divert, alter, stop up, break up, or otherwise interfere with, either temporarily or permanently, streets, roads, lanes, bridges, railways, tramways, drains, sewers, navigations, rivers, canals, streams, and watercourses, gas, water, and other pipes, and telegraph apparatus, so far as may be necessary in constructing, maintaining, renewing, or altering the Works to be authorised to be maintained, renewed, enlarged, or constructed by the Bill.

13. To declare, define, and regulate the undertaking and the capital of "the existing Company" and its distribution into shares, and the appropriation thereof amongst the Shareholders, to authorise "the Company" to capitalise or convert into capital moneys raised or expended by "the existing Company," and to enable "the Company" to raise further capital by shares, or by stock, and by borrowing; and to attach, if they think fit, to such shares or stock, or to any part thereof, a preference or priority of dividend, or other advantage, as the Bill may define, and to create and issue debenture stock.

14. The Bill will vary and extinguish all existing rights and privileges inconsistent with, or which would in any way interfere with any of its objects, and will confer other rights and privileges, and will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Waterworks Clauses Acts, 1847 and 1863," and also such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands.

15. To make special provisions for the protection of the works, property, and water supply of "the Company," and for the protection and cleansing of the rivers, springs, streams, and waters aforesaid, and for defining and regulating their supply, and to give them special rights and remedies for preventing frauds and abuses of their supply, and to impose penalties, and make other provisions affecting consumers.

16. To empower "the Company" to sell, lease, or otherwise dispose of any works, lands, or property from time to time vested in and belonging to them, and which may not be required by them, subject to such conditions and on such terms as they may think fit.

Duplicate Plans and Sections describing the lines, situations, and levels of the proposed Works, and the lands, houses, and other property in, through, or under which they will be made, maintained, renewed, or enlarged, or which may be taken under the powers of the Bill, with a Book of

Reference to such Plans, containing the names of the Owners and Lessees, or reputed Owners and Lessees, and of the occupiers of such lands, houses, and other property, and also a copy of this Notice as published in the *London Gazette*, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the Parts of Kesteven, in the County of Lincoln, at his Office at Stamford; and also with the Clerk of the Peace for the Borough of Grantham, at his Office in Grantham; 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 Works will be made, maintained, renewed, or enlarged, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this Notice, as published in the *London Gazette*, will be deposited for public inspection with the Parish Clerk of each such Parish, at his residence; and in the case of any extra parochial place with the Clerk of some Parish immediately adjoining to such extra parochial place, 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 8th day of November, 1872.

Henry and J. G. Thompson, Grantham,
Solicitors for the Bill.

Simson, Wakeford, and Simson, 11, Great
George-street, Westminster, Parliamentary Agents.

In Parliament.

Session 1873.

Belfast-street Tramways.

(Construction of Additional Street Tramways. Compulsory taking of Lands; Tolls; Application of Belfast Street Tramways Act, 1872; Further Money Powers; Amendment of Acts, &c.)

NOTICE IS HEREBY GIVEN, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for effecting the objects, or some of the objects, hereinafter mentioned, that is to say:—

1. To authorise the Belfast Street Tramways Company (hereinafter called "The Company") to make and maintain the Street Tramways described in this Notice, or some or one of them, with all necessary and proper works and conveniences connected therewith respectively.

The particular description given in this notice of any proposed tramway or tramways is to be read in connection with, and subject to, the following general description and interpretation.

Note 1. The expression "centre line" used with reference to any street or road, is intended to mean an imaginary line drawn along the centre of the street or road.

Note 2. All distances given from the tramway to the centre line of any street or road, or to any other point, are to be taken as measured from the centre of the particular tramway.

Note 3. Where in the description of any of the proposed tramways any distance is given with reference to any street or road which intersects or joins the street or road in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets or roads, and continued would intersect each other, and a point described as being opposite a street or road is to be taken (unless otherwise stated) as opposite the centre of the street or road.

Note 4. Where a tramway is described as consisting partly of a single line and partly of a double line of rails, the single line will be laid along the centre of the road or street, and (unless

otherwise stated) the two lines forming the double line will be laid on opposite sides of, and respectively 4 feet 6 inches from the centre line of the road or street; and the two lines will attain the said distance from the second centre line in the length of 1 chain from the point at which the double line commences, and will again reach the centre line of the road or street at the point at which the double line terminates, by gradually re-approaching the centre line for a similar length of 1 chain.

The tramways proposed to be authorised by the Bill are the following, that is to say:—

(1) A Tramway (No. 1 c), commencing in the townland of Townparks, in the parish of Shankill, otherwise Shankill, otherwise Belfast, in the county of Antrim, by a junction with the Tramway (No. 1) authorised by the Belfast Street Tramways Act, 1872 (in this notice called "The Act of 1872"), in Victoria-street, at a point about 1 chain north of Ann-street, passing thence into and along Ann-street, over Queen's-bridge, and into and along Bridge-end, Edwards-buildings, and Mount Pottinger-road, and into Albert-bridge-road, and terminating in the townland of Ballymacarrett, in the parish of Knockbreda, in the county of Down, at a point in Albert-bridge-road aforesaid, about 2 chains east of its junction with Mount Pottinger-road.

Tramway (No. 1 c) will be wholly made within the townlands and parishes above-mentioned, and the bed and shore of the River Lagan.

Tramway (No. 1 c) will consist of a single line of rails, except at the following places at which the Tramway will consist of a double line of rails, that is to say:—

- (a) Between two points in Ann-street respectively, $2\frac{1}{2}$ chains and $6\frac{1}{2}$ chains from the commencement of the tramway.
- (b) Between two points in Bridge-end, respectively 6 chains and 10 chains eastward from the east end of Queen's-bridge.
- (c) Between two points in Mount Pottinger-road, respectively 2 chains and 6 chains south-eastward from Wheeler's-place.
- (d) Between two other points in Mount Pottinger-road, respectively 9 chains and 13 chains north-westward from Albert-bridge-road. And
- (e) For the whole length of the tramway in Albert-bridge-road.

(2) A tramway (No. 3a) partly situate in the townland of Townparks aforesaid, and partly in the townland of Skegoneill, in the parish of Shankill aforesaid, commencing by a junction with the double line of rails of Tramway No. 3, authorised by the Act of 1872, in Carlisle-circus, at or near the south-east corner thereof, passing thence by a curved line in a north-westerly and afterwards in a northerly direction, across that circus and into and along Antrim-road, otherwise Duncairn-street, and terminating in that road or street opposite Buttermilk-lane.

Tramway (No. 3a) will consist of a single line of rails, except at the following places, at which the Tramway will consist of a double line of rails, that is to say:—

- (a) From its commencement to the south-end of Antrim-road, otherwise Duncairn-street, the two lines of rails being at the commencement of the tramway 9 feet from each other, and thence gradually approaching until at the south-end of Antrim-road aforesaid they meet in the centre of the road.
- (b) Between two points in Antrim-road aforesaid, respectively $2\frac{1}{2}$ chains, and $6\frac{1}{2}$ chains north of Kinnaird-street.
- (c) Between two other points in the same road,

respectively $6\frac{1}{2}$ chains and $10\frac{1}{2}$ chains north of New Lodge-road.

(d) Between two other points in the same road, respectively 2 chains south and 2 chains north of the Bridge, carrying the said road over the Cave-hill Tramway.

(e) Between two other points in the same road, respectively 6 chains and 10 chains north of the southern entrance gate to the house known as Dunmore.

(f) From a point four chains south of the termination of the tramway to its termination. From the first of these last-mentioned points the two lines of rails of the tramway will gradually diverge from each other until, at its termination, they are 9 feet from each other, and respectively 4 feet 6 inches from the centre line of the road.

(3) A Tramway (No. 4c) wholly situate in the townland of Malone Lower, in the parish of Shankill, otherwise Shankill, otherwise Belfast aforesaid, commencing by a junction with Tramway No. 4, authorised by the Act of 1872, in the Botanic-road, at a point about $\frac{1}{2}$ chain south of Bradbury-place, and passing thence southward along Botanic-road, into and along New Malone and Lisburne-road, and terminating in the last-mentioned road, opposite Windsor Avenue.

Tramway (No. 4c) will consist of a single line of rails, except at the following places in the New Malone and Lisburne-road, at which places the tramway will consist of a double line of rails, that is to say:—

- (a) Between two points respectively 11 chains and 15 chains from the commencement of the tramway.
- (b) Between two points respectively 9 and 13 chains south of the principal entrance to the Deaf and Dumb Institution.
- (c) From a point of 4 chains northward from the termination of the tramway to its termination. From the first of those last-mentioned points the two lines of rail of the tramway will gradually diverge from each other, until at its termination they are 9 feet from each other, and respectively 4 feet 6 inches from the centre line of the road.

At no point whatever will any of the proposed tramways be laid so that for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway.

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

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

4. 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.

5. 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 rate, poor rate, local board of health rates, or other rates or assessments 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.

6. To provide for and regulate the user by the Company, for the purposes of the Bill, 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.

7. 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.

8. To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramway by persons 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 for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons.

9. 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 or road authorities, or either of them, or the Lord Lieutenant in Council, 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 any of the provisions of the Bill.

10. 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.

11. 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 the tramway, so removed, or discontinued to be used or intended so to be.

12. To extend and apply to the proposed works and undertaking under the Bill the provisions or some of the provisions (as the same may be altered or amended by the Bill) of the Act of 1872.

13. To empower the Company for the purposes of the proposed tramways and works and other

the purposes of the Bill to apply their corporate funds and revenue, and to raise further moneys by the creation and issue of new shares or stock, whether preferential or otherwise, or by borrowing.

14. To extend the time limited by the Act of 1872 for the construction of the whole of the tramways by that Act authorized, and to apply the provisions of the Act of 1872 to such extension of time.

15. And the Bill will, so far as may be necessary or expedient, repeal, alter, or amend the provisions, or some of the provisions, of the Act of 1872, and of the Belfast Borough Act, 1868, and the several Acts therein recited, and all other Acts relating to the Corporation.

16. 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.

17. 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 Dublin Gazette, will be deposited on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the County of Antrim, at his office at Belfast; and with the Clerk of the Peace for the County of Down, at his office at Downpatrick; and with the Clerk of the Poor Law Union of Belfast, at his office, at the Workhouse of the said Union, in the said Borough of Belfast.

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

Dated this 12th day of November, 1872.

George K. Smith, The Castle, Belfast.

Ashurst, Morris, and Co., 6, Old Jewry, E.C., and 22, Abingdon-street, Westminster, Solicitors for the Bill.

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

In Parliament.—Session 1873.

Newcastle-upon-Tyne and Gateshead Gas Company.

(Amendment of existing Act; Alteration of Gas Rents and Charges; Consolidation of the Company's existing Stocks; Additional Capital; Powers as to Coal Mines, Colliers, and Ships; Additional Works at Gateshead; and other Powers.)

NOTICE is hereby given, that the Newcastle-upon-Tyne and Gateshead Gas Company (hereinafter called "the Company") intend to apply to Parliament in the next session thereof for leave to bring in a Bill to confer upon the Company the following or some of the following among other powers:—

To amend some of the powers and provisions of "The Newcastle-upon-Tyne and Gateshead Gas Act, 1864," and particularly to alter, and, if need be, to repeal sections 44 and 45 of the said Act, and to alter and increase the rents and charges authorized by that Act.

To consolidate the several stocks of the Company into one stock, and to provide for such consolidation and for all necessary arrangements in consequence thereof, and to prescribe the proportions in which the said consolidated stock shall be allotted amongst the holders of the three existing stocks of the Company, and so far as may be necessary for the purposes of such con-

solidation, to vary the existing rights of those holders.

To raise additional capital by the creation and issue of new shares or stock, and by loan, upon such terms and conditions as the Bill may define, or as Parliament may prescribe.

To purchase, hold, and work railway trucks, and to take on lease railway trucks, colliers, ships, lighters, and vessels, and to purchase and take on lease, and to work coal mines and collieries.

To erect works and to manufacture Gas, and any residual products arising in the manufacture of Gas on the lands hereinafter referred to belonging to the Company.

The said lands are situate in the parish of Gateshead, in the county of Durham, and are bounded as follows:—On the north, partly by land belonging to Thomas Abbot and partly to Messrs. Richardson, on the south or south-east, by the North-Eastern Railway, on the east by land belonging to the said Company, and on the west by two intended streets, called, or intended to be called, Mire-street and Cail-street, which said lands are intersected or divided by an intended street, called, or to be called, Team-street, and by a branch railway leading to the said North-Eastern Railway.

To enlarge the powers of the Company for the recovery of their gas rents and charges.

The Bill will vary and extinguish all existing rights and privileges which will interfere with its objects, and 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 14th day of November, 1872.

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

In Parliament—Session 1873.

Lea Bridge District Gas.

(Dissolution and Re-incorporation of the Lea Bridge District Gas Light and Coke Company Limited; Additional Capital; Powers for all or some of the following purposes, viz.: to light with Gas the parish of Walthamstow and part of the parish of Leyton, both in the county of Essex; to acquire and hold Lands by agreement or otherwise; to maintain Works and Manufacture Gas; to break up Streets, &c.; to levy Rates, &c., and Powers to Board of Trade in respect thereto; Confirmation of Agreement with West Ham Gas Company; Agreements with Local and other Authorities; 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 all or some of the following purposes, that is to say:—

1. To dissolve the Lea Bridge District Gas Light and Coke Company, Limited (in this notice referred to as "the existing Company") as it now exists, and to cancel, alter or annul, the Memorandum and Articles of Association under which the existing Company is at present acting, and to re-incorporate the shareholders in the existing Company with or without other persons or Corporations by their present or some other name.

2. To vest in the Company so to be incorporated (in this notice referred to as "the Company") all the lands, works, buildings, rights, powers, interests, privileges, easements, licenses, agreements, and property whatsoever, of the existing Company, or any person or persons in trust for them or for their benefit, and to authorize the

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

3. To confer upon the Company all necessary and proper powers for lighting with gas and for the supply of gas for public and private purposes, within the following parishes and places, or some of them, or some part or parts thereof respectively (that is to say) the parish of Walthamstow, and so much of the parish of Leyton, in the county of Essex, as lies on the north-west side of the following line, namely: a line commencing at the River Lea and thence passing along the roads or lanes known as Marsh-lane, Park-road, Cooper's-lane, James'-lane, passing near Forest Farm and terminating in the Assembly-row, Leyton, at a point 700 yards from Whips Cross, and which line is to be so drawn with respect to such roads or lanes aforesaid, in such manner as to exclude from the limits of the intended Act, all houses, or the gardens or grounds of which, do or shall abut on such roads or lanes respectively, and to define the limits within which the Company may supply gas, and to exempt the Company from all or some of the provisions of "The Metropolis Gas Act, 1860," and any other Act or Acts relating to the supply of Gas to the metropolis.

4. To authorize the Company to hold lands and to maintain the works of the existing Company, 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 existing Company, and upon any lands which may be acquired by the Company under the powers of the Bill, and to enable them 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 tar, and other residual and manufactured products, matters, and things. The lands to be held and used for the manufacture of gas and the erection of gas works, and for the conversion and manufacture of coke, tar, pitch, asphaltum, ammoniacal liquor, oil, and other products, refuse, or residuum arising from the manufacture of gas or the materials used therein, are the lands now vested in the existing Company, and on which the works of the existing Company have been erected and are now carried on, which lands are situate in the parish of Leyton, in the county of Essex, and are bounded on the north-west side thereof by the Lea Bridge Road, on the south-west side thereof by the original main Cambridge line of the Great Eastern Railway Company, on the south-east side thereof by a piece of meadow land belonging to Alderman Sidney, and in the occupation of Richard Dugwell, and on the north-east side thereof partly by a piece of meadow land belonging to Edward Warner, and in the occupation of Robert Butcher, partly by another piece of meadow land belonging to the said Edward Warner, and in the occupation of George Chisock, partly by a piece of unoccupied land belonging to the said Edward Warner, and formerly used as a road, and partly by another piece of meadow land belonging to William Owen Tucker and now in the occupation of Wellington Williams.

5. To enable the Company 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.

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 existing rates, rents, and charges, and to vest in the Board of Trade powers with respect to the alteration or increase of rates, rents, and charges, and to confer exemptions from the payment of rates, rents, and charges, and to confer, vary, or extinguish other rights and privileges.

7. To enable the Company to acquire and hold patent rights or licenses, and carry on the business usually carried on by gas companies, or which is or may become incidental thereto.

8. To authorize the Company and all corporations, local boards, commissioners, companies, or other local and public authorities, and all persons whomsoever to make and carry into effect contracts and agreements for lighting any streets, roads, ways, passages, or other places, manufactories, stations, and other buildings, or otherwise, upon such terms and conditions as they shall respectively think fit, or as may be defined in the Bill, and to enable such corporations, local boards, commissioners, companies, and local and public authorities to apply for the purposes of any such contracts and agreements any funds or moneys which they may be empowered to raise under any Act of Parliament.

9. To authorize the Company to purchase by agreement or otherwise the freehold, and to hold any portion of the land hereinbefore described, and also to purchase by agreement or otherwise, or to take on lease or by agreement, and to hold other lands and houses, and to acquire easements in and over lands in the said parishes of Leyton and Walthamstow for the purposes of the intended Act, and to sell or lease any portion of the Company's lands which may not be required for the purposes of the Company.

10. To empower and authorize the Company to form a renewal fund for the purpose of obtaining a renewal of the leases of the land whereon their works and premises are situate, or for the purpose of purchasing the freehold and reversion of the said land, or for the purpose of defraying the expense of removing their works and acquiring other land if such leases be not renewed, and the said land not sold to them.

11. To define, alter, authorize, 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 divide its existing capital or any such further or additional capital into preferred and deferred capital, and to make further and other arrangements with reference to the existing capital, and the augmentation of the share and loan capital of the Company.

12. To revive in favour of the Company, and to alter or amend all or some of the provisions of the County and General Gas Consumers Company, Limited (Lea Bridge District) Act, 1864.

13. To confirm and give effect to an agreement bearing date the 8th day of August, 1871, and made between the West Ham Gas Company of the one part and the existing Company of the other part, and any other agreements or contracts with reference to defining the limits of supply of the Company now existing or hereafter to be entered into.

14. To alter and amend, so far as may be necessary for the purposes of the Bill, all or any portion of "The West Ham Gas Company's Act, 1856," and "The West Ham Gas Company's Act, 1869," and any other Act or Acts relating to the West Ham Gas Company.

15. 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," "The Gas Works Clauses Act, 1847," and "The Gas Works Clauses Act, 1871," and it will confer upon the Company all other rights and privileges necessary for carrying into effect the objects of the Bill.

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 2nd day of November, 1872.

Wilkins, Blyth, and Marsland, 10, St. Swithin's-lane, E.C.

In Parliament.—Session 1873.

Bristol, Winford, and Chew Valley Railway.

(Incorporation of Company for making railways from Bristol and Exeter Railway to Winford and Chew Valley—Powers to Bristol and Exeter Railway Company).

NOTICE is hereby given, that application 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 incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain in the county of Somerset 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:—

(1.) A railway (No. 1) to commence in the parish of Bedminster by a junction with the Bristol and Exeter Railway at a point on that railway, 135 yards or thereabouts westward of the bridge carrying the turnpike road from Bristol to Bridgewater over the said railway, to pass thence through, or into, the following parishes and places, or some of them, that is to say, Bedminster, Long Ashton, Dundry, Barrow (otherwise Barrow Gurney), and Winford, and to terminate in the said parish of Winford, at or near the public road leading from Winford to a place known as Five Ways and to Redhouse Farm, at a point 330 yards or thereabouts, in a south-westerly direction from the junction of that road with the road leading from Winford to Ridge-hill and Nempnet.

(2.) A railway (No. 2) to commence by a junction with Railway No. 1 at its point of termination, to pass thence through, or into, the following parishes, or places, or some of them, that is to say: Winford, Chew Stoke, Compton Martin, and West Harptree, and to terminate in the said parish of West Harptree at the public road leading from West Harptree to Bishop Sutton, at a point 466 yards or thereabouts north of the toll-bar at West Harptree.

(3.) A railway (No. 3) to commence in the said parish of West Harptree by a junction with Railway No. 2, at its termination to pass thence through, or into, the following parishes, or places, or some of them, that is

to say: West Harptree, East Harptree, Litton, and Chewton Mendip, and to terminate in the said parish of Chewton Mendip, in a field belonging to the Countess of Waldegrave, and in the occupation of William Mitchell, on the north side of the road leading from Litton to Chewton Mendip, and which said point of termination will be about 466 yards, in a westerly direction from the northernmost part of the Waldegrave Arms Inn at Chewton Mendip.

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 water-courses, so far as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

3. To enable the Company on the one hand, and the Bristol and Exeter Railway Company 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, 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 application, 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, and to enable the Bristol and Exeter Railway Company to guarantee the interest upon the moneys borrowed under the powers of the Bill.

4. 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 Acts, 1845, 1863, and 1869; the Lands Clauses Acts, 1845, 1860, and 1869; the Railways Clauses Acts, 1845 and 1863; and it will amend and enlarge the powers and provisions of the 6th Wm. 4, cap. 36, and of the several other Acts relating to the Bristol and Exeter Railway Company.

5. 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 an ordnance 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 Somerset at his office at Wells, 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.

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 next.

Dated this 13th day of November, 1872.

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

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

In Parliament.—Session 1873.

Bristol Harbour Railway.

(Extension of Railway adjoining the Floating Harbour; Compulsory Purchase of Lands; Construction of New Wharf Depot; Extinguishment of Rights of Way; Application of Existing Funds to Purposes of Bill; Exercise by Corporation of Bristol of certain Powers of Bill and Power to them to Raise Capital; Agreements between Corporation and Great Western and Bristol and Exeter Railway Companies; Amendment and Extension of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session thereof for leave to bring in a Bill to enlarge and amend some of the powers and provisions of the Bristol Harbour Railway Act, 1866, and the Bristol Harbour Railway Act, 1869 (which Acts are herein referred to together as the said Acts, and separately as the Act of 1866 and the Act of 1869 respectively), and to effect the following, or some of the following, among other objects:

To confer upon the Great Western Railway Company and the Bristol and Exeter Railway Company (in the said Acts and herein referred to as "the two Companies") for the purposes of, and in connection with, the railway and works authorized by the said Acts, the following powers:—

To make and maintain with all proper stations, approaches, works, and conveniences connected therewith a railway in extension of the Bristol Harbour Railway, commencing by a junction with the existing and authorized line, about one chain west of the point where the said railway crosses Prince-street-bridge-road, and terminating at a point near the western boundary of a field now in the occupation of Mr. William Watkins, at or near a private road leading from Cumberland-road to certain works known as the Great Western Steam Ship Yard or Works, or the Wapping Yard or Works. The intended railway will be wholly in the parish of Bedminster, in the city and county of Bristol.

To purchase by compulsion or otherwise certain lands and houses between the Floating Harbour and Cumberland-road, in the said parish of Bedminster, and adjoining and near to the authorized terminus of the Harbour Railway, and to appropriate and use the whole or any portion of the lands so to be purchased, and not required for the purposes of the said intended railway, as a wharf or wharves, landing and shipping places, and for sidings, yards, sheds, warehouses, buildings, depots for goods, and other business purposes for the landing, shipping, depositing, storing, and dispatching of goods, minerals, and merchandise, and for the providing and erecting all banks retaining and other walls, works, ma-

chinery, and appliances suitable and necessary for the several purposes aforesaid (all which said wharves and works connected therewith are herein referred to as the "New Wharf Depot").

To apply to the purposes of the Bill, or some or one of them, any of the moneys which the two Companies are by the said Acts, or either of them, authorized to raise.

To stop up in the said parish of Bedminster, and appropriate so much of the foot or roadway as leads from Prince-street-bridge-road, to the towing-path on the south side of the Floating Harbour.

To stop up and appropriate a footway leading from the said roadway or towing-path to a road at the east end of Cumberland-terrace, Cumberland-road, leading from Cumberland-road to a road at the back of that terrace.

To stop up and appropriate the towing-path and footway between the Great Western Steamship-Yard or Works, or the Wapping Yard or Works, and the Prince-street-bridge-road.

To enable the two Companies by agreement with the owners, lessees, and occupiers of wharves, lands, and premises adjoining the said Floating Harbour, to lay down and construct railways, tramways, and sidings to connect such wharves, lands, and premises with the Harbour Railway, upon such terms and conditions as to the making, maintaining, working, and user of such railways, tramways, and sidings as may be agreed upon between the two Companies, and the owners, lessees, and occupiers of such wharves, lands, and premises, and with the consent of the mayor, aldermen, and burgesses of the city of Bristol (herein called "the Corporation"), to carry such railways, tramways, and sidings, if, and so far as may be necessary for the purposes aforesaid, for a short distance over and along the side of Cumberland-road aforesaid.

To provide that the Corporation shall, either alone, or in conjunction with the two Companies, construct the whole or any portion of the "New Wharf Depot," and purchase either directly, or through the intervention of, or from the two Companies, such lands as may be requisite for such construction, and to enable the two Companies and the Corporation to enter into any agreement or contract as to the terms and conditions on which such construction shall be made, and to vest in the Corporation, either solely, or in conjunction with the two Companies, the powers to be sought for by the Bill in relation to the "New Wharf Depot," and to confer upon the Corporation for the purposes of the Bill, the like powers of raising money as are conferred on them by the said Acts with respect to the Wharf Depot (herein called "The Old Wharf Depot") authorized to be constructed by the Act of 1866.

To enable the Corporation for such of the purposes of the Bill as are undertaken by them to apply the surplus revenue of their Dock Estate, and to borrow money on mortgage of their Dock Estate, wharfage, and other rates, and town and mayor's dues, and any tolls and duties to arise under the Bill, or on any of such estate, rates, dues, tolls, duties, or property.

To enable the Corporation, if they shall construct the "New Wharf Depot," or any part thereof, to exchange the same for the "Old Wharf Depot," so that the "Old Wharf Depot" shall belong exclusively to the Corporation, and the "New Wharf Depot" shall belong exclusively to the two Companies, and to pay to the two Companies, as part of such exchange, the amount which the Corporation would have expended in fitting up the "Old Wharf Depot,"

such amount to be laid out by the two Companies upon the "New Wharf Depot," or to provide that upon such completion and payment the "Old Wharf Depot" shall vest in the Corporation, and the "New Wharf Depot" shall vest in the two Companies, but subject as to the "Old Wharf Depot" to such right of access by the two Companies thereto as shall be defined in the Bill, and to provide for the sale to the Corporation (to be held by them as an addition to the "Old Wharf Depot" of land fronting the Floating Harbour, now used by the two Companies in connection with the "Old Wharf Depot," and for the purposes aforesaid to stop up and appropriate the towing-path now extending from Prince-street-bridge to the said Great Western steam ship works.

To postpone the time at which the rent mentioned in section 13 of the Act of 1866 shall commence to be payable until after the construction of the "New Wharf Depot," and from that time to charge the payment of the said rent on the said "New Wharf Depot," and to alter or repeal the said section, and also section 14 of the Act of 1866, and section 24 of the Act of 1869.

To enable the Corporation or other the road authority having the control over Cumberland-road aforesaid, to authorize the two Companies to lay down and maintain in, along, or upon the said road, or some part or parts thereof, the before-mentioned communications between the said private wharves and the harbour railway.

To confirm any agreement entered into, or to be entered into, between the two Companies and the Corporation relating to any of the objects of the Bill.

To vary and extinguish all rights and privileges which will in any way interfere with the objects of the Bill, and to confer other rights and privileges.

The Bill will incorporate, as far as may be necessary, the provisions of the Lands Clauses Acts, 1845, 1860, and 1869; the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Railways Clauses Consolidation Act, 1845; the Railways Clauses Act, 1863; and the Harbours, Docks, and Piers Clauses Act, 1847; and if need be vary the same, or some parts thereof respectively.

The Bill will also incorporate, either by reference or in extenso, all such powers and provisions of the said Acts as are necessary or expedient for the better carrying into effect the objects of the Bill, and will, if and so far as may be necessary, amend and enlarge some of the provisions of the following Acts (local and personal), namely 5 and 6 Wm. 4, c. 107; 17 and 18 Vict. c. 222; 26 and 27 Vict. c. 113 and 198; 29 and 30 Vict. c. 254, 307, and 356; 30 and 31 Vict., c. 150; 31 and 32 Vict., c. 145; and any other Acts relating to the Great Western Railway Company; 6 Wm. 4, c. 36; 26 and 27 Vict., c. 60; 28 and 29 Vict., c. 42 and 97; 34 and 35 Vict., c. 101; and any other Acts relating to the Bristol and Exeter Railway Company; the Bristol Joint Station Act, 1865; the Bristol Harbour Railway Act, 1866; and the Bristol Harbour Railway Act, 1869; 11 and 12 William 3, c. 23; 22 Geo. 2, c. 20; 47 Geo. 3, session 2, c. 33; 6 Geo. 4, c. 201; 1 Vict., c. 85; 5 Vict., session 2, c. 31; the Bristol Dock Act, 1848 (11 and 12 Vict., c. 43); and the Bristol Dock Act, 1865 (28 Vict., c. 33); and any other acts relating to the Port and Harbour of Bristol, and also of the following Acts relating to the Port and Harbour of Bristol, and the construction and maintenance of the Docks and Floating Harbour there, so far as the pro-

visions of those Acts are still in force, namely, 43 Geo. 3, c. 140; 46 Geo. 3, c. 35; 48 Geo. 3, c. 11; 49 Geo. 3, c. 17; and 3 Geo. 4, c. 21.

On or before the 30th day of November instant, maps, plans, and sections, showing the direction, lines, situation, and levels of the intended Extension Railway, and the lands and property which may be taken under the powers of the Bill for the purposes thereof, 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 copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the city and county of Bristol, at his office at Bristol, and on or before the same day a like deposit will be made with the Parish Clerk of the parish of Bedminster at his residence.

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

Dated this 13th day of November 1872.

Russell, Prichard, and Swann, Bristol,
Solicitors for the Bill.

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

In Parliament—Session 1873.

Much Wenlock and Severn Junction Railway.

Lightmoor Extensions.

(New Railways from the Lightmoor to Coalbrookdale Branch of the Great Western Railway near Lightmoor, and from the Madeley Branch of the Great Western Railway Company near Madeley, to the Coalport Branch of the London and North Western Railway; Provisions as to the Purchase of Easements; Working and other Arrangements with the Great Western Railway Company and the London and North Western Railway Company; Running Powers and Facilities over portions of the Great Western and the London and North Western Railways; Powers to Apply Capital and to Raise Additional and Separate Share and Loan Capitals; Provisions as to Rights and Powers of Shareholders; Amendment or Repeal of Acts; and other Powers).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Much Wenlock and Severn Junction Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the purposes following, or some of them (that is to say):—

To authorize the Company to make and maintain the Railways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all proper and convenient stations, sidings, buildings, approaches, and other works and conveniences connected therewith or incidental thereto respectively, to be wholly situate in the county of Salop (that is to say):—

A Railway, No. 1, commencing in the parish of Madeley by a junction with the Great Western Railway (Lightmoor to Coalbrookdale Branch), near Lightmoor, at a point distant 174 yards or thereabouts west of the centre of a bridge carrying that railway over a public road leading from Madeley to Lightmoor and Coalbrookdale, called or known as Park-lane, and terminating in a pasture field in the said parish of Madeley called Near Moors, being the property of William Orme Foster, esquire, and in the occupation of William Hopley, and numbered 201 on the tithe map of the said parish; which said intended railway will

pass from, through, or into, or be situate within, the parishes, townships, extra-parochial or other places following, or some or one of them (that is to say): Madeley, Dawley Parva, and Dawley, all in the county of Salop;

A Railway, No. 2, commencing in the said parish of Madeley by a junction with the intended Railway No. 1, in a pasture field called Near Moors, numbered 201 on the tithe map of the said parish, the property of William Orme Foster, esquire, and in the occupation of William Hopley, and terminating in the said parish of Madeley by a junction with the Coalport Branch of the London and North Western Railway at a point 69 yards or thereabouts south of the centre of a bridge carrying that branch or railway over an occupation road leading from Madeley Station on the Madeley branch of the Great Western Railway to Madeley Court; and which said intended Railway No. 2 will pass from, through, or into or be situate within the parishes, townships, extra-parochial, or other places following, or some or one of them (that is to say): Madeley, Dawley Parva, and Dawley, all in the county of Salop;

A Railway, No. 3, commencing in the said parish of Madeley by a junction with the said intended Railway No. 1 in a pasture field called Near Moors, numbered 201 on the tithe map of the said parish, the property of William Orme Foster, esquire, and in the occupation of William Hopley, and terminating in the parish of Stirchley by a junction with the Coalport branch of the London and North Western Railway at a point 244 yards or thereabouts south of the centre of a bridge which is situate about 2 chains south of Stirchley Station, and carries the public road leading from Stirchley to Wellington over that branch or Railway; and which said intended Railway No. 3 will pass from, through, or into, or be situate within the parishes, townships, extra-parochial, or other places following, or some or one of them (that is to say): Madeley, Dawley Magna, Dawley Parva, Dawley, and Stirchley, all in the county of Salop;

A Railway, No. 4, commencing in the said parish of Madeley by a junction with the Madeley branch of the Great Western Railway at a point 284 yards or thereabouts, west of the centre of a bridge carrying the Coalport Branch of the London and North Western Railway over the said Madeley branch or railway, and terminating in the said parish of Madeley by a junction with the said Coalport branch of the London and North Western Railway, at a point 69 yards or thereabouts south of the centre of a bridge carrying the last-mentioned branch or railway over an occupation road leading from Madeley Station on the Madeley branch of the Great Western Railway to Madeley Court, all in the said parish of Madeley, in the county of Salop;

A Railway No. 5, commencing in the parish of Buildwas by a junction with the Much Wenlock and Severn Junction Railway near Buildwas Station, at a point distant 286 yards or thereabouts west of the centre of a bridge carrying the said Much Wenlock and Severn Junction Railway over a public carriage road leading from Buildwas Bridge in the said parish, past New Barn to Benthall, in the parish of Benthall, and terminating in the

township of Farley Wyke and Bradley, in the parish of Much Wenlock, in a pasture or rough known as Armsgrove Rough, the property of the Right Honourable John George Weld Baron Forester, and in the occupation of Herman Wayne, and numbered 1709 on the title map of the said parish of Much Wenlock; and which said intended Railway No. 5 will pass from, through, or into, or be situate within the several parishes, townships, extra-parochial, or other places following, or some or one of them (that is to say): Buildwas, Farley Wyke and Bradley, Tickwood, and Much Wenlock, all in the county of Salop:

To authorize the Company to purchase and take by compulsion or agreement, lands, houses, and property required for the purposes of the intended railways and works, and to levy tolls, rates, and duties for the use of the 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 to cross, stop up, alter, or divert, whether temporarily or permanently, roads, streets, highways, railways, sidings, tramways, rivers, canals, navigations, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended railways and works:

To authorize the Company to underpin or otherwise secure or strengthen any house or buildings which may be rendered insecure or affected by any of the works of the Company, and which houses and buildings may not be required for the purposes thereof:

To enable the Company on the one hand, and the London and North Western Railway Company and the Great Western Railway Company, or either of them, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the working, use, management, construction, and maintenance by any or either of the contracting Companies of the authorized and intended railways and works of the Company, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said 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, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, division, appropriation of the tolls, rates, charges, receipts, and revenues, levied, taken, or arising from that traffic; the sums or considerations, whether annual or in gross, and 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 powers as may be found desirable in reference to the purposes aforesaid, or any of them; and to sanction and confirm any 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 authorized and intended railways of the Company or any part thereof, to run over and use with their engines and carriages, waggons and trucks, and

their officers and servants, and for the purposes of traffic of every description, the portions of railways following (that is to say):—

So much and such portions respectively of the railway or branch from Lightmoor to Coalbrookdale of the Great Western Railway Company and of the Wellington and Severn Junction Railway as are situate and lie between the Coalbrookdale Station on the first-mentioned railway or branch, and the point of junction of those railways, or one of them, with the Madeley Branch of the Great Western Railway:

So much and such portion of the Madeley Branch of the Great Western Railway as is situate and lies between the point of junction of that branch with the railway or branch from Lightmoor to Coalbrookdale of the Great Western Railway Company, and with the Wellington and Severn Junction Railway, or one of them, and the Madeley Station on the Madeley Branch of the Great Western Railway:

So much and such portion of the Coalport Branch of the London and North Western Railway as is situate and lies between the point of junction of the said intended Railways Nos. 2 and 4 respectively with the said branch, and the Madeley Market Station on that branch, and between the point of junction of the said intended Railway No. 3 with the same branch, and the Stirchley Station on the said branch;

So much and such portion of the said Coalport Branch of the London and North Western Railway, as is situate and lies between the Madeley Market Station on that branch, and the siding leading into the works of the Madeley Wood Company, at or near a place called "Blisser's Hill," otherwise "Blests Hill," in the parish of Madeley, in the county of Salop:

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 Company and the Great Western Railway Company and the London and North-Western Railway Company respectively, or other the Company or Companies for the time being owning or working the portion or respective portions of railway so run over and used, or as, in default of agreement, shall be determined by the Board of Trade, or by arbitration, or defined by the Bill; and to require and compel the Great Western Railway Company and the London and North-Western Railway Company respectively, or other the Company or Companies for the time being owning or working the portion or respective portions of railway so run over and used, 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 charges in respect of passengers, animals, and things conveyed by them over the before-mentioned portions of railways, and 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 the said portions of railways, and the works and conveniences connected therewith:

To constitute the intended railways and works, and any works, lands, and property acquired under the powers of the Bill, or some part or

parts thereof respectively, and either wholly or partially, a separate undertaking or separate undertakings distinct from the rest of the undertaking of the Company, and to authorize the Company to apply any funds which they have raised or have power to raise for the purposes of the Bill, and also for those purposes to raise further money by the creation of new shares and stock, with or without preference, priority, or guarantee in payment of interest, or dividend, or other rights and privileges attached thereto, and, if thought fit, in one or more classes, and with or without powers of dividing shares into preferred or deferred shares, and by borrowing on mortgage or bond, and by the creation of debenture stock, and either as part of their general share and loan capital or wholly or partially as separate share and loan capitals, charged primarily or exclusively on the intended railways and works, or any part thereof, and to make provision with respect to the holding of separate meetings of the shareholders in the separate capitals, and to define, restrict, and regulate the rights and powers of shareholders, stockholders, mortgagees, and others in reference to the intended railways, with such other regulations and limitations as may be prescribed by the Bill:

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

To alter, amend, extend, enlarge, or to repeal, so far as necessary for the purposes of the Bill, the provisions, or some of the provisions, of the several local and personal Acts following, or some of them (that is to say): the Much Wenlock and Severn Junction Railway Act, 1859; the Wenlock Railway Act, 1861; the Much Wenlock and Severn Junction Railway Act, 1862; the Wenlock Railway Companies' Act, 1864, relating to or affecting the Company; the Shrewsbury and Birmingham Railway (Amendment and Branches) Act, 1847; the Great Western, Birmingham, and Chester Railways Act, 1854; the Wellington and Severn Junction Railway Act, 1853; the Great Western Railway (Light-moor to Coalbrookdale, &c.) Act, 1861; the Great Western Railway (West Midland Amalgamation) Act, 1863; the Great Western Railway (Various Powers) Act, 1867; the Great Western Railway Act, 1869, and the several other Acts relating to or affecting the Great Western Railway Company; the London and North-Western Railway Act, 1857, and the several other Acts relating to or affecting the London and North-Western Railway Company:

And notice is hereby further given, that on or before the 30th day of November instant plans and sections of the intended railways and works, together with a book of reference to such plans, an ordnance map with the lines of the intended railways delineated thereon, 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 Salop at his office at Shrewsbury, and that on or before the said 30th day of November instant 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 said intended railways and works are proposed to be made, or in which any lands or houses are intended to be taken, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, or as to any extra-parochial place with the clerk of some

parish immediately adjoining thereto at his residence:

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

Dated this 11th day of November, 1872.

R. C. Blakeway, Much Wenlock; *C. J. Cooper*, Bridgnorth, Solicitors.

J. Brend Batten, 32, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

London and North Western Railway (New Lines, &c).

(New Railways in the counties of Middlesex, Northampton, Rutland, Huntingdon, Stafford, Chester, York, Monmouth, Carmarthen, Glamorgan, and Carnarvon; Widening, &c., of Railways in the counties of Stafford and Lancaster; Enlargement of Lime-street Station, Liverpool, and Opening of Portions of Tunnel; Running Powers over portion of Railway leading to the Cwm-Nant-Ddu Collieries, in Monmouthshire; Agreements with Monmouthshire Railway and Canal Company; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the London and North 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 make and maintain the railways following, or some or one of them, with all proper stations, sidings, approaches, works, and conveniences connected therewith (that is to say):

A railway (to be called the "New Railway at Primrose Hill") commencing in the parish of Saint John, Hampstead, in the county of Middlesex, by a junction with the Company's main line of railway at a point thereon, three hundred and forty-five yards or thereabouts, west of the western entrance of the Company's Primrose Hill Tunnel, and terminating in the parish of Saint Pancras, in the same county, by a junction with the same line of railway, at a point thereon, forty yards or thereabouts, west of the bridge (known as the Chalk Farm Bridge), carrying the Regent's Park-road over the same line of railway, which said intended railway will be wholly situate within the above-mentioned parishes.

A railway (to be called the "New Railway at Kelmarsh") commencing in the parish of Kelmarsh, in the county of Northampton, by a junction with the Northampton and Market Harborough Line of the Company's Railway at a point thereon six hundred and sixty yards, or thereabouts, south-east of the southern entrance of the Kelmarsh Tunnel on that line, and terminating in the parish of Arthingworth, in the same county, by a junction with the same line at a point thereon, seven hundred yards, or thereabouts, north-west of the north-west entrance of the same tunnel; which said intended railway will be wholly situate within the above-mentioned parishes.

A railway (to be called the "New Railway at Oxendon") to be situate wholly in the parish of Great Oxendon, in the county of Northampton, commencing by a junction with the Northampton and Market Harborough Line of the Company's Railway, at a point thereon three hundred and fifty yards, or thereabouts,

north of the Clipstone Station on that line, and terminating by a junction with the same line at a point thereon five hundred and sixty yards, or thereabouts, north-west of the northern entrance of the Oxendon Tunnel on that line.

A railway (to be called the "Seaton and Wansford Railway") commencing in the parish of Seaton, in the county of Rutland, by a junction with the Rugby and Stamford Line of the Company's Railway, at a point thereon one hundred and fifty yards, or thereabouts north-east of the booking-office of the Seaton Station, and terminating in the parish of Sibson-cum-Stibbington, in the county of Huntingdon, by a junction with the Northampton and Peterborough Branch of the Company's Railway, at a point thereon five hundred and twenty yards, or thereabouts, south-west of the south-west entrance of the tunnel on that branch known as the Wansford Tunnel; which intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them (that is to say):—Seaton and Barrowden, in the county of Rutland; Wakerley, Fineshade, Blatherwycke, King's-Cliffe, the Walk of Sulebay, within the Forest of Rockingham, and the Walk of Westhay within the said Forest of Rockingham, Cliff Parks, Apethorpe, and Nassington, in the county of Northampton; and Elton and Sibson-cum-Stibbington, in the county of Huntingdon.

A railway (to be called the "Norton Branch Extension") commencing in the parish of Norton-under-Cannock, otherwise Norton Canes, in the county of Stafford, by a junction with the Norton Branch of the Company's Railway, at a point thereon five hundred yards, or thereabouts, south-east of the north-west termination of that branch, and terminating in the township and parish of Cannock, in the same county, by a junction with the Rugeley and Cannock Line of the Company's Railway, at a point thereon two hundred yards, or thereabouts, north-east of the bridge carrying that line over the public carriage road leading from Cannock, by White's Hill House to Hill Top, Hednesford, and Littleworth; which said intended railway will be wholly situate in the said township and parishes; with power to the Company (in addition to the other lands, houses, and buildings which the Company may be empowered by the intended Act to take) to acquire by compulsion or agreement, and to hold for purposes connected with the Norton Branch Extension, certain lands, houses, and buildings in the said township and parish of Cannock, lying adjacent to and on the south-east side of the Cannock Extension of the Birmingham Canal Navigations, near the northern termination of that Extension.

Five railways (to be called "the New Railways at Winsford,") to be wholly situate in the township of Wharton, in the parish of Davenham, in the county of Chester (that is to say):

Railway No. 1, commencing by a junction with the Company's siding to the Salt Works of the Wheelock Iron and Salt Company Limited, at a point thereon, nine hundred and forty-yards or [thereabouts, south-east of the junction of that siding with the main line of the Company's Railway, and terminating at a point three

hundred yards or thereabouts east of that part of the River Weaver, where the boundary between the premises of Messrs. Verdin and Messrs. Evans abuts on that river, which part of the river is half a mile or thereabouts, northward of the bridge over that river called Winsford Bridge.

Railway No. 2, commencing by a junction with Railway No. 1, at the termination thereof above described, and terminating near the Salt Works of Messrs. Verdin, where those works abut on the River Weaver, at a point six hundred and sixty yards or thereabouts, north of the said bridge.

Railway No. 3, commencing by a junction with Railway No. 2, at the termination thereof above described, and terminating at a point sixty-five yards or thereabouts north-east of the said bridge.

Railway No. 4, commencing by a junction with the Company's siding to the Coal Wharf of the said Wheelock Iron and Salt Company Limited, at the bridge carrying the road leading from Bostock to Winsford Bridge over that siding, and terminating by a junction with Railway No. 1, at a point one hundred and seventy yards or thereabouts measured in a south-westerly direction from the said bridge carrying the road from Bostock as above described.

Railway No. 5, commencing at a point adjoining or near to the north-east portion of the Salt works of Messrs. Evans, where those works abut on the River Weaver, being three hundred and seventy yards or thereabouts north-east of Winsford Bridge, and terminating by a junction with Railway No. 1, at a point three hundred and fifty yards or thereabouts south-east of the River Weaver, where the boundary between the premises of Messrs. Verdin and Messrs. Evans abuts on that river, being half a mile or thereabouts northwards of the last-mentioned bridge.

A railway (to be called the "Dewsbury Junction Railway,") commencing in the township and parish of Dewsbury, in the West Riding of the county of York, by a junction with the Leeds and Dewsbury Line of the Company's Railway, at a point thereon, 330 yards or thereabouts, north-east of where that line passes over the Heckmondwike Branch of the Lancashire and Yorkshire Railway, and terminating in the same township and parish, by a junction with the said Heckmondwike Branch, at a point thereon, 60 yards or thereabouts, south-east of the booking office of the Ravensthorpe Station on that branch; which said intended railway will pass from, in, through or into, or be situate within the several parishes, townships, and extra-parochial, or other places of Dewsbury and Mirfield, in the said West Riding.

Four railways (to be called the "Abersychan Extension Railways,") to be wholly situate in the parish of Trevelin, in the county of Monmouth (that is to say):

Railway No. 1, commencing by a junction with the Brynmawr and Blaenavon Branch of the Company's Railway at the termination at Blaenavon of that Branch Railway, and terminating at a point one hundred and twenty-three yards or thereabouts, to the south-east of the overflow weir, of the Castle Pond, in the occupation of the

Ebbw Vale Steel, Iron, and Coal Company Limited, at or near Talywain.

Railway No. 2, commencing by a junction with Railway No. 1 at a point two hundred and eighteen yards, or thereabouts, south-east of the termination at Blaenavon of the said Brynmawr and Blaenavon Branch, and terminating by a junction with the Mineral Railway in the occupation of John Vipond and Company Limited, at or near the top of the incline connecting the said Mineral Railway with the Eastern Valleys Railway of the Monmouthshire Railway and Canal Company, near Cwm-Avon;

Railway No. 3, commencing by a junction with Railway No. 1, at a point eighty yards, or thereabouts, north of the point where the Branch Railway leading to the Golynos Works joins the Cwm Ffrwyd Branch of the Monmouthshire Railway and Canal Company, and terminating by a junction with the railway in the occupation of the Ebbw Vale Steel, Iron, and Coal Company Limited leading from the Monmouthshire Railway at Talywain to the Cwm Nant Ddu Collieries, at a point thereon one hundred and ninety-seven yards, or thereabouts, south-west of the point where the said Golynos Branch Railway joins the said Cwm Ffrwyd Branch Railway;

Railway No. 4, commencing by a junction with Railway No. 1, at a point eighty-two yards, or thereabouts, south of the said point where the said Golynos Branch Railway joins the said Cwm Ffrwyd Branch Railway, and terminating by a junction with the Pentwyn Railway in the occupation of the Ebbw Vale, Steel, Iron, and Coal Company Limited at a point thereon twenty-two yards, or thereabouts, east of the big chimney stack belonging to the new forge at the Abersychan Iron Works;

Four railways (to be called the "Llandilo and Swansea Lines") (that is to say):

Railway No. 1, commencing in the parish of Llandilofawr, in the county of Carmarthen, by a junction with the Vale of Towy Railway, at a point thereon eight hundred yards, or thereabouts (measured in a northerly direction) from the booking-office of the Llandilo Town Railway Station, and terminating in the parish of Llandilotalybont, in the county of Glamorgan, by a junction with the railway from Pontardulais to Swansea of the Swansea and Carmarthen Railways Company, at a point thereon eight hundred and eighty yards, or thereabouts (measured along the said railway in a southerly direction) from the booking office of the Pontardulais Railway Station;

Railway No. 2, commencing in the said parish of Llandilofawr, in the county of Carmarthen, by a junction with Railway No. 1, at a point five hundred and seventy yards, or thereabouts (measured in a southerly direction) from the booking office of the said Llandilo Town Railway Station, and seventy yards east of the railway of the Llanelly Railway and Dock Company, and terminating in the same parish by a junction with the railway from Llandilo to Carmarthen of the said Swansea and Carmarthen Railways Company, at a point thereon one hundred and ninety yards, or

thereabouts (measured in an easterly direction), from the accommodation bridge under the last-mentioned railway on Llettyglyd Farm.

Railway No. 3, commencing in the parish of Llandeibie, in the county of Carmarthen, by a junction with Railway No. 1, at a point on the southerly side of, and near to the Llandilofawr and Llandeibie turnpike-road, ninety yards, or thereabouts (measured in a south-easterly direction), from the farmhouse known as Velinwen, and terminating in the parish of Llanguick, in the county of Glamorgan, by a junction with the Brynammon Branch of the Swansea Vale Railway, at a point thereon two hundred and ninety yards, or thereabouts (measured in a north-easterly direction) from the booking office of the Brynammon Station on that branch.

Railway No. 4, commencing in the parish of Llanedy, in the county of Carmarthen, by a junction with Railway No. 1, at a point twenty yards, or thereabouts (measured in an easterly direction), from the farmhouse called Gellyperfedd, in the said parish of Llanedy, and terminating in the parish of Llanarthney, in the same county, by a junction with the authorised railway of the Burry Port and Gwendreath Valley Railway Company (being the railway firstly described in and authorised by the Kidwelly and Burry Port Railway Act, 1865), at a point seventy yards, or thereabouts, north-east of that part of the public road leading from Pontardulais to Carmarthen, past the public-house known as the "Cross Hands," which is distant seven hundred and thirty yards (measured along that road in a north-westerly direction) from the said public-house.

which said intended Llandilo and Swansea Lines will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them (that is to say):—Llandilofawr, Llandilovilla, Llanfihangel-Aberthwyck, Llandeibie, Llanedy, Llandyfeisant, Llangadock, Llannon, and Llanarthney, in the county of Carmarthen, and Llandilotalybont and Llanguick, in the county of Glamorgan.

A railway (to be called the "Llanberis Extension Railway"), commencing in the parish of Llanberis, in the county of Carnarvon, by a junction with the Carnarvon and Llanberis Railway of the Company, at a point thereon 100 yards, or thereabouts, north-west of the booking office of the Llanberis Station, and terminating in the parish of Llanddeiniolen, in the same county, at or near the north-western extremity of the Slate Works, on Llyn Padarn, belonging, or reputed to belong to George William Duff Assheton Smith, Esquire; which said intended railway will be wholly situate within the before-mentioned parishes;

To empower the Company within the parishes, townships, and places of Walsall, Walsall-Foreign borough of Walsall, and Rushall, in the county of Stafford, or some or one of them, to alter, widen, and improve, and lay down additional lines of rails, upon or in connection with so much of the South Staffordshire line of their railway, as extends from a point on that line fifty yards, or thereabouts, south-west of the bridge carrying Park-street, in Walsall, over that line to another

point thereon, two hundred yards or thereabouts, north-east of the junction of the Wolverhampton and Walsall Railway with that line :

To empower the Company, within the townships of Ardwick and Gorton, in the parish of Manchester, in the county of Lancaster, to alter, widen, and improve, and lay down additional lines of rails upon, or in connection with, so much of the Crewe and Manchester Line of their Railway, as extends from a point on that line two hundred yards, or thereabouts, south-east of the bridge carrying that line over the Hyde turnpike road to another point thereon, at or near the arch carrying the said line over Blind-lane, near the Ardwick Station of the Company ; And in connection therewith to acquire by compulsion or agreement, and to hold certain lands in the same townships and parish, or one of them, lying on the south-west side of the said Manchester and Crewe Line of Railway, and on the east side of Summer-place, and adjoining or near to the said Ardwick Station :

To empower the Company, within the township and parish of Liverpool, in the county of Lancaster, to widen and lay down additional rails in connection with so much of the Liverpool and Manchester Line of their Railway, as lies between Brownlow-street and Lime-street, and to convert into open cutting portions of the Lime-street Tunnel, between Brownlow-street and St. Vincent-street :

And also to empower the Company, within the said township and parish, to enlarge and improve their Lime-street Station, and for that purpose to acquire, by compulsion or agreement, and to hold, certain lands, houses, buildings, and other hereditaments lying between Copperas Hill and Lime-street, and on the south side of the Lime-street Station ; with power to the Company to stop up and appropriate to the purposes of their undertaking and extinguish all rights of way over the sites or portions of the sites of Gloucester-street, White Mill-street, Silver-street, Pennington-street, Hotham-street, Skelhorne-street, Hilbre-street, Brady-street, Norbury-street, Poynton-street, Disley-street, Hanley-street, and all or any of the other streets, courts, alleys, or passages lying within the limits of the lands to be so acquired :

And also to empower the Company to make a new street or road within the said township and parish of Liverpool, commencing at or near the point where Skelhorne-street joins Lime-street, and terminating at a point thirty yards, or thereabouts, north-east of the junction of Hotham-street with Copperas-hill ; and to alter or otherwise interfere with, temporarily or permanently, the levels of the streets or portions of streets with which the intended new street or road will communicate ; and to provide for the extinguishment of all rights of way over and across the Lime-street Station of the Company ; and to empower the Company to take down and remove the footbridge connecting Hotham-street with Gloucester-street over their Lime-street Station ; and to repeal so much of Section 4 of "The London and North-Western Railway (New Works and Additional Powers) Act, 1866," as relates to that footbridge :

To empower the Company to acquire, by compulsion or agreement, and to hold, lands, houses, and buildings for all or any of the purposes of the intended Act :

To vary and extinguish all existing rights and privileges connected with any lands, houses, or buildings proposed to be purchased or appropriated for the purposes of the intended Act, which would in any manner impede or interfere with such pur-

poses, or any of them, and to confer other rights and privileges :

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike-roads, streets, highways, railways, tramways, canals, rivers, and streams within or adjoining to the aforesaid parishes, townships, and other places which it may be necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act :

To authorise the Company to levy, demand, and recover tolls, rates, and charges for or in respect of the said intended railways and works, and to grant exemptions from the payment of such tolls, rates, and charges :

To empower the Company to pass over and use with their engines and carriages, and for traffic of every description, and with their clerks, officers, and servants, upon payment of such tolls or charges, and upon such terms and conditions as may be agreed upon, or as, failing agreement, may be prescribed by or settled and determined under the provisions of the intended Act, the portion of railway next hereinafter described, together with the stations, watering places, water, booking offices, warehouses, wharves, sidings, approaches, works, and conveniences connected therewith (that is to say) :

So much of the railway in the occupation of the Ebbw Vale Steel, Iron, and Coal Company Limited, leading from the Monmouthshire Railway at Talywain to the Cwm Naft Ddu Collieries as lies between a point 200 yards, or thereabouts, to the south (measured along the said Railway) from the termination, as hereinbefore described, of the intended Aber-sychan Extension Railway No. 3, and the Monmouthshire Railway at Talywain :

To empower the Company and the Monmouthshire Railway and Canal Company to make and enter into and carry into effect agreements with respect to the interchange and transmission of traffic between and over their respective railways ; and with respect to the user by each or either of the two Companies of some portion of the railways and works of the other Company ; and with respect to the station and terminal accommodation and other facilities to be afforded and rendered by each of the two Companies to the other of them ; and with respect to the division and apportionment of the receipts arising from traffic and otherwise, in relation thereto ; and to confirm any agreements entered into between the two Companies in relation to any of the matters aforesaid :

To empower the Company to increase their capital, and to raise a further sum of money for all or any of the purposes of the intended Act by the creation and issue of new shares, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, or by the creation and issue of debenture stock, or 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 belonging to the Company.

And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, 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 directly or indirectly relating to the London and North-Western Railway Company, 8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198 ; 9 Vict. cap. 67 ; 9 and 10 Vict., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396 ; 10 and 11

Vict., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict., caps. 58, 60, and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict., cap. 36; 14 Vict., cap. 28; 14 and 15 Vict., cap. 94; 15 Vict., caps. 98 and 105; 16 and 17 Vict., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict., caps. 201 and 204; 18 and 19 Vict., caps. 172 and 194; 19 and 20 Vict., caps. 52, 69, and 123; 20 and 21 Vict., caps. 64, 98, and 108; 21 and 22 Vict., caps. 130 and 131; 22 and 23 Vict., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict., caps. 77 and 79; 24 and 25 Vict., caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict., caps. 55, 66, 78, 93, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vict., caps. 5, 108, 177, 208, and 217; 27 and 28 Vict., caps. 194, 226, 263, 273, 288, and 296; 28 and 29 Vict., caps. 333, 334, 22, 72, 110, 193, 260, 267, and 316; 29 and 30 Vict., caps. 168, 249, 189, 190, 134, 276, 311, 87, 233, and 284; 30 and 31 Vict., caps. 94, 95, 113, 144, and 151; 31 and 32 Vict., caps. 21, 38, 49, and 118, 32 and 33 Vict., caps. 78, 108, 109, and 115; 33 and 34 Vict., caps. 79, 84, 112, and 118; 34 and 35 Vict., caps. 12, 64, 86, 114, 183, and 192; and 35 and 36 Vict., caps. 87, 134, and 140; and also the Acts 8 and 9 Vict., cap. 169, and 11 and 12 Vict., cap. 120, and all other Acts relating to the Monmouthshire Railway and Canal Company.

And notice is also hereby given, that on or before the 30th day of November instant, maps, plans, and sections relating to the objects of the intended Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited as follows (that is to say): as regards the works in the county of Middlesex, with the Clerk of the Peace for that county, at his office, at the Sessions House, Clerkenwell; as regards the works wholly in the county of Northampton, and the works partly in that county and partly in the counties of Rutland and Huntingdon, with the Clerk of the Peace for the county of Northampton, at his office at Northampton, and as regards the last-mentioned works, also with the Clerk of the Peace for the county of Rutland, at his office at Oakham, and with the Clerk of the Peace for the county of Huntingdon, at his office at Huntingdon; as regards the works and lands in the county of Stafford, with the Clerk of the Peace for that county, at his office at Stafford; as regards the works in the county of Chester, with the Clerk of the Peace for that county, at his office at Chester; as regards the works in the West Riding of the county of York, with the Clerk of the Peace for that riding, at his office at Wakefield; as regards the works in the county of Monmouth, with the Clerk of the Peace for that county, at his office at Newport; as regards the works partly in the county of Carmarthen and partly in the county of Glamorgan, with the Clerk of the Peace, for the county of Carmarthen, at his office at Llandovery, and also with the Clerk of the Peace for the county of Glamorgan, at his office, at Cardiff; as regards the works in the county of Carnarvon, with the Clerk of the Peace for that county, at his office, at Carnarvon; and as regards the works and lands in the county of Lancaster, with the Clerk of the Peace for that county, at his office at Preston; 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 or through which the said intended works are proposed 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 as follows (that is to say): as relates to the parish of Saint John, Hampstead, with the vestry clerk of that parish, at his office, at the Vestry Hall, in Hampstead; as relates to the parish of Saint Pancras, with the vestry clerk of that parish, at his office in the King's-road, Saint Pancras; as relates to the several other parishes, with the parish clerk of each such parish at his residence; as relates to the parish of Fineshade, if there be no parish clerk of that parish, then with the parish clerk of the adjoining parish of Wakerley; as relates to the extra-parochial place of the Walk of Sulehay within the Forest of Rockingham, with the parish clerk of the adjoining parish of Nassington; as relates to the extra-parochial place of the Walk of Westhay within the Forest of Rockingham, and to the extra-parochial place of Cliff Parks, with the parish clerk of the adjoining parish of King's Cliffe; and as relates to any other extra-parochial place, with the clerk of some adjoining parish at his residence.

And notice is hereby further given, 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 6th day of November, 1872.

R. F. Roberts, Euston Station, and 9, Great George-street, Westminster, Solicitor.
Sherwood, Grubbe, Pritt, and Cameron, 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1873.

London and North Western and Lancashire and Yorkshire Railway Companies.

(Amalgamation; Provision as to Tolls, Rates, and Charges; Amendment of Acts.)

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 (that is to say):

To amalgamate, from and after such period and upon such terms and conditions as may have been or may hereafter be agreed upon, or as may be fixed and determined by or under the provisions of the intended Act, the London and North Western Railway Company and the Lancashire and Yorkshire Railway Company, either by dissolving the said two Companies and incorporating the shareholders thereof into one Company, or by dissolving one of the said Companies and constituting the shareholders in the dissolved Company shareholders in the other Company, under such corporate name or style as may be provided by the intended Act; and to vest in the Company so constituted (hereinafter referred to as "the United Company") the undertakings of the said two Companies respectively, and all their respective property, estate, and effects, rights, powers, and privileges of what nature or kind soever, whether now vested in the said Companies respectively or to be acquired by them in the next session of Parliament, and whether with reference to the separate undertaking, works, or property of the said two Companies respectively, or to any undertaking, works, or property belonging to them jointly or in which they are jointly interested, or to any undertaking, works, or property of which the two Companies or either of them are joint owners with any other Company, body, or persons, or in which they have any interest whatsoever, or over which they can exercise any powers or control, and whether with reference to the purchase of lands and buildings, the construction and maintenance of works, the acquiring, subscribing to, or nominating directors or representatives in

other undertakings, the conveyance, transmission, forwarding, and delivery of traffic, the demanding and recovering of tolls, rates, and charges, or otherwise vested in, belonging to, or exercised or enjoyed by the said two Companies jointly or severally, or by them or either of them jointly with any other Company, but subject to the contracts, obligations, debts, and liabilities of the two Companies:

To provide for the constitution of the board of directors of the United Company, and for the duration in office of the members thereof, and for the appointment of Committees for the management of the affairs of the United Company, and to regulate the qualification of shareholders to vote, and the scale and mode of voting by shareholders at meetings of the United Company; and to make other provisions for regulating the management and proceedings of the United Company and of the directors and shareholders thereof:

To regulate and determine the capital and borrowing powers of the United Company, and the rights, privileges, preferences, and priorities of the several classes of shareholders in the two Companies respectively, and the rate of dividend or interest from time to time payable to them respectively, and to authorise the creation and issue of such shares or stock, preferential or otherwise, as may be required for carrying into effect the terms and conditions of the intended amalgamation:

To make provision with respect to the debenture stock and the mortgage bond or other debts of the said two Companies respectively:

To make further provision with reference to the transfer and registration of stocks of any denomination of either of the two Companies and of the United Company:

To prescribe the tolls, rates, and charges which may be demanded and recovered by the United Company, and to alter and vary all or some of the tolls, rates, and charges now demandable and recoverable by the two Companies, or either of them:

To confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges, and especially to vary or repeal the seventy-eighth section of the Lancashire and Yorkshire and East Lancashire Railways Amalgamation Act, 1859:

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

To confirm or provide for the confirmation of any agreement made between or on behalf of the said two Companies, and of any acts done by them or either of them in contemplation or anticipation of or in any way relating to the intended amalgamation, and to authorise agreements between them in reference thereto:

To alter, amend, extend, enlarge, or repeal the powers and provisions of any Acts inconsistent with the objects of the intended Act, or which it may be necessary or expedient to alter, amend, extend, enlarge, or repeal in giving effect to the objects and provisions of the intended Act, or any of them, and especially of the Acts following, or some of them, that is to say, Acts relating to the London and North Western Railway Company, namely, 8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 183, 228, 236, 270, 278, and 294; 11 and 12 Vict. caps. 58, 60, and 130; 12 and 13 Vict. cap. 74; 13 and

14 Vict. cap. 36; 14 Vict. cap. 28: 14 and 15 Vict. cap. 94; 15 Vict. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict. caps. 201 and 204; 18 and 19 Vict. caps. 172 and 194; 19 and 20 Vict. caps. 52, 69, and 123; 20 and 21 Vict. caps. 64, 98, and 108; 21 and 22 Vict. caps. 130 and 131; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict. caps. 77 and 79; 24 and 25 Vict. caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict. caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and, 209; 26 and 27 Vict. caps. 5, 103, 177, 208, and 217; 27 and 28 Vict. caps. 194, 226, 263, 273, 288, and 296; 28 and 29 Vict. caps. 333, 334, 22, 72, 110, 193, 260, 267, and 316; 29 and 30 Vict. caps. 168, 249, 189, 190, 134, 276, 311, 87, 233, and 284; 30 and 31 Vict. caps. 94, 95, 113, 144, and 151; 31 and 32 Vict. caps. 21, 38, 49, and 118; 32 and 33 Vict. caps. 78, 108, 109, and 115; 33 and 34 Vict. caps. 79, 84, 112, and 118; 34 and 35 Vict. caps. 12, 64, 86, 114, 183, and 192; and 35 and 36 Vict. caps. 87, 134, and 140; and of the following Acts relating to the Lancashire and Yorkshire Railway Company, namely, local and personal Acts 1 and 2 Will. IV. cap. 60; 2 Will. IV. cap. 69; 5 Will. IV. cap. 30; 6 and 7 Will. IV. cap. 111; 7 Will. IV. cap. 24; 1 Vict. cap. 25; 2 and 3 Vict. cap. 55; 4 Vict. cap. 25; 7 Vict. caps. 16 and 34; 7 and 8 Vict. caps. 60 and 82; 8 and 9 Vict. caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vict. caps. 135, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vict. caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vict. caps. 71 and 115; 12 and 13 Vict. caps. 50, 71, and 74; 13 and 14 Vict. caps. 83, 95, and 99; 14 and 15 Vict. caps. 46, 56, and 89; 15 Vict. cap. 96; 15 and 16 Vict. cap. 132; 16 and 17 Vict. caps. 163 and 211; 17 Vict. caps. 53 and 59; 17 and 18 Vict. cap. 117; 21 and 22 Vict. caps. 106 and 143; 22 and 23 Vict. caps. 110 and 129; 24 and 25 Vict. caps. 34, 36, 37, 50, and 101; 25 and 26 Vict. cap. 97; 26 and 27 Vict. cap. 5; 27 and 28 Vict. caps. 32, 55, 80, 270, and 273; 28 and 29 Vict. caps. 21 and 332; 28 Vict. cap. 23; 29 Vict. caps. 43, 44, and 71; 30 Vict. cap. 95; 30 and 31 Vict. cap. 136; 31 and 32 Vict. caps. 64, and 114; 32 and 33 Vict. cap. 78; 33 and 34 Vict. caps. 79, 80, 84, and 141; 34 and 35 Vict. caps. 64, 70, and 170; and 35 and 36 Vict. cap. 116:

And notice is hereby given that 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 11th day of November, 1872.

T. A. and J. Grundy and Co., 104, King-street, Manchester.

R. F. Roberts, 9, Great George-street, Westminster, and Euston Station, London, Solicitors.

In Parliament.—Session 1873.

Midland and Glasgow and South Western Railway Companies.

(Amalgamation; Amendment or Repeal of Acts.)
NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for an Act to effect the purposes following, or some or one of them (that is to say):—

To authorize and provide for the union and amalgamation into one Company, hereinafter called "the united Company," from and after such period, and upon such terms and conditions as may have been or may hereafter be agreed on, or as may be fixed and determined in and by

or under the provisions of the said Act, of the Midland Railway Company and the Glasgow and South Western Railway Company into one Company, either by dissolving the said two Companies, and incorporating the shareholders thereof into one Company, under the name of the Midland Railway Company, or under such other corporate name or style as may be provided by the said Act, or by dissolving the Glasgow and South Western Railway Company, and constituting the shareholders in that Company shareholders in the Midland Railway Company, under that or such other corporate name or style as may be provided by the said Act; and, so as far as necessary, the vesting in the united Company of the several undertakings of the said existing Companies, and of all their property and effects, and of their respective interests in and with respect to other railway undertakings, canals, ferries, roads, stations, and works, and of their rights, powers, and privileges, of what nature or kind soever, and whether with reference to the management, maintenance, working, and use of their respective undertakings, the raising and borrowing of moneys, the purchasing of lands and houses by compulsion or agreement, the construction or completion of works, the fixing and levying of tolls, rates, and charges, the acquiring, leasing, managing, maintaining, working, using, subscribing to, or holding of shares in or debts affecting other lines of railway, railway stations or works, canals, ferries, or roads, or providing plant or rolling stock, or otherwise, including any works, property, effects, and interests which may become vested in the said existing Companies respectively, or which they may respectively be authorized to construct and acquire, and any rights, powers, and privileges which may be conferred on them respectively, in virtue of any Act or Acts which may be passed in the ensuing Session of Parliament, but subject, in so far as not otherwise provided by the said Act, to their contracts, obligations, debts, and liabilities:

To alter, regulate, fix, and determine the amount of the capital stock and other share capital of the united Company, and the number and nominal value of the shares or respective classes of shares therein, and the rights, privileges, preferences, and priorities of the several classes of shareholders of the said existing Companies in the capital stock and other share capital of the united Company, and to make provision as to the raising after the passing of the intended Act of the capital which the said Companies, or either of them, are or is now or may in the ensuing Session of Parliament be authorized to raise:

To regulate and fix the amount of mortgage, bond, and funded debt, and debentures, and debenture stock of the united Company, and of the said existing Companies, and to regulate, and if need be to alter and vary the rights, privileges, preferences, and priorities of the holders of such mortgage, bond, and funded debt, and debentures, and debenture stock, and of the creditors of the said Companies respectively, in and upon the undertaking and funds of the united Company:

To provide that the tolls, rates, and charges, and other revenue and income of the united Company, after deduction of all expenses and charges incurred in relation to the working, use, management, and maintenance of the undertaking of the united Company, and all interests, annuities, rents, guaranteed and preference dividends, share of surplus profits payable to other Companies, rates, taxes, duties, and other annual burdens or claims payable in respect

thereof, shall be divided amongst the classes of shareholders in the united Company, representing the holders of the ordinary stock or share capital of the said existing Companies respectively, in such proportions and with such priorities as may have been or may be agreed upon between the said existing Companies, or as may be defined and settled in, or provided for by, the said intended Act:

To provide for the keeping, by the united Company, of separate accounts of the earnings and revenue arising in respect of the respective undertakings of the said existing Companies, and for the distribution and apportionment of the free income accruing in respect thereof among the holders of shares or stock of the united Company for such period, in such manner, and in such proportions as may be prescribed by the said intended Act:

To provide for the appointment of a board of directors and of committees for the management of the united Company, and to regulate the qualification of holders of stock or shares to vote, and the scale and mode of voting by holders of stock or shares at all meetings of the united Company, and to make other provisions for regulating the management and proceedings of the united Company, and of the directors thereof, and the holders stock or shares therein:

To alter, if need be, the tolls, rates, and charges now leviable by the said existing Companies respectively, or by one of them, and to enable the united Company to levy the same, or lower or higher tolls, rates, and charges, and to confer, vary, and extinguish exemptions from payment of such existing and proposed tolls, rates, and charges, or some of them:

To vary and extinguish all rights and privileges which would impede or interfere with any of the objects of the intended Act:

And, so far as necessary or expedient for the purposes of the said Act, to alter, amend, and enlarge, or to repeal and re-enact and consolidate, with such amendments as may be expedient, all or some of the powers and provisions of the several Acts of Parliament following, or some of them (that is to say): Acts relating to or affecting the Midland Railway Company—local and personal Acts 7 and 8 Vict., caps. 18 and 59; 8 and 9 Vict., caps. 38, 49, 56, 90, and 181; 9 and 10 Vict., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict., caps. 21, 88, and 131; 14 and 15 Vict., caps. 57, 88, and 113; 16 Vict., cap. 33; 16 and 17 Vict., cap. 108; 19 and 20 Vict., cap. 54; 22 and 23 Vict., caps. 40, 130, and 136; 23 and 24 Vict., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict., caps. 57, 106, and 139; 25 and 26 Vict., caps. 81, 90, 91, and 173; 26 and 27 Vict., caps. 74, 82, 182, and 183; 27 and 28 Vict., caps. 164, 230, 231, and 245; 28 and 29 Vict., caps. 98, 327, 335, and 359; 29 and 30 Vict., caps. 90, 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; 33 and 34 Vict., cap. 63; 34 and 35 Vict., caps. 11, 39, 86, and 192; and 35 and 36 Vict., caps. 57, 118, 140, and 178; Acts relating to or affecting the Glasgow and South Western Railway Company,—“The Glasgow and South Western Railway Consolidation Act, 1855,” and the several other Acts relating to that Company and their undertaking, passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th, the 26th

and 27th, the 27th and 28th, the 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, the 34th and 35th, and the 35th and 36th years of the reign of Her present Majesty; and "The Caledonian and Scottish Central Railways Amalgamation Act, 1865;" and of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the Midland Railway Company and the Glasgow and South Western Railway Company, or either of them, or their respective undertakings or works, or any other Company or body who are, or whose property or interests may be, affected by any of the powers or provisions of the said intended Act:

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

Dated this 8th day of November, 1872.

Beale, Marigold, and Beale, } Solicitors.
Thomas Brunton,

Session 1873.

London and North-Western Railway.

(Holyhead Old Harbour.)

(Improvement of Harbour; New Sea Wall and other Works; Acquisition of Lands; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the London and North-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 extend, enlarge, improve, widen, deepen, dredge, light, buoy, preserve, and maintain, as and for the purposes of a Tidal Harbour and works connected therewith, so much of the existing old harbour or basin and the shore thereof, and the lands adjacent thereto, in the parish of Holyhead, and any extra-parochial place adjacent thereto, in the county of Anglesey, as lie within the following limits and boundaries (that is to say):

An imaginary right line drawn in a northerly direction, and extending from the north-eastern corner of the Passenger Station of the Company at Holyhead to the Shrewsbury and Holyhead turnpike road opposite to the south-eastern corner of the Royal Hotel, and thence the eastern side of the road known as the Admiralty-road to a point thereon distant eight hundred and thirty yards or thereabouts from the said point opposite the Royal Hotel, and thence an imaginary right line drawn in a south-easterly direction for a distance of two hundred and fifty yards or thereabouts, and thence curving outwardly in a southerly direction to the north-eastern end of the road known as the Turkey Shore-road, and thence the western and northern sides of that road to its western termination, and thence an imaginary right line to and terminating at the said north-eastern corner of the said Station:

To empower the Company to make and maintain in the said parish and extra-parochial place a Sea Wall commencing at a point on the existing Sea Wall of the Company fifty-seven yards or thereabouts south of the point where the public footbridge over the goods' sidings of the Chester and Holyhead Line of the Company's Railway abuts on the said Sea Wall, and extending thence for a distance of one hundred and eighty yards or thereabouts in a southerly direction, and thence for distance of eight hundred and

thirty yards or thereabouts in a north-easterly direction, and there terminating near to the wall of the Quay on Parry's Island:

To empower the Company to make and maintain in the said parish and extra-parochial place a Sewer, commencing from and out of the existing sewer at the point where that sewer emerges from the said existing sea-wall of the Company and extending for a distance of one hundred and thirty yards or thereabouts in a south-easterly direction, and thence for a distance of seven hundred yards or thereabouts in a north-easterly direction, and there terminating at or near the northern end of the Turkey Shore-road; and to authorise the abandonment of so much of the existing sewer as lies eastwardly of the said point of commencement of the new Sewer:

To empower the Company to make within the said parish a New Road, commencing from and out of the public road which connects the turnpike road leading from Shrewsbury to Holyhead with the road leading to the said existing sea wall of the Company at a point on that public road fifteen yards or thereabouts south-east of the point of junction of that road with the road leading therefrom to Turkey Shore and terminating at a point on the last-mentioned road fifteen yards or thereabouts north-east of the said point of junction: and in connection therewith to alter the footbridge on the south side of the said Passenger Station and remove the steps at the eastern end thereof and extend the footbridge to and into the said intended New Road at its north-eastern end; and, when and so soon as the said intended New Road and alteration of footbridge are completed and opened to the public, to stop up and discontinue as a public highway and appropriate to the purposes of the Company's undertaking so much and such parts of the said existing public road as lie north-westward of the intended New Road, and to provide for the extinguishment of all rights of way over the same:

To empower the Company to make and maintain piers, jetties, dams, entrances, channels, cuts, sewers, culverts, wharves, quays, landings, staiths, drops, slips, stairs, railways, tramways, sidings, bonded, and other warehouses, offices, sheds, and other buildings, cranes, shears, and other machinery, roads and approaches, and such other works and conveniences as may be necessary or expedient:

To empower the Company to acquire by compulsion or agreement, for the purposes of the intended Act, lands, houses, and buildings in the parish of Holyhead, and any extra-parochial place within the limits of the intended Act in the county of Anglesey, including the several quays situate within those limits:

To vary and extinguish all existing rights and privileges connected with any of the lands, houses, or buildings so proposed to be purchased or taken which would in any manner impede or interfere with the use thereof, and to confer other rights and privileges:

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, tramways, canals, rivers, and streams within or adjoining to the aforesaid parish or place which it may be necessary to cross, stop up, alter, or divert, in the use thereof for the purposes aforesaid:

To empower the Company to demand and recover tolls, rates, dues, rents, wharfage, and other charges for and in respect of the use of the said Tidal Harbour, and the wharfs, quays, and other works, and the conveniences and accommodation connected therewith; and to grant exemptions from the payment of tolls, rates, and duties:

To empower the Company to appoint a Harbour Master, and to make and enforce bye-laws, rules, and regulations for the management, use, and safety of the said Tidal Harbour, and other works, conveniences, and accommodation, and with reference to the navigation, anchorage, and mooring of vessels in the said Tidal Harbour and the entrance thereto, and with reference to the disposal of ballast:

To empower the Company to increase their capital, and to raise a further sum of money for the purposes of the intended Act by the creation and issue of new shares, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, or by the creation and issue of debenture stock, or 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 belonging to the Company:

And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them, directly or indirectly relating to the London and North-Western Railway Company: 8 and 9 Vict. caps 36, 37, 43, 105, 111, 112, 123, 156, and 198: 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict. caps 58, 60, and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 Vict. cap. 28; 14 and 15 Vict. cap. 94; 15 Vict. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict. caps. 201 and 204; 18 and 19 Vict. caps. 172 and 194; 19 and 20 Vict. caps. 52, 69, and 123; 20 and 21 Vict. caps. 64, 98, and 108; 21 and 22 Vict. caps. 130 and 131; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict. caps. 77 and 79; 24 and 25 Vict. caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict. caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vict. caps. 5, 108, 177, 208, and 217; 27 and 28 Vict. caps. 194, 226, 263, 273, 288, and 296; 28 and 29 Vict. caps. 333, 334, 22, 72, 110, 193, 260, 267, and 316; 29 and 30 Vict. caps. 168, 249, 189, 190, 134, 276, 311, 87, 238, and 284; 30 and 31 Vict. caps. 94, 95, 113, 144, and 151; 31 and 32 Vict. caps. 21, 38, 49, and 118; 32 and 33 Vict. caps. 78, 108, 109, and 115; 33 and 34 Vict. caps. 79, 84, 112, and 118; 34 and 35 Vict. caps. 12, 64, 86, 114, 183, and 192; and 35 and 36 Vict. caps. 87, 134, and 140:

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections relating to the objects of the intended Act, with a book of reference to those 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 Anglesey, at his office at Beaumaris, and with the Parish Clerk of the parish of Holyhead, at his residence:

And notice is hereby further given, 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 6th day of November, 1872.

R. F. Roberts, Euston Station, and 9, Great George-street, Westminster, Solicitor.

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

In Parliament.—Session 1873.

Great Western Railway.

(Railway from Stourbridge to Kidderminster, and Bewdley; Railways or Sidings at Bristol and Paddington, and Railways near Wrexham; Extension of the Llwynnion Branch; Deviations of Railway No. 1 authorized by the West Midland Railway (Additional Works) Act, 1862; Deviation and stopping up of Footpath at Landore; Alteration of Bridges in the parishes of Hanwell, Hammersmith, Acton, Ealing, Hayes, Precinct of Norwood, Harlington, and Hillingdon in the county of Middlesex, and over Silverthorn-lane, Bristol; Power to lay Rails on the level across Vastern-lane or Footpath, and the Road to King's Meadow, Reading; Agreements with Reading Local Board of Health; Power to Company and Rhymney Railway Company to alter authorized Railways near Dowlais; Additional Lands in the counties of Middlesex, Somerset, Glamorgan, and Carmarthen; Power to cover over part of Railway, in the borough of Birmingham, and to grant Building and other Leases of the surface; Extension of Time for the construction of Embankments at Kingswinford and Stourbridge; Revival of Powers, and Extension of Time for construction of Branch Railway at Stourbridge; Revival of Powers for purchase of certain Lands required for the construction of Railway No. 1 authorized by the West Midland Railway (Additional Works) Act, 1862, and Extension of Time for the construction of the said Railway or part thereof; Extension of Time for Sale of Superfluous Lands; Power to vest the undertakings of the Faringdon, East Somerset, Cowbridge, and Great Marlow Railway Companies in the Company; Agreements with the Faringdon Railway Company, the East Somerset Railway Company, and the Briton Ferry Floating Dock Company, the Great Marlow, the Cowbridge, and the Waterford and Wexford Railway Companies; Agreements with the Berks and Hants Extension, Marlborough, Faringdon, Calne, East Somerset, and Bridport Railway Companies, and further provision as to the Gauge on the Railways of those Companies; Power to subscribe or contribute Funds to the Capital of the Bristol and North Somerset and Pontypool, Caerleon, and Newport Railway Companies; Exercise of Borrowing Powers of Wellington and Drayton, Nantwich and Market Drayton, Wellington and Severn Junction, Leominster and Kington, East Somerset, Corwen and Bala, Vale of Llangollen, and Llangollen and Corwen Railway Companies; Agreements for Quay Space and other accommodation, and provisions for the leasing or occupation of certain property at Waterford, Cork, Queenstown, and Passage; Abandonment of Branch Railway at Landore, near Swansea; Additional Capital; Amendment of Acts.

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 enable the Great Western Railway Company (hereinafter called "the Company") to make and maintain the railways and works hereinafter mentioned, or some of them or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith (that is to say):—

A railway commencing in the parish of Oldswinford, in the county of Worcester, by a

junction with the West Midland Railway of the Company at or near the Stourbridge passenger station on that railway, and terminating in the parish of Kidderminster, in the county of Worcester, by a junction with the Severn Valley Railway of the Company at or near the southern end of the Sanbourne viaduct on that railway, which proposed railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say), Oldswinford, Stourbridge, Saint John the Evangelist, Woollaston, Cornsall, Cookley, Wolverley, Puxton, the foreign and borough of Kidderminster, Wribbenhall, and Netherton, in the parish of Kidderminster, in the county of Worcester; and Oldswinford, Amblecote, Kinver or Kinfare, and Whittington in the county of Stafford; and which railway is intended to be partly in lieu of the railway authorized to be constructed by the West Midland and Severn Valley Companies' Act, 1861, with power to abandon the said authorized railway.

A railway or siding to be wholly situate in the out-parish of Saint Philip and Jacob, in the city and county of Bristol, commencing by a junction with the existing railway of the Company at the eastern end of the bridge which carries that railway over the "Feeder" to the Floating Harbour of Bristol, and terminating by a junction with the said railway of the Company about 3 chains westward of Marsh-lane.

A railway commencing in the parish of Wrexham, in the county of Denbigh, by a junction with the Wrexham and Minera railway of the Company at a point about 24 chains (measuring towards Brymbo along the said railway) from the bridge which carries the parish road from Croes Newydd Farm-house to the turnpike road from Wrexham to Ruthin over the said railway, and terminating by a junction with the Lfrwyd Branch Railway 5 chains or thereabouts westward of the western pit of the Westminster Colliery, in the parish of Gresford, in the same county, and which proposed railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say), Wrexham, Bersham, Broughton, Gresford, Gwersyllt, and the Moss, all in the said county of Denbigh.

A railway to be wholly situate in the township of Broughton, in the parish of Wrexham, and county of Denbigh, commencing by a junction with the intended railway last above described about 9 chains eastward of the bottom of the Cernie incline on the old Minera Branch Railway, and terminating about 1 chain eastward of the level crossing by the Bryn Mally Branch Railway of the public road from Wrexham to Bryn Mally which passes the Westminster Colliery.

A branch railway, or extension of the Llwynennion branch railway of the Company, commencing in the parish of Ruabon, in the county of Denbigh, by a junction with the said Llwynennion branch railway at or near the termination thereof as now constructed, and terminating in the parish of Wrexham, in the same county, in a field on the northern side of and adjoining the road which leads from Frondeg mountain to Caeglas and the Wrexham and Ruabon Turnpike-road, and

opposite the point where the road from Llwynennion Sanitary Pipe Works communicates with the first-mentioned road, and which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say), Ruabon, Moreton above, Esclusham above, and Wrexham, all in the county of Denbigh.

A deviation railway to be wholly situate in the parish of Dudley, in the county of Worcester, commencing by a junction with the West Midland Railway of the company at a point about 17 chains northward of the Netherton passenger station on that railway, and terminating by a junction with the Railway No. 1 authorized by the West Midland Railway (Additional Works) Act, 1862, at a point thereon about 4 furlongs and a half from the authorized commencement of that railway at or near the point first above described, such termination being at or near to where the said authorized railway is intended to cross the road leading from Baptist End to Kates' Hill, and which road is numbered 36, in the parish of Dudley, on the plans of the said authorized railway deposited with the Clerk of the Peace for the county of Worcester, which said deviation railway is intended to be in lieu of so much of the said Railway No. 1 as authorised, as will be rendered unnecessary by the construction of the said deviation, with power to abandon so much of that railway as will be rendered unnecessary by such deviation.

A deviation railway to be wholly situate in the parish of Rowley Regis, in the county of Stafford, commencing by a junction with the Railway No. 1 authorized by the West Midland Railway (Additional Works) Act, 1862, at or near to where that railway is intended to cross the road leading from Withymore to Rowley Regis, and which road is numbered 18, in the parish of Rowley Regis, on the plans of the said authorized railway deposited with the Clerk of Peace for the county of Stafford, and terminating by a junction with the said authorized railway about 14 chains northward of the point where the said authorized railway is intended to cross the Stourbridge Railway, near to the Oldhill Station on that railway, which said deviation railway is intended to be in lieu of so much of the said Railway No. 1 as authorized as will be rendered unnecessary by the construction of the said deviation, with power to abandon so much of that railway as will be rendered unnecessary by such deviation.

To authorize or confirm the construction by the Company of a railway or siding commencing in the parish of Kensington, otherwise St. Mary Abbott's, Kensington, in the county of Middlesex, by a junction with the Hammersmith and City Railway about 6 chains westward of Green Lane Bridge, and terminating in the parish of Paddington, in the same county, near to the western end of the Bishop's Road Station, on the railway of the Company, which proposed railway or siding will be wholly situate in the said parishes of Kensington, otherwise St. Mary Abbott's, Kensington, and Paddington.

To enable the Company to make an alteration or deviation in the parish of Llangafelach, in the county of Glamorgan, of the footpath or public highway which leads from the turnpike road from Swansea to Neath across the sidings of the

Company at the north-western end of the Landore Station, such deviation or alteration to commence at or near to the north-western end of Hamilton Street, Landore, and to terminate at or near the point where the said footpath communicates with the turnpike road from Neath to Swansea, and to empower the Company to stop up and discontinue as a footpath or public highway so much and such parts of the existing footpath or public highway as may be rendered unnecessary by reason of the construction of the said intended new footpath, and to extinguish all rights of way over the same, and to vest in and appropriate to the purposes of the Company so much and such parts of the existing footpath or public highway as lies between or adjoins the boundaries of the Company's property.

To enable the Company to widen the existing bridge of the Company over the road leading from Hanwell to Greenford, and which road passes under the railway of the Company at or near to the mile-post thereon indicating 7 miles from Paddington, and also the existing bridge of the Company over the road leading from Hanwell to Greenford, and which road passes under the railway of the Company about 16 chains to the westward of the mile-post thereon indicating 7 miles from Paddington, which widenings will be wholly situate in the parish of Hanwell, in the county of Middlesex.

To enable the Company to lengthen the existing bridges of the Company which carry the following roads in the parish of Kensington, otherwise St. Mary Abbott's, Kensington, over the railway of the Company, viz., the bridge which carries Golborne Road over the said railway about 18 chains westward of the mile-post thereon indicating one mile from Paddington, and the bridge which carries the road from Ladbroke Grove-road, Notting Hill, to Kensal Green over the said railway about 44 chains westward of the last mentioned mile-post, which lengthenings will be wholly situate in the parish of Kensington, otherwise St. Mary Abbott's, Kensington, in the county of Middlesex.

And also to lengthen the bridge, in the parish of Hammersmith; otherwise Saint Peter and Saint Paul, Hammersmith, in the county of Middlesex, which carries the road from Willesden to Shepherd's Bush, over the said railway about 35 chains westward of the mile-post thereon indicating 2 miles from Paddington.

To enable the Company to widen the existing bridge, in the parish of Acton, in the county of Middlesex, which carries the railway of the Company over the road from East Acton to Old Oak Common, about 18 chains westward of the mile-post thereon indicating 3 miles from Paddington, and to lengthen the bridges which carry the roads from Acton to Harlesden Green over the said railway about 60 chains and 76 chains respectively westward of the mile-post thereon indicating 3 miles from Paddington, and the bridge which carries the road from Acton to Apperton over the said railway about 52 chains westward of the mile-post thereon indicating 4 miles from Paddington, which widening and lengthenings will be wholly situate in the parish of Acton, in the county of Middlesex.

To enable the Company to lengthen the existing bridges of the Company which carry the following roads in the parish of Ealing, in the county of Middlesex, over the railway of the Company, viz.:—the bridge which carries the road leading from Ealing to Apperton over the said railway about 5 chains westward of the mile-post thereon indicating 5 miles from Paddington; the bridge which carries the roads from

Ealing to Haven Green over the said railway at points about 41 chains westward and 49 chains westward respectively from the said last-mentioned mile post; the bridge which carries the road from Ealing to Castle Bar Hill over the said railway about 64 chains westward of the mile-post thereon indicating 5 miles from Paddington; the bridge which carries the road from Ealing into certain fields on the northern side of the railway over the said railway about 2 chains westward of the mile-post thereon indicating 6 miles from Paddington; and the bridge which carries the road from Ealing to Castle Hill over the said railway about 22 chains westward of the said last-mentioned mile-post thereon indicating 6 miles from Paddington; which lengthenings will be wholly situate in the parish of Ealing, in the county of Middlesex.

To enable the Company to lengthen the existing bridge of the Company which carries the road in the precinct of Norwood, in the parish of Hayes, in the county of Middlesex, leading from Norwood to Southall, over the railway of the Company about 70 chains westward of the mile-post thereon indicating 8 miles from Paddington, and which lengthening will be wholly situate in the said precinct of Norwood and parish of Hayes, in the county of Middlesex.

To enable the Company to lengthen the existing bridge of the Company which carries the road in the parish of Hayes leading from Harlington to Hayes over the railway of the Company about 57 chains westward of the mile-post thereon indicating 10 miles from Paddington, which lengthening will be wholly situate in the said parish of Hayes, in the county of Middlesex.

To enable the Company to lengthen the existing bridge of the Company which carries the road in the parish of Harlington, in the county of Middlesex, leading from Harlington to Hillingdon, over the railway of the Company about 8 chains westward of the mile-post thereon indicating 11 miles from Paddington, which lengthening will be wholly situate in the parish of Harlington, in the county of Middlesex.

To enable the Company to lengthen the existing bridges of the Company which carry the following roads in the parish of Hillingdon, in the county of Middlesex, over the railway of the Company, *vide licet*:—The bridge which carries the road from Harlington to Hillingdon over the said railway about 4 chains westward of the mile-post thereon, indicating 12 miles from Paddington; the bridge which carries the road from West Drayton to Hillingdon over the said railway, about 53 chains westward of the said last-mentioned mile-post; and also to widen the existing bridge of the Company which carries the said railway over the road from West Drayton to Uxbridge about 6 chains westward of the mile-post on such railway, indicating 13 miles from Paddington; which lengthenings and widening will be wholly situate in the parish of Hillingdon, in the county of Middlesex.

To enable the Company to widen the existing bridge of the Company which carries the railway of the Company over the road or lane called Silverthorn Lane, in the out-parish of Saint Philip and Jacob, in the city and county of Bristol.

To empower the Company to lay down, maintain, and use, rails in, over, across, and on the level of Vastern lane, road, or footpath, in the parish of Saint Lawrence, Reading, in the county of Berks, between certain lands on each side of that lane, road, or footpath, occupied or about to be occupied by the Company for the purposes of their goods and mineral traffic, and also to empower the Company to lay down, maintain, and

use, rails, in, over, across, and on the level of the road leading from the Forbury to King's Meadow, in the said parish of Saint Lawrence, Reading, and county aforesaid, between certain lands on each side of the said road, occupied or about to be occupied by the Company for the purposes of their goods and mineral traffic, and to authorize the Company to maintain and use the rails already laid by them across and on the level of the said road and footpath respectively.

To enable the Company and the Corporation of the borough of Reading, or the Reading Local Board of Health, to enter into and carry into effect agreements as to the lines of rails across the said road and footpath respectively, and as to the stopping up of the said footpath, and the sewers or ditches on each side thereof, or either of them, or under the same, and in relation to the objects aforesaid, and also to empower the Company and the Corporation of the borough of Reading, or the Reading Local Board of Health, or either of them, to stop up and discontinue as a footpath or public highway so much and such parts of the said Vastern lane, road, or footpath, and the sewers or ditches on each side thereof, or either of them, or under the same, as is situate between the southern boundary of the railway of the Company and the termination of the said footpath at the Caversham Road in a certain event, and to vest in and appropriate to the purposes of the Company so much and such parts of the said existing Vastern lane, road, or footpath as lies between the boundaries of the Company's property.

To enable the Company and the Rhymney Railway Company to make and maintain the railways and works hereinafter mentioned, or some of them, or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith (that is to say) :—

A deviation railway to be wholly situate in the parish of Merthyr Tydfil, in the county of Glamorgan, commencing by a junction with the Railway No. 1 authorized to be constructed by the Company and the Rhymney Railway Company by the Great Western Railway Act, 1872, at or near a point thereon about 4 chains from the commencement thereof at its junction with Railway No. 2 authorized by the Great Western Railway (Various Powers) Act, 1867, about $2\frac{1}{2}$ furlongs from the termination of the last-mentioned railway at or near No. 6 Blast Furnace of the Dowlais Iron Works, and terminating at or near a point about 20 yards to the northward of the bottom of the Mineral Tram Incline leading to the Ffoes-y-fran Iron-stone Mine Pit No. 1 of the Dowlais Iron Company, and which said deviation railway is intended to be in lieu of so much of the said Railway No. 1 as authorized as will be rendered unnecessary by the construction of the said deviation, with power to abandon so much of that railway as is situate between the point of commencement of the said intended railway and the termination of the said authorized Railway No. 1.

A deviation railway to be wholly situate in the parish of Merthyr Tydfil, in the county of Glamorgan, commencing by a junction with the last-mentioned intended railway at or near the termination thereof hereinbefore described, and terminating by a junction with the Railway No. 2 authorized to be constructed by the Company and the Rhymney Railway Company by the Great Western Railway Act, 1872, at or near a point thereon

about 6 chains from the commencement thereof, and 8 chains or thereabouts measured in a north-westerly direction from Ffoes-y-fran Iron-stone Mine Pit No. 2 of the Dowlais Iron Company, and which deviation railway is intended to be in lieu of so much of the said Railway No. 2 as authorized as is situate between the commencement thereof and the termination of the intended railway lastly hereinbefore described, with power to abandon so much of the said Railway No. 2 as is above described.

A new or substituted railway to be wholly situate in the said parish of Merthyr Tydfil, commencing by a junction with the said Railway No. 2 authorized to be constructed by the Company and the Rhymney Railway Company by the Great Western Railway Act, 1872, at a point thereon 12 chains or thereabouts from its authorized termination, by a junction with the Old Works Railway of the Dowlais Iron Company, near to the engine-shed thereon, and terminating at or near a point distant 8 chains or thereabouts in a north-westerly direction from the engine house at the top of the Cinder Incline of the Pennydarren Ironworks, and which new or substituted railway is intended to be in lieu of the said Railway No. 3 as authorized, with power to abandon that railway.

To enable the Company and the Rhymney Railway Company, or either of them, to purchase by agreement or compulsion lands, houses, and buildings, for the purposes of the said intended railways, or some of them, hereinbefore described, authorized to be constructed by the Company and the Rhymney Railway Company.

To enable the Company to purchase, by agreement or compulsion, lands, houses, and buildings for the purposes of the said intended railways, footpath, and works authorized to be constructed by the Company; and also to purchase, by agreement or compulsion, for the general purposes of their undertaking, and for providing increased accommodation, the lands, houses, and buildings following (that is to say)—

Certain lands, houses, and buildings on both sides of the Company's railway, and adjoining thereto, in the parishes of Kensington, otherwise Saint Mary Abbott's, Kensington, and Saint Luke, Chelsea, in the county of Middlesex, the lands on the northern side of the said railway extending from a point about 6 chains westward of the point where Golborne-road is carried by a bridge over such railway, in the parish of Kensington, otherwise Saint Mary Abbott's, Kensington, to the eastern boundary wall of the Western Gasworks, and which wall separates the garden occupied by the manager of those works from the said works in the same parish, and the lands on the southern side of the said railway extending from a point about 2 chains to the westward of the bridge which carries Golborne-road over the railway in the said parish of Kensington, otherwise Saint Mary Abbott's, Kensington, to the eastern boundary wall of the buildings in Wornington-road, in the parish of Saint Luke, Chelsea.

Certain lands, houses, and buildings on both sides of the Company's railway, and adjoining thereto, in the parish of Kensington, otherwise Saint Mary Abbott's, Kensington; the lands on the northern side extending from the western boundary wall of the Western Gasworks to the parish boundary between Kensington otherwise Saint Mary

Abbott's, Kensington, and Hammersmith, otherwise Saint Peter and Saint Paul, Hammersmith, in the county of Middlesex, and which boundary crosses the railway of the Company about 10 chains westward of the mile-post thereon indicating 2 miles from Paddington, and the land on the southern side of the said railway lying between the western boundary wall of Admiral-place, and the said boundary between the parishes of Kensington and Hammersmith.

Certain lands, houses, and buildings in the said parish of Hammersmith, on the eastern side of and adjoining the road which crosses the railway of the Company near to the point where the old line of the West London Railway formerly crossed on the level the railway of the Company, and lying between the Paddington canal and the property of the Company. Also certain lands, houses, and buildings in the same parish on the eastern side of the railway of the Company, and on both sides of the present line of the West London Railway, and adjoining thereto, near to where the said railway crosses the railway of the Company, and lying between the Paddington Canal and the railway of the Company.

Certain lands, houses, and buildings in the said parish of Hammersmith, and in the parish of Acton, in the county of Middlesex, on both sides of the Company's railway, and adjoining thereto, the lands on the northern side being situate between a point about 12 chains eastward of the mile-post on the said railway denoting three miles from Paddington, and the point where the railway of the North and South Western Junction Railway Company crosses the railway of the Company, and the lands on the southern side of the said railway, extending from the road hereinbefore described, which crosses the railway of the Company near to the former crossing of the West London Railway, to the point where the North and South Western Junction Railway crosses the railway of the Company in the parish of Acton.

Certain lands, houses, and buildings in the said parish of Acton, and in the parish of Ealing, in the county of Middlesex, on both sides of the Company's railway and adjoining thereto, the land on the northern side extending from the bridge which carries the road from East Acton to Willesden, over the railway of the Company, about 20 chains eastward of the mile-post on the said railway indicating 4 miles from Paddington to the road which leads to the bridge which carries the road from Ealing to Castle-hill over the railway of the Company, immediately to the eastward of the Castle-hill Station, and the lands on the southern side of the said railway, extending from a point about 33 chains eastward of the mile-post indicating 4 miles from Paddington to the bridge which carries the road from Acton to Willesden over the said railway at the Acton station thereon.

Certain lands, houses, and buildings in the said parishes of Acton and Ealing, on the southern side of the said railway, and adjoining thereto, and lying between the coal wharf at the Acton Station and the bridge which carries the road from Ealing to Castle-hill over the railway of the Company to the eastward of the Castle Hill Station.

Certain lands, houses, and buildings in the said

parish of Ealing, on the southern side of the said railway, and adjoining thereto, lying between the western boundary of the Company's coal and goods yard at the Castle Hill Station, and the boundary between the parishes of Ealing and Hanwell, which crosses the railway of the Company near to the eastern end of the boundary wall of Hanwell Cemetery.

Certain lands, houses, and buildings in the said parish of Ealing, and in the parish of Hanwell, in the county of Middlesex, on the northern side of the railway of the Company, and adjoining thereto, lying between the western side of the footpath which crosses the railway of the Company at Castle Hill Station, and the road which is carried under the railway of the Company immediately to the eastward of the Hanwell Station.

Certain lands, houses, and buildings in the said parish of Hanwell, on the southern side of the railway of the Company, and adjoining thereto, lying between the western boundary wall of Hanwell Cemetery, and the road from Greenford to Hanwell, which crosses under the railway of the Company at or near to the mile-post thereon indicating 7 miles from the Paddington Station.

Certain lands, houses, and buildings in the said parish of Hanwell, opposite the Hanwell Station of the Company, and on the southern side of and adjoining the approach road belonging to the Company which leads to the down side of the said Hanwell Station.

Certain lands, houses, and buildings in the precinct of Norwood, parish of Hayes, in the county of Middlesex, on the southern side of the said railway, and of the Great Western and Brentford Railway and adjoining the Great Western and Brentford Railway, and extending from near the signal-post on the north eastern side of the Great Western and Brentford Railway near Southall to near to the road which is carried over the Great Western Railway by a bridge at the station at Southall.

Certain lands, houses, and buildings in the said precinct of Norwood, and in the parishes of Hayes, Harlington, and Hillingdon, in the county of Middlesex, on the southern side of the railway of the Company, and adjoining thereto, extending from a point in the precinct of Norwood, opposite the gas works of the Brentford Gas Company, to the point in the parish of Hillingdon where the said railway is carried by a bridge over the branch of the River Colne, which forms the boundary between the counties of Middlesex and Buckingham.

Certain lands, houses, and buildings in the said precinct of Norwood, and in the said parish of Hayes, on the northern side of the said railway, and adjoining thereto and extending from a point about 12 chains eastward of the eastern end of the cattle platform at the Southall station to the entrance of an old basin of the Company adjoining the Grand Junction Canal near the station at Hayes.

Certain lands, houses, and buildings in the said precinct of Norwood, and parishes of Hayes, Harlington, and Hillingdon, on the northern side of the railway of the Company and adjoining thereto, and extending from the site of the old station at the bridge which carries the road from Harlington to Hayes over the railway of the Company at Hayes station to West Drayton station, in

the parish of Hillingdon, on the said railway.

Certain lands, houses, and buildings in the said parish of Hillingdon, on the northern side of the said railway and adjoining thereto, and extending from a point about 1 chain westward of the goods shed at the West Drayton station to the branch of the River Colne, which forms the boundary between the counties of Middlesex and Buckingham, near to where that branch passes under the railway of the Company.

Certain lands, houses, and buildings in the parish of Lyncombe and Widcombe, in the city and borough of Bath, in the county of Somerset, on the northern side of the Company's railway and adjoining thereto, and lying between the lower Bristol turnpike road and the said railway, and near the mile post on the said railway denoting 107 miles from Paddington.

Certain lands, houses, and buildings in the parish of Llansamlet, in the county of Glamorgan, on each side of the main line of the Company's railway and viaduct at Landore and adjoining thereto, and extending from the eastern end of the said viaduct to the river Tawe.

Certain lands, houses, and buildings in the parish of Gellygaer, in the county of Glamorgan, on the northern side of the Company's railway and adjoining thereto, and extending from a point about 2 chains eastward of the eastern end of the Llancaiach station in an easterly direction for a distance of about 29 chains measured along the said railway.

Certain lands, houses, and buildings in the parish of Saint Mary, Cardiff, in the county of Glamorgan, on both sides of the main line of the Company's railway and adjoining thereto, and extending from the approach road leading to the Company's passenger station at Cardiff, from Saint Mary Street, Cardiff, on the north, to a point on the road to Penarth, which passes underneath the Company's railway near the Cardiff station, about 2 chains southward of the point where that road leaves the southern boundary of the said railway on the south, and from thence to certain wharves adjoining the Glamorganshire Canal, and forming a continuation of Saint Mary Street aforesaid, and partly bounded to the eastward by those wharves and partly by Saint Mary Street.

Certain lands, houses, and buildings in the parish of Swansea, in the county of Glamorgan, adjoining the railway of the Company and on the north-western side thereof, partly fronting the High-street, Swansea, and extending from the northern boundary of the Company's property at their High-street Station, in the town and parish of Swansea, towards Landore, for a distance of about 12 chains measured along the said railway.

Certain lands, houses, and buildings in the parish of Llanelly, in the county of Carmarthen, on the northern side of the railway of the Company, and adjoining thereto, and extending from the level crossing at the eastern end of the Company's passenger station at Llanelly, in an easterly direction for a distance of about 23 chains measured along the said railway.

Certain lands, houses, and buildings also in the parish of Llanelly on the northern side of the railway of the Company, and adjoining

thereto, and extending from the western side of the Loughor River in a westerly direction for a distance of about 15 chains measured along the said railway.

To empower the Company to arch or cover over so much of their railway in the parish of Birmingham and in the borough of Birmingham, in the county of Warwick, as lies between the southern end of Monmouth-street, and the northern end of Temple-row, both in that borough, and to enable the Company to sell or to grant on building or other leases so much of the surface of the land over their said railway as is covered in, or any part or parts thereof, or to grant an easement or easements over the same, or to dispose, lease, or let the surface of the land so covered in, or any part or parts thereof, on chief rents or otherwise.

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

To authorize the alteration, diversion, widening, crossing, or stopping up of all turnpike and other roads, bridges, footpaths, railways, tramways, aqueducts, canals, streams and rivers adjoining to the aforesaid lands, houses, and buildings, with which it may be necessary to interfere in the conversion and use of those lands, houses, and buildings.

And notice is hereby given, that maps, plans, and sections, relating to the objects of the said intended Act, together with books of reference to such plans, and also 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, as follows (that is to say): as regards the works in the counties of Worcester and Stafford, with the Clerk of the Peace for the county of Worcester, at his office in Worcester; and with the Clerk of the Peace for the county of Stafford, at his office in Stafford; as regards the land in the county of Stafford, with the Clerk of the Peace for the county of Stafford, at his office aforesaid; as regards the works and lands in the county of Glamorgan, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; as regards the lands in the county of Carmarthen, with the Clerk of the Peace for the county of Carmarthen, at his office in Landover; as regards the works and lands in the county of Middlesex, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; as regards the works in the county of Denbigh, with the Clerk of the Peace for the county of Denbigh, at his office in Ruthin; as regards the works in the city and county of Bristol, with the Clerk of the Peace for the city and county of Bristol, at his office in Bristol; as regards the lands in the county of Somerset, with the Clerk of the Peace for the county of Somerset, at his office in Wells; as regards the lands in the county of Berks, with the Clerk of the Peace for the county of Berks, at his office in Abingdon; and as regards the works in the county of Warwick, with the Clerk of the Peace for the county of Warwick at his office in Stratford-upon-Avon. And that a copy of so much of the said plans and sections and books of reference as relates to each of the before-mentioned parishes, and also a copy of the said Gazette notice will be deposited on or before the said 30th day of November in the case of the parish of Saint Luke, Chelsea, with the vestry

clerk of that parish, at his office at the vestry hall, King's-road, Chelsea; in the case of the parish of Kensington, otherwise Saint Mary Abbott's, Kensington, with the vestry clerk of that parish, at his office at the vestry hall, Kensington; in the case of the parish of Paddington, with the vestry clerk of that parish, at his office at the vestry hall, Paddington-green; and in the case of the parish of Hammersmith, otherwise Saint Peter and Saint Paul, Hammersmith, with the clerk of the district board of works for the district of Fulham, at his office at the Broadway, Hammersmith; and in the case of the several other parishes, 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 an adjoining parish at his residence.

And it is also proposed by the said intended Act to authorize the levying of tolls, rates, dues, and other charges for and in respect of the use of the said intended railways respectively and other works, and the conveniences and accommodation connected therewith, and to grant exemptions from such tolls, rates, dues, and charges.

To extend the time for the compulsory purchase of lands authorized by the Oxford Worcester and Wolverhampton Railway Act, 1859, for the construction of an embankment or embankments in lieu of the viaducts at Stour-bridge, in the hamlet of Amblecote Blakedown, in the parish of Hagley, and Hoo Brook, in the foreign of Kidderminster, in the parish of Kidderminster, and to confer further powers on the Company with reference to the purchase of the said lands and the construction of the said embankment or embankments.

To revive the powers for the compulsory purchase of lands required for the construction of the railway in the parish of Oldswinford, authorized to be constructed by the Great Western Railway Act, 1868, and to extend the time limited by the said Act for the construction of the said railway, and to confer further powers on the Company with reference thereto.

To revive the powers for the compulsory purchase of certain lands required for the construction of Railway No. 1 authorized by the West Midland Railway Additional Works Act, 1862, and which lands are situate in the parish of Rowley Regis, in the county of Stafford, and to extend the time limited by the said Act for the construction of the said railway or a portion thereof, and to confer further powers on the Company with reference thereto.

To extend the time for the sale by the Company of all or any lands acquired or held by them which are not or eventually may not be required for the purposes of their undertaking, and to confer further powers on the said Company in relation to the said lands, and to enable the Company to sell the lands which have been acquired by them or some part or parts thereof for building or other purposes, or to grant building or other leases of the said lands, or of any part or parts thereof, and to dispose, lease, or let the said lands, or any part or parts thereof, on chief rents or otherwise.

To provide for the vesting of or to vest the undertakings of the Faringdon Railway Company, the East Somerset Railway Company, the Cowbridge Railway Company, and the Great Marlow Railway Company (hereinafter referred to as "the Four Companies"), or any one or more of them, in and the amalgamation thereof with, the undertaking of the Company upon such terms and conditions as may be agreed upon, or as may be provided for or prescribed by the intended Act; to empower the Company to

substitute shares or stock of the Company for shares or stock of the four Companies, or any one or more of them, and to create and issue shares or stock for that purpose; to dissolve or provide for the dissolution of the four Companies, or any one or more of them; and to provide for the exercise and fulfilment by the Company, in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants, of all the rights, powers, privileges, and obligations of the four Companies, or any one or more of them, whether with reference to the acquisition of lands, the construction or maintenance of works, the levying of tolls, rates and charges, the granting or issuing of mortgages or bonds, or otherwise; and to provide for the conversion into shares or stock of the Company of the shares or stock in the capital of the four Companies, or any one or more of them, whether before or after the same shall have been paid up in full.

To empower the Company on the one hand, and the Faringdon, the East Somerset, the Cowbridge and the Great Marlow Railway Companies respectively on the other hand, to make and enter into and carry into effect contracts or agreements with respect to all or any of the matters aforesaid; and to confirm any contracts or agreements which may have been or may be entered into for the above purposes, or any or either of them.

To enable the Company to enter into and carry into effect agreements or arrangements with the holders of mortgages, bonds, and other securities of the Briton Ferry Floating Dock Company (hereinafter called "the Briton Ferry Company") for or in relation to the acquisition of their interests in the undertaking of that Company, and in the securities held by them; and to do all acts which may be necessary for such purposes, or any or either of them, including the appropriation by the Company of so much of the existing capital of the Company as may be required for such purposes; and to authorize the Company and the Briton Ferry Company to enter into and carry into effect contracts and agreements with reference to the working, use, and management by the Company of the railways of the Briton Ferry Company, or to provide for the sale by the Briton Ferry Company to the Company and the purchase by the Company of the undertaking, including the dock, railway, and works, and all the property, powers, and effects of the Briton Ferry Company, on such terms and conditions as may be agreed upon; and to confer on the Company and the Briton Ferry Company all powers which may be necessary for effecting such sale and purchase, or the other objects aforesaid; and to provide for the vesting of the undertaking of the Briton Ferry Company in the Company, and the raising of additional capital by the Company, with or without a preference or priority attached thereto, for effecting such purchase or vesting; and to enable the Company, on such purchase or vesting, to exercise and enjoy all the powers, duties, and privileges of the Briton Ferry Company, and to confirm any agreement or agreements which may have been entered into for the purposes aforesaid, or any of them.

To enable the Company and the Great Marlow Railway Company (hereinafter called "the Marlow Company") to enter into contracts and arrangements with reference to the construction, working, maintenance, and use of the railway and works of the Marlow Company, and with respect to the regulation, management, and transmission of traffic on or beyond the railway

of the Marlow Company and the railway of the Company respectively, and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising in respect of any such traffic, and to enable the Company to work and use the railway and works of the Marlow Company, and to receive and levy rates and tolls in respect thereof, and to confirm any agreement or agreements which may have been entered into between the Company and the Marlow Company with respect to any of the matters aforesaid, or for running over and using the railway and works of the Marlow Company, and also to authorize the Company to subscribe or contribute to the capital or to the debenture debt of the Marlow Company, and to appropriate such portion of their existing capital as may be necessary therefor, and to enable the shareholders in the Marlow Company to enter into and carry into effect agreements or arrangements among themselves or with the Company as to the appropriation of the divisible receipts of the Marlow Company, or some part or parts thereof, and to confirm any agreement or agreements which may have been entered into as to the appropriation of such receipts.

To enable the Company and the Cowbridge Railway Company (hereinafter called "the Cowbridge Company") to enter into contracts and arrangements with reference to the construction, working, maintenance, and use of the railway and works of the Cowbridge Company, and with respect to the regulation, management, and transmission of traffic on or beyond the railway of the Cowbridge Company and the railway of the Company respectively, and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising in respect of any such traffic, and to enable the Company to work and use the railway and works of the Cowbridge Company, and to receive and levy rates and tolls in respect thereof, and to confirm any agreement or agreements which may have been entered into between the Company and the Cowbridge Company with respect to any of the matters aforesaid.

To enable the Company and the Waterford and Wexford Railway Company (hereinafter called "the Wexford Company") to enter into contracts and arrangements with respect to the forwarding regulation, management, and transmission of traffic on or beyond the railway of the Wexford Company and the railway of the Company respectively, and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising in respect of any such traffic, and also to enable the Company and the Wexford Company to enter into and carry into effect contracts and agreements with reference to the establishment of steam communication between Milford Haven or Fishguard on the one hand, and the railway of the Wexford Company on the other hand, and to confirm any agreement or agreements which may have been entered into between the Company and the Wexford Company for the purposes aforesaid, or any or either of them.

To authorise the Company on the one hand, and the Berks and Hants Extension Railway Company, the Marlborough Railway Company, the Faringdon Railway Company, the Calne Railway Company, the East Somerset Railway Company, and the Bridport Railway Company respectively, on the other hand, to enter into and carry into effect contracts, agreements, or arrangements as to the alteration or mixing of the gauge of the railways belonging to those Companies, or any

or either of them, or any portion thereof, and to provide for the conversion of the gauge of the railways of the said Companies respectively, or of the gauge on any part of any of such railways from the broad to the narrow gauge, and in reference thereto, and so far as may be necessary to amend the Act 9 & 10 Vic., cap. 57.

To authorise the Company to subscribe or contribute to the capital or to the debenture debt of the Bristol and North Somerset Railway Company, the Pontypool, Caerleon, and Newport Railway Company, and the Alcester Railway Company respectively, and to appropriate such portion of their existing capital as may be necessary therefor.

To authorise the Company to exercise in their own name, and under their own seal, and on the security of their own undertaking, the borrowing powers of the Wellington and Drayton, Nantwich and Market Drayton, Wellington and Severn Junction, Leominster and Kington, East Somerset, Corwen and Bala, Vale of Llangollen, and Llangollen and Corwen Railway Companies respectively, or of some or all of them, and to make agreements with the said Companies respectively for or in relation thereto, the interest on the debentures, mortgages, or bonds of those Companies respectively, or of some or all of them, being now defrayed or partly defrayed by the Company.

To enable the Company and any corporation, trustees, or persons having any quay space or wharfage accommodation at Waterford, Cork, Queenstown, and Passage, or any or either of them, to enter into and carry into effect contracts and agreements for the appropriation thereof, or of any part thereof to the use of the Company, and to make provision for the lease or occupation by the Company of such lands, houses, and buildings at the ports aforesaid as may be necessary for the accommodation of the traffic conveyed or to be conveyed by their steam vessels, and for other purposes; and to enable the Company to appropriate for the purposes aforesaid, or any or either of them, such portion of their existing capital or of their revenue as may be necessary therefor.

To authorise the abandonment of the railway secondly described in and authorised by the Great Western Railway (Additional Powers Act), 1871, and therein called "the Landore Branch."

To enable the Company to apply to the purposes of the intended Act, or some of them, such portion of their corporate funds as they shall think expedient, and to raise for such purposes, and for the general purposes of their undertaking, additional capital, by the creation of shares or stock with or without a preference or priority in payment of dividends, and by mortgage or borrowing, or by either of such means.

To enable the Company and the Rhymney Railway Company to apply to the purposes of the railways in the parish of Merthyr Tydfil, before described, or some of them, such portion of their corporate funds as they shall think expedient, and to raise for such purposes additional capital by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by mortgage or borrowing; or by either of such means.

And also, if need be, to alter and amend, so far as may be necessary, the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous lands, and to alter, amend, extend, or 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, videlicet: 5 and 6 William IV., cap. 107; the Great Western Railway Act, 1851; the Great Western (Birmingham and Chester Railways) Act, 1854; Great Western Railway (Capital) Act, 1861; West Midland and Severn Valley Railway Act, 1861; West Midland (Additional Works) Act, 1862; 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; the Great Western Railway Act, 1870; the London and North Western (Additional Powers) Act, 1870; the Great Western Railway (Additional Powers) Act, 1871; the Great Western, Bristol and Exeter, and South Devon Railway Company (Cornwall and West Cornwall Railways) Act, 1871; the Great Western Railway Act, 1872; the Great Western Railway (Swansea Canal) Act, 1872; and any other Act or Acts relating to or affecting the Company.

Acts relating to the Rhymney Railway Company and their undertaking: videlicet (local and personal Act) 20 and 21 Vict., cap. 140, and any other Act or Acts relating to that Company.

Acts relating to the Faringdon Railway Company and their undertaking: videlicet (local and personal Act) 23 and 24 Vict., cap. 196, and any other Act or Acts relating to that Company.

Acts relating to the East Somerset Railway Company and their undertaking: videlicet (local and personal Act) 19 and 20 Vict., cap. 16, and any other Act or Acts relating to that Company.

Acts relating to the Briton Ferry Floating Dock Company and their undertaking: videlicet (local and personal Act) 14 and 15 Vict., cap. 49, and any other Act or Acts relating to that Company.

Acts relating to the Reading Local Board of Health: videlicet (local and personal Act) 33 and 34 Vict., cap. 133, and any other Act or Acts relating to that Board.

Acts relating to the Berks and Hants Extension Railway Company and their undertaking: videlicet (local and personal Act) 22 and 23 Vict., cap. 105, and any other Act or Acts relating to that Company.

Acts relating to the Marlborough Railway Company and their undertaking: videlicet (local and personal Act) 24 and 25 Vic., cap. 167, and any other Act or Acts relating to that Company.

Acts relating to the Calne Railway Company and their undertaking: videlicet (local and personal Act), 23 and 24 Vic., cap. 11, and any other Act or Acts relating to that Company.

Acts relating to the Bridport Railway Company and their undertaking: videlicet (local and personal Act), 18 and 19 Vic., cap. 11, and any other Act or Acts relating to that Company.

Acts relating to the Great Marlow Railway Company and their undertaking: videlicet (local and personal Act), 31 and 32 Vic., cap. 100, and any other Act or Acts relating to that Company.

Acts relating to the Cowbridge Railway Company and their undertaking: videlicet (local and personal Act), 25 and 26 Vic., cap. 179, and any other Act or Acts relating to that Company.

Acts relating to the Waterford and Wexford Railway Company and their undertaking: videlicet (local and personal Act), 27 and 28 Vic., cap. 216, and any other Act or Acts relating to that Company.

Acts relating to the Bristol and North Somerset Railway Company and their undertaking: videlicet (local and personal Act), 26 and 27 Vic., cap. 168, and any other Act or Acts relating to that Company.

Acts relating to the Pontypool, Caerleon, and Newport Railway Company and their undertaking: videlicet (local and personal Act), 28 and 29 Vic., cap. 364, and any other Act or Acts relating to that Company.

Acts relating to the Wellington and Drayton Railway Company and their undertaking: videlicet (local and personal Act), 25 and 26 Vic., cap. 226, and any other Act or Acts relating to that Company.

Acts relating to the Alcester Railway Company and their undertaking: videlicet (local and personal Act), 35 and 36 Vic., cap. 170, and any other Act or Acts relating to that Company.

Acts relating to the Nantwich and Market Drayton Railway Company and their undertaking: videlicet (local and personal Act), 24 and 25 Vic., cap. 44, and any other Act or Acts relating to that Company.

Acts relating to the Wellington and Severn Junction Railway Company and their undertaking: videlicet (local and personal Act), 16 and 17 Vic., cap. 214, and any other Act or Acts relating to that Company.

Acts relating to the Leominster and Kington Railway Company and their undertaking: videlicet (local and personal Act), 17 and 18 Vic., cap. 144, and any other Act or Acts relating to that Company.

Acts relating to the Corwen and Bala Railway Company and their undertaking: videlicet (local and personal Act), 25 and 25 Vic., cap. 110, and any other Act or Acts relating to that Company.

Acts relating to the Vale of Llangollen Railway Company and their undertaking: videlicet (local and personal Act), 22 and 23 Vic., cap. 64, and any other Act or Acts relating to that Company.

Acts relating to the Llangollen and Corwen Railway Company and their undertaking: videlicet (local and personal Act), 23 and 24 Vic., cap. 188, and any other Act or Acts relating to that 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, 1872.

Young, Maples, Teesdale, Nelson, and Co.,
Solicitors, 10, Eastbourne-terrace, Paddington, and 20, Abingdon-street, Westminster.

In Parliament—Session 1873.

London Tramways Company, Limited.
(Amalgamation with, Vesting, or Purchase of the undertakings of the Metropolitan Street Tramways Company, and the Pimlico, Peckham, and Greenwich Street Tramways Company, in or by the London Tramways Company, Limited; Dissolution of those Companies; Vesting Powers of the Metropolitan Street Tramways Company, and the Pimlico, Peckham, and Greenwich Street Tramways Company, in a new Company, or the London Tramways Company, Limited; Dissolution and Re-incorporation of the London Tramways Company, Limited; Amendment of Acts, &c.)

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

1. The purchase by or vesting in the London

Tramways Company, Limited (hereafter called "the Company") of the undertakings or some or one of them or some part or parts thereof respectively, of the Metropolitan Street Tramways Company, and the Pimlico, Peckham, and Greenwich Street Tramways Company (hereafter called "the two Companies") respectively, and all or some of their respective property, estate, and effects, rights, powers, and privileges, whether now vested in the said two Companies respectively, or to be conferred upon or acquired by them in the next Session of Parliament, and whether with reference to the separate undertaking, works, or property of the said two Companies respectively, or to any undertaking, works, or property belonging to them jointly, or in which they are jointly interested, or to any undertaking, works, or property of which the two Companies or either of them are joint owners with any other Company, body, or persons, or in which they have any interest whatsoever, or over which they can exercise any power or control, and whether, with reference to purchase of lands and buildings, the construction and maintenance of works, the acquiring, subscribing to, or nominating directors in other undertakings, the conveyance, transmission, forwarding, and delivery of traffic, the demanding and receiving of tolls, rates, and charges, or otherwise vested in, or belonging to, or exercised, or enjoyed by the said two Companies jointly or severally, or by them or either of them jointly with any other Company, but subject to the contracts, obligations, debts, and liabilities of the two Companies.

2. To make provision with respect to the debenture stock and the mortgage bond or other debts of the said two Companies respectively, or either of them.

3. To provide for the dissolution and winding up of the affairs of the two Companies, or of either of them.

4. To prescribe the tolls, rates, and charges which may be demanded and recovered by the Company in respect of any tramways to be transferred to or vested in them by or under the Bill, and to alter and vary all or some of the tolls, rates, and charges now demandable and recoverable by the two Companies or either of them.

5. To confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

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

7. To confirm or sanction and give effect to any agreement made or to be made between the Company and the two Companies, or either of them, or on behalf of the Company and the said two Companies, or either of them, and of any acts done by them, or either of them, in contemplation or anticipation of or in any way relating to the objects of the Bill, and to authorize agreements between them in reference thereto.

8. To provide if thought necessary or expedient for the dissolution of the Company, either on the passing of the Act or at some other time to be prescribed by the Bill, and the immediate or future incorporation of the shareholders, or some of them of the Company, with or without other persons into a new Company, under such corporate name or style as may be provided thereby, and will or may vest in such new Company, as from a date to be prescribed by the Bill all the respective powers, property, estate, and effects, rights and privileges of what nature or kind soever, which are now vested in the Company and the two Companies respectively, or to be acquired by them or either of them in the next session of

Parliament, and will or may annul and cancel the memorandum and articles of association of the Company.

9. To alter, amend, extend, enlarge, or repeal the provisions or some of the provisions of the local and personal acts following, or some of them, that is to say, 32 & 33 Vic., cap. 94, and 33 & 34 Vic., cap. 193, relating to the Metropolitan Street Tramways Company; 32 & 33 Vict., cap. 95, and 33 & 34 Vic., caps. 167 and 174, relating to the Pimlico, Peckham, and Greenwich Street Tramways Company.

And notice is hereby given, that 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 1st day of November, 1872.

Ashurst, Morris, and Co., 22, Abingdon-street, Westminster, S.W., and 6, Old Jewry, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1873.

Bristol and Portishead Pier and Railway Company.

(Extension of Time for Completion of Works; Arrangements with Owners of Steam and Sailing Vessels; Additional Capital; Amendment of Acts.)

THE Bristol and Portishead Pier and Railway Company (herein 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:—

To extend the time granted by the Bristol and Portishead Pier and Railway Act, 1866, for the construction and completion of the works by that Act authorized.

To enable the Company in connection with their existing or authorized railway, pier, and works to make traffic, or working, or other arrangements with any Company, or persons owning, using, or hiring steam-vessels, steam-tugs, and sailing vessels.

To authorize the Company to apply their existing funds for any of the purposes of the Bill, and to raise additional capital for those purposes, and for the general purposes of their undertaking by the creation and issue of new shares, or stock, with or without any preference or priority of interest or dividend, and by borrowing, and upon such terms and conditions as the Bill may define or Parliament may prescribe.

The Bill will vary or extinguish all existing rights and privileges which would interfere with its objects, and it will amend so far as may be necessary for the purposes of the Bill some of the powers and provisions of the following, and any other Acts relating to the Company, namely, the Bristol and Portishead Pier and Railway Act, 1863; the Bristol and Portishead Pier and Railway Act, 1866; and the Portishead Docks Act, 1871.

Printed copies of the intended 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 12th day of November, 1872.

Fussell, Prichard, and Swann, and Isaac Cooke and Sons, Bristol, Solicitors for the Bill.

Dyson and Co., 24 Parliament Street, Westminster, Parliamentary Agents.

London and North Western Railway

(New Works and Additional Powers)

(New Roads, Footpaths, and other Works, Stopping-up of Roads and Footpaths, and Additional Lands in the Counties of Middlesex, Hertford, Stafford, Warwick, Chester, Lancaster, York, Cumberland, Westmoreland, Monmouth, Flint, Denbigh, Carnarvon, and Anglesey; Power to Lessees of North and South Western Junction Railway to acquire Additional Lands in County of Middlesex, and further Powers to their Joint Committee as to acquisition of Lands; Power to Company and Lancashire and Yorkshire Railway Company jointly to acquire Additional Lands in County of Lancaster; Power to Company and Great Western Railway Company jointly to acquire Additional Lands in County of Chester; Power to Oldham Ashton-under-Lyne and Guide Bridge Junction Railway Company to stop up part of a Public Road in County of Lancaster; Further Powers as to Superfluous Lands; Repeal of Provision in Mold and Denbigh Junction Railway (Extensions) Act 1865, relative to the Construction of a Bridge in the Parish of Henllan, in the County of Denbigh; Running Powers over Portion of Railways of Festiniog Railway Company; Vesting in or Transfer to Company of Undertaking of Saint George's Harbour Company; Conversion of Capital of Vale of Towy Company into Capital of Company; Further Subscription by Company to Oldham Ashton-under-Lyne and Guide Bridge Junction Railway Company; Appointment of Directors of Portpatrick Railway; Sale by Company to Companies parties to the Clearing System of Railway Clearing House; Additional Capital; Amendment of Acts).

NOTICE is hereby given, That application is intended to be made to Parliament in the next Session by the London and North 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 make a New Road, to be situate wholly in the parish of Acton in the county of Middlesex, commencing from and out of the public carriage road known as Acton Lane at a point thereon seventy yards or thereabouts south-east of the point where that road crosses on the level the North and South Western Junction Railway and the Hammersmith Branch of that Railway, and terminating by two junctions, one with Acton Lane aforesaid at a point thereon one hundred yards or thereabouts north-west of the said level crossing, and the other with the public road called Bollo Bridge Road at a point thereon near the junction of that road with Acton Lane; and to empower the Company when the said New Road is completed and opened to the public, to stop up and discontinue as a public road or highway, and appropriate to purposes connected with the North and South Western Junction Railway so much of Acton Lane aforesaid as will become unnecessary by reason of the construction of the said intended New Road:

To empower the Company to stop up and discontinue as a public highway or footpath so much as lies between the fences of the North and South Western Junction Railway of the public footpath which crosses that railway on the level at a point thereon in the said parish of Acton two hundred and seventy yards or thereabouts north-east of the junction thereof with the Kensington and Richmond Line of the London and South Western Railway Company, and to substitute for that level crossing a foot-bridge over the said Railway:

To empower the Company to alter and divert the undermentioned portion of the existing footpath in the parish of Harrow on the Hill in the county of Middlesex which now crosses on the level the Main Line of the Company's Railway at a distance of seven hundred and seventy yards or thereabouts south-east of the Sudbury Station on that Line (that is to say) so much thereof as lies within the boundaries of the Company's property there, and to carry the same under the Railway; and when such Alteration is completed and opened to the public to stop up and discontinue as a public highway and appropriate to the purposes of the Company's Undertaking the above mentioned portion of the existing footpath:

To empower the Company to make a New Footpath in the parish of Harrow on the Hill in the county of Middlesex commencing from and out of the public road leading from Sudbury to Wembley Farm, which crosses the Main Line of the Company's Railway three quarters of a mile or thereabouts north-west of the Sudbury Station thereon at a point on that road distant ninety yards or thereabouts in an easterly direction from the bridge which carries that road over the said main line, and terminating at a point on the turnpike road leading from London to Harrow, distant one hundred and ten yards or thereabouts north-east of the crossing of that road over the said Main Line at the Sudbury Station; and, when the said New Footpath is completed and opened to the public, to stop up and discontinue as a public highway the undermentioned portions of the existing footpath: that is to say, so much thereof as extends from a point on the first-mentioned road two hundred and twenty yards or thereabouts in a westerly direction from the said bridge to the point where that footpath joins the Llanover Road, and also so much thereof as crosses the said Main Line at a point thereon five hundred yards or thereabouts north-west of the Sudbury Station, and extends to the said turnpike road at a point thereon twenty yards or thereabouts south-west of that Station:

To empower the Company to alter and divert the undermentioned portion of the existing Footpath in the parish of Harrow on the Hill in the county of Middlesex which now crosses on the level the Main Line of the Company's Railway two hundred yards south-east of the bridge which carries the public carriage road from Harrow on the Hill to Harrow Weald over the said Main Line (that is to say), so much thereof as lies within the boundaries of the Company's property there and to carry the same under the Railway; and, when such Alteration is completed and opened to the public, to stop up and discontinue as a public highway and appropriate to the purposes of the Company's undertaking the above-mentioned portion of the existing footpath:

To empower the Company to make a New Footpath in the parish of Harrow on the Hill in the county of Middlesex commencing on the south-westerly side of the Main Line of the Company's Railway at the point of junction on the south-westerly side of that Main Line between two footpaths which now cross on the level that Main Line between the Harrow Station and the Bridge over the Railway known as Hatch End Bridge, and extending in a north-easterly direction to the north-east boundary of that Main Line, and thence extending in a south-easterly direction along the said north-east boundary to and terminating by a junction on that boundary with the southernmost of the said two footpaths, and also extending in a north-westerly direction along the said north-east boundary to and terminating by a junction on that boundary with the northernmost of those two footpaths: and, when the said New Footpath is

completed and opened to the public, to stop up and discontinue as a public highway so much and such parts of the two existing footpaths as lie between the commencement and respective terminations of the New Footpath; and to empower the Company to appropriate to the purposes of their undertaking so much and such parts of the two existing footpaths as lie within the boundaries of their property:

To empower the Company to make a New Footpath in the parish of Pinner in the county of Middlesex commencing from and out of the road leading from Harrow to Hatch End at a point thereon near to and on the south-west side of the bridge (called Hatch End Bridge) which carries that road over the Main Line of the Company's Railway, and terminating on the road which now crosses the said Main Line on the level two hundred and twenty yards or thereabouts north-east of Hatch End Bridge at a point on that road one hundred and fifty yards or thereabouts west of the said level crossing; and, when the said New Footpath is completed and opened to the public, to stop up and discontinue as a public highway so much of the last-mentioned existing road as lies between the point of termination above described of the New Footpath, and a point thereon distant twenty yards or thereabouts east of the eastern boundary of the said Main Line; and to empower the Company to appropriate to the purposes of their undertaking so much of the last-mentioned existing road as lies within the boundaries of their property:

To empower the Company to make a New Footpath in the parish of Abbots Langley, in the county of Hertford, commencing from and out of the footpath which now crosses on a level the Main Line of the Company's Railway seven hundred yards or thereabouts north of the King's Langley Station at a point on that footpath three hundred and eight yards or thereabouts in a south-easterly direction from the said level crossing, and terminating at a point two hundred and sixty yards or thereabouts west of the said point of commencement by a junction with the existing public road which there runs parallel to the said Main Line; and, when the said New Footpath is completed and opened to the public, to stop up and discontinue as a public highway so much of the existing footpath as lies between the commencement as above described of the New Footpath and the point where the said existing footpath falls into the said public road; and to empower the Company to appropriate to the purposes of their Undertaking so much of the existing footpath as lies within the boundaries of their property:

To empower the Company to make a new footpath in the parishes of Berkhamsted Saint Mary, otherwise Northchurch and Hemel Hempsted, or one of them, in the county of Hertford, commencing from and out of the existing footpath which now crosses on a level the Main Line of the Company's Railway, two hundred and fifty-five yards or thereabouts south-east of the bridge crossing the said Main Line at Hackster's End at a point on that footpath ten yards or thereabouts north-east of the said level crossing, passing under the Railway bridge numbered 61, and terminating at another point on the said footpath ten yards or thereabouts south-west of the said level crossing; and, when the said New Footpath is completed and opened to the public, to stop up and discontinue as a public highway and appropriate to the purposes of the Company's undertaking so much of the existing footpath as lies between the boundaries of the Company's property:

To empower the Company to stop up and discontinue as a public highway the undermentioned portion of the footpath leading from Aldbury to Tring

which now crosses on the level the Main Line of the Company's Railway three hundred and fifty yards or thereabouts south-east of the Tring Station (that is to say), so much thereof in the parish of Aldbury, in the county of Hertford, as lies between the bridge called "Penley Bridge," which carries the public road leading from Tring to Aldbury over the Grand Junction Canal and the point where the road to Toms Hill joins the said public road:

To empower the Company to make a New Road in the township of Hednesford in the parish of Cannock, in the county of Stafford, commencing from and out of the road which now crosses on the level the Rugeley and Cannock Line of the Company's Railway at the Hednesford Station, at a point on that road distant from the said level crossing sixty yards or thereabouts, measured in a north-westerly direction from the up-line of the said Railway, and terminating at another point on the said road distant one hundred and fifty yards or thereabouts, in a south-easterly direction from the said up-line; and, when the said New Road is completed and opened to the public, to stop up and discontinue as a public highway and appropriate to the purposes of the Company's undertaking so much of the existing road as lies within the boundaries of their property; and to empower the Company to acquire, by compulsion or agreement, and to hold for the purposes of the said New Road, and for other purposes connected with their undertaking, certain lands, houses, and buildings in the township and parish last-mentioned, lying partly on the north-west side and partly on the south-east side of the said Rugeley and Cannock Line and near thereto and to the said Hednesford Station:

To empower the Company to make a New Road, commencing in the township of Aston and Doxey in the parish of Seighford, in the county of Stafford, from and out of the public road leading from Doxey to Tillington, which now crosses on the level the Grand Junction Line of the Company's Railway at a point on that road distant one hundred and twenty yards or thereabouts in a north-westerly direction from the said level crossing, and terminating in the township of Tillington, in the parish of Saint Mary and Saint Chad, Stafford, in the same county at another point on the said road distant one hundred yards or thereabouts in a south-easterly direction from the said level crossing; which New Road will be wholly situate within the before-mentioned parishes and townships; and, when the said New Road is completed and opened to the public, to stop up and discontinue as a public highway and appropriate to the purposes of the Company's undertaking so much of the existing road as lies between the points aforesaid:

To empower the Company to make a New Road in the township and parish of Seighford, in the county of Stafford, commencing from and out of the road leading from Cooksland Farm to the turnpike road from Eccleshall to Stafford at a point on the first-mentioned road distant one hundred yards or thereabouts in a south-westerly direction from the point where that road crosses the Grand Junction Line of the Company's Railway on the level, and terminating at another point on that road distant one hundred yards or thereabouts in an easterly direction from the said level crossing; and, when the said New Road is completed and opened to the public, to stop up and discontinue as a public highway so much of the first-mentioned road as lies between the points aforesaid; and to appropriate to the purposes of the Company's undertaking so much of that road as lies within the boundaries of their property:

To empower the Company to make a New Road, commencing in the township of Shelton-under-Hara

ley, in the parish of Swinnerton, in the county of Stafford, from and out of the road which now crosses on a level the Grand Junction Line of the Company's Railway at or near Chorlton Mill, at a point on that road distant one hundred and ten yards or thereabouts in a north-easterly direction from the said level crossing, and terminating in the township of Hill Chorlton, otherwise Chorlton Hill, in the parish of Chorlton, in the same county, at another point on the said road distant two hundred yards or thereabouts in a south-westerly direction from the said level crossing; which New Road will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them (that is to say)—Shelton-under-Harley, Swinnerton, Whitmore, Hill Chorlton otherwise Chorlton Hill, and Chorlton, all in the county of Stafford: And, when the said New Road is completed and opened to the public, to stop up and discontinue as a public highway, and appropriate to the purposes of the Company's undertaking, so much of the existing road as lies within the boundaries of their property.

To empower the Company to make in the township and parish of Warrington, in the county of Lancaster, the New Roads and Alteration and Extension of Road hereinafter described (that is to say):—

1. A New Road, commencing from and out of the public road called Jockey Lane, which now crosses on the level the Grand Junction Line of the Company's Railway, about three-quarters of a mile in a northerly direction from the Warrington Station, at a point on that road distant two hundred yards or thereabouts in a westerly direction from the said level crossing and terminating at another point on the said road, distant two hundred yards or thereabouts in an easterly direction from the said level crossing; With power to the Company to alter the levels of the undermentioned portion of the footpath which extends from Jockey Lane in a northerly direction along the west side of the said Grand Junction Line (that is to say), so much of the said footpath as extends for a distance of fifty yards or thereabouts north of the said New Road;
2. An Alteration of the levels, and an Extension of the road called Dallam Lane, commencing at a point thereon one hundred yards or thereabouts south of its present junction with Jockey Lane, and terminating by a junction with the intended New Road above described, at a point forty yards or thereabouts north of the said junction of Dallam Lane with Jockey Lane;
3. A New Road commencing from and out of Jockey Lane, at a point thereon one hundred and thirty yards or thereabouts east of the said level crossing, and terminating by a junction with Dallam Lane (as proposed to be altered) at a point thereon fifty yards or thereabouts south of the said junction of Dallam Lane with Jockey Lane;

And, when the said New Roads and Alteration and Extension of Road are completed and opened to the public, to empower the Company to stop up and discontinue as a public highway, and appropriate to the purposes of the Company's Undertaking so much of Jockey Lane aforesaid as extends from the western boundary of the Company's property to the commencement of the New Road lastly above described; and also to stop up and discontinue as a public highway so much of the before-mentioned footpath as lies south of the last-mentioned New Road, and also so much of a certain road lying on

the eastern side of and adjoining the said Grand Junction Line, as extends from its junction with Jockey Lane for a distance of four hundred yards or thereabouts in a northerly direction; And to empower the Company to appropriate to the purposes of their Undertaking so much of the said portion of footpath and road as may be required for the purposes of the New Road first above described; And to empower the Company to acquire by compulsion or agreement, and to hold for the purposes of the said New Roads and Alteration and Extension of Road and for other purposes connected with their Undertaking, certain lands, houses, and buildings situate in the said township and parish of Warrington, lying partly on the west side and partly on the east side of and adjoining or near to the said Grand Junction Line at the said level crossing, and extending on the east side of the Railway in a northerly direction to Dallam Brook:

To empower the Company to make a New Road in the township of Saltney, in the parish of Hawarden, in the county of Flint, commencing from and out of the public road which now crosses on the level the Chester and Holyhead Line of the Company's Railway at or near the junction of the Mold Branch with that Line, at a point on that road distant one hundred and eighty-seven yards or thereabouts in a northerly direction from the said level crossing, and terminating at another point on the said road distant two hundred and sixty-four yards or thereabouts in a southerly direction from the said level crossing; and, when the said New Road is completed and opened to the public, to stop up and discontinue as a public highway and appropriate to the purposes of the Company's undertaking so much of the existing road as will be rendered unnecessary by reason of the construction of the said New Road; and to empower the Company to acquire by compulsion or agreement, and to hold for the purposes of the said New Road and for other purposes connected with their undertaking certain lands, houses, and buildings situate in the townships of Saltney and Bretton, or one of them, in the said parish of Hawarden, lying partly on the north side and partly on the south side of and adjoining the said Chester and Holyhead Line at or near to the said level crossing:

To empower the Company to make a new Footpath in the townships of Bannister-Ucha and Bannister-Issa, or one of them, in the parish of Henllan in the county of Denbigh commencing from and out of the footpath which now crosses on the level the Vale of Clwyd Line of the Company's Railway, five hundred yards or thereabouts south-west of the bridge carrying that line over the turnpike road leading from Saint Asaph to Denbigh at the point on the said footpath on the western side of the said Lane where the said level crossing begins, and terminating in the said turnpike road at or near the said bridge; and, when the said new footpath is completed and opened to the public, to stop up and discontinue as a public highway so much of the existing footpath as extends from the commencement as above described of the New Footpath to the northern termination of that existing footpath: and to appropriate to the purposes of the Company's undertaking so much of that existing footpath as lies within the boundaries of their property.

To empower the Company to make a New Road in the parish of Bettws-y-Coed in the county of Carnarvon commencing from and out of the Portmadoc and Beaver Pool Bridge Turnpike Road at a point on that road distant one hundred yards or thereabouts in a westerly direction from the inn known as the Fish Inn, and terminating at another point on the said road distant two hundred and fifty yards or thereabouts in a westerly direction from the said Fish Inn; and, when the said New Road

is completed and opened to the public, to stop up and discontinue as a public highway and appropriate to the purposes of the Company's undertaking so much of the existing road as will be rendered unnecessary by reason of the construction of the said New Road.

To make provision for the repair of all or any of the New Roads, footpaths, or highways to be constructed under the authority of the intended Act by the same persons and by the same means as other roads footpaths or highways in the parishes townships or places within which the intended New Roads footpaths or highways respectively will be situate are for the time being legally repairable.

To empower the Company to acquire by compulsion or agreement and to hold lands houses and buildings for all or any of the purposes aforesaid, and also, for the purpose of extending the station siding and other accommodation of the Company, and for other purposes connected with their undertaking, the lands houses and buildings hereinafter described or referred to (that is say):

Certain lands houses and buildings in the parish of Saint Leonard Shoreditch in the county of Middlesex lying on the west side of and adjoining or near to the North London Railway and between Worship Street and Cumberland Street;

Certain lands in the parish of St. Leonard Bromley in the county of Middlesex lying adjacent to and on the south-west side of the Company's property, and adjacent to and at the southern end of the road or street called Violet Street, which joins Devons Road; and to vest in or confer upon the Company or to empower them to acquire an easement or right of user of Violet Street aforesaid, and of Sheppard Street also adjoining Devons Road, or one of them, for the purposes of traffic of every description;

Certain lands houses and buildings in the parish of Aston-juxta-Birmingham, in the county of Warwick adjoining or near to the Vauxhall Goods Station of the Company and between that station and Great Francis Street, including the site of a portion of Pitney Street with power to the Company to stop up and discontinue the same as a public highway;

Certain lands houses and buildings in the township of Worston in the parish of Saint Mary and Saint Chad, Stafford, in the county of Stafford, lying on the west side of and adjoining the Grand Junction Line of the Company's Railway a quarter of a mile or thereabouts northwards of Worston Mill;

Certain lands in the parish of Chebsey in the said county of Stafford lying on the west side of and adjoining the said Grand Junction Line, and one hundred yards or thereabouts northwards of the said Mill;

Certain lands houses and buildings in the township of Little Bridgeford in the parish of Seighford in the said county of Stafford lying on the west side of and adjoining the said Grand Junction Line and three hundred yards or thereabouts southwards of the said Mill;

Certain lands in the townships of Great Bridgeford and Little Bridgeford in the parish of Seighford in the county of Stafford lying partly on the south-west side and partly on the north-east side of and adjoining the Grand Junction Line of the Company's Railway near Bridgeford Mill;

Certain lands houses and buildings in the

several townships and parishes of Seighford Aston Tillington Doxey and Saint Mary, and Saint Chad Stafford, or some of them, lying on the south-west side of and adjoining or near to the Grand Junction Line of the Company's Railway and extending from a point half a mile or thereabouts north-west of the junction of the Shropshire Union Railway with the said Line for a distance of a mile and a quarter or thereabouts in the same direction;

Certain lands houses and buildings in the township and parish of Madeley in the county of Stafford lying on each side of and adjoining the Grand Junction Line of the Company's Railway and near the Madeley Station on that Line;

Certain lands houses and buildings in the township of Monk's Coppenhall in the parish of Coppenhall in the county of Chester lying partly on the north side and partly on the south side of and adjoining or near to the Chester and Crewe Line of the Company's Railway and between Flag Lane and the bridge (known as Merrill's Bridge) which carries the public road leading from Nantwich to Crewe over the said Line; and to empower the Company to provide a New Footpath in the same township and parish commencing by a junction with the existing footpath which now passes under the said Line of Railway three hundred and seventy yards or thereabouts west of Flag Lane aforesaid at a point on that footpath thirty yards or thereabouts north east of the bridge carrying that Line over the said footpath and terminating by a junction with the same footpath at a point thereon three hundred yards or thereabouts (measured along the said footpath) north of the said point of commencement;

Certain other lands in the same township and parish lying on the north side of and adjoining the said Chester and Crewe Line and between Flag Lane aforesaid and Chester Street;

Certain other lands in the same township and parish lying on the south side of the said Chester and Crewe Line and on the north-east side of Woodland Terrace and at the south-western end of Wistaston New Road;

Certain lands in the township of Moulton in the parish of Davenham in the county of Chester lying on the south-west side of and adjoining the Grand Junction Line of the Company's Railway and on the south-east side of the road leading from the New Bridge Saltworks to Middlewich and Northwich;

Certain lands houses and buildings in the township of Newton in Makerfield in the parish of Winwick in the county of Lancaster lying on the northerly side of and adjoining the Liverpool and Manchester Line of the Company's Railway and between that Line and the road known as Pepper Alley and Earle Street;

Certain lands houses and buildings in the township and parish of Manchester in the county of Lancaster lying partly on the east side and partly on the north side of and adjoining the Liverpool Road Station and on the north side of Wellington Place and west of and adjoining Lower Byrom Street and south of and adjoining Charles Street, including the sites of the several

streets ways passages or footpaths lying within the limits of the lands houses and buildings lastly above described, with power to the Company to stop up and discontinue as public highways those streets, ways, passages, and footpaths;

Certain lands houses and buildings in the township and parish of Preston in the county of Lancaster lying partly between Wharf Street and Heatley Street and partly between Heatley Street and Mount Pleasant; with power to the Company to stop up and appropriate to the purposes of their undertaking portions of the sites of Lady Well Street and Wharf Street;

Certain other lands and buildings in the same township and parish lying on the south-west side of and adjoining the Lancaster and Carlisle Railway and between that Railway and the northern end of Pitt Street;

And with respect to the purchase of the last-mentioned lands and buildings or some of them to relieve the Company from all liability to take the whole of any house or other building or manufactory if they take any part thereof, and to alter so far as may be necessary the provisions contained in Section 92 of the Lands Clauses Consolidation Act 1845;

Certain lands in the township of Carnforth in the parish of Warton in the county of Lancaster lying on the west side of and adjoining the Lancaster and Carlisle Line of the Company's Railway and between the River Keer and the Furness and Midland Railway;

Certain lands and buildings in the township of Saddleworth in the parish of Rochdale or Saddleworth in the West Riding of the county of York lying partly on the south-east side and partly on the north-west side of the Delph Branch of the Company's Railway and near the eastern terminus thereof;

Certain lands houses and buildings in the township and parish of Batley in the West Riding of the county of York lying on the south-east side of and adjoining or near to the Birstal Branch of the Company's Railway and the Carlinghow Station on that Branch;

Certain lands in the township of Soothill Upper, in the Parish of Dewsbury, in the West Riding of the county of York, lying partly on the north side and partly on the south side of and adjoining the road called Soothill Lane, and near the Batley Station on the Leeds and Dewsbury Line of the Company's Railway;

Certain lands in the township of Upperby, in the parish of Saint Cuthbert, Carlisle, in the county of Cumberland, lying near to and partly northwards and partly southwards of the Company's locomotive works in that township;

Certain lands in the township of Heversham with Milnthorpe in the parish of Heversham, in the county of Westmoreland, lying on the east side of and adjoining the Lancaster and Carlisle Line of the Company's Railway at the Milnthorpe Station thereon;

Certain lands in the parish of Aberystuth in the county of Monmouth, lying between the Abergavenny Line and the Blaenavon Line of the Company's Railway at the Brynmawr Station;

Certain other lands in the same parish lying

on the south side of and adjoining the Goods Yard of the said Brynmawr Station;

Certain lands houses and buildings in the townships of Kelsterton Leadbrook-Major and Leadbrook-Minor in the parish of Northop in the county of Flint lying on the southern side of and adjoining or near to the Chester and Holyhead Line of the Company's Railway and between that Line and the turnpike road leading from Queensferry to Flint;

Certain lands houses and buildings in the township of Greenfield in the parish of Holywell in the county of Flint lying on the south-west side of and adjoining or near to the Chester and Holyhead Line of the Company's Railway and between the Holywell Railway and the Holywell Station of the Company;

Certain lands and land covered with water in the townships of Bagillt-fawr and Bagillt-fechan or one of them in the parish of Holywell in the county of Flint lying on the south-west side of and adjoining the Chester and Holyhead Line of the Company's Railway and west of and near to the Bagillt Station thereon;

Certain lands houses and buildings in the parishes of Mold and Tryddyn or one of them in the county of Flint lying partly on the north side and partly on the south side of and adjoining the Mold and Tryddyn Line of the Company's Railway and near the junction of the Ffrith Branch with that Line;

Certain lands houses and buildings in the township of Mechlas in the parish of Cilcain in the county of Flint lying on the south side of and adjoining the Mold and Denbigh Junction Railway and contiguous or near to the turnpike road leading from Denbigh to Mold where that road crosses the said Railway;

Certain lands houses and buildings in the parish of Abergele in the county of Denbigh lying on the south-east side of and adjoining the Chester and Holyhead Line of the Company's Railway near the Abergele Station thereon;

Certain lands houses and buildings in the parish of Llanrug in the county of Carnarvon, lying partly on the north-west side and partly on the south-east side of and adjoining or near to the Carnarvon and Llanberis Line of the Company's Railway and near to the bridge (called "Pontrug") which carries the turnpike road leading from Carnarvon to Llanberis over the river there;

Certain lands houses and buildings in the parish of Bangor in the county of Carnarvon lying on the south-west side of and near to the Bangor Station on the Chester and Holyhead Line of the Company's Railway;

Certain lands in the parish of Bettws-y-Coed in the county of Carnarvon lying partly on the east side and partly on the west side of and adjoining the Bettws-y-Coed Branch of the Company's Railway at the Bettws-y-Coed Station;

Certain lands in the parish of Eglwys-rhos otherwise Llanrhos in the county of Carnarvon (being part of the bed or shore of the River Conway) lying on the south-west side of the Saint George's Harbour Railway and near the Deganwy Station thereon;

Certain other lands in the same parish lying partly on the east side and partly on the west side of and adjoining the said Saint

George's Harbour Railway and between the said Deganwy Station and the level crossing on that Railway known as Maesdu ;

Certain lands houses and buildings in the parish of Llanfihangel-Esceifiog in the county of Anglesey lying on the north-west side of and adjoining the Chester and Holyhead line of the Company's Railway and at the Gaerwen Station ;

Certain lands houses and buildings in the parish of Holyhead in the county of Anglesey forming a portion of the site of the Company's Passenger Station at Holyhead ;

Certain other lands houses and buildings in the same parish lying on the south-east side of and adjoining the Turkey Shore road and near the north-eastern extremity of that road :

To provide for the extinguishment of all rights of way (if any) over and across the Sutton Station on the Hooton and Helsby Branch of the Birkenhead Railway and the buildings railway and other property of the Company and the Great Western Railway Company at or adjoining that Station in the township of Little Sutton in the parish of Eastham in the county of Chester :

To empower the Companies who are or may become under the provisions of the North and South Western Junction Railway Act 1871 the Lessees of the Undertaking of the North and South Western Junction Railway Company, or on their behalf the Joint Committee acting under the provisions of that Act to acquire by compulsion or agreement and to hold for purposes connected with the North and South Western Junction Railway the lands following (that is to say) :

Certain lands in the parish of Ealing in the county of Middlesex lying on the south side of and adjoining the North and South Western Junction Railway and on the west side of and adjoining the Kew Curve connecting that Railway with the Windsor Loop Line of the London and South Western Railway Company and near that Company's Kew Bridge Station :

To empower the Lessees as aforesaid to enter into and carry into effect agreements with respect to the acquisition use and appropriation of those lands and to apply their respective funds to the purchase thereof :

To empower the Joint Committee from time to time acting under the provisions of the North and South Western Junction Railway Act 1871 to purchase and acquire either compulsorily or by agreement in their own names and to hold any lands which the Lessee Companies under that Act of the Undertaking of the North and South Western Junction Railway Company or any one of such Companies are or may be by that Act or by any other Act empowered to purchase for purposes connected with the said Undertaking and to sell such parts of the lands so purchased as may not be required for those purposes :

To empower the Company and the Lancashire and Yorkshire Railway Company or either of them with the consent of the other to acquire by compulsion or agreement and to hold for purposes connected with the North Union Railway the lands houses and buildings following (that is to say) :

Certain lands houses and buildings in the several townships and parishes of Farrington Penwortham and Blackburn in the county of Lancaster or some of them lying near the Farrington Station on the North Union Railway and partly on the east side and partly on the west side of that Railway and partly on the north side and partly on the south side of the Line connecting the North

Union Railway with the Lancashire and Yorkshire Railway :

To empower the Company and the Lancashire and Yorkshire Railway Company to make and carry into effect agreements with respect to the acquisition use and appropriation of those lands houses and buildings and to empower the last-named Company to apply their funds to those purposes :

To empower the Company and the Great Western Railway Company or either of them with the consent of the other to acquire by compulsion or agreement and to hold for purposes connected with the Birkenhead Railway the lands houses and buildings following (that is to say) :

Certain lands houses and buildings in the township of Newton in the parish of Saint Oswald partly in the county of Chester and partly in the county of the city of Chester lying on the north-east side of and adjoining the Goods Station of the said two Companies and near the bridge (known as the Flookersbrook Bridge) over the Birkenhead Railway ;

Certain lands houses and buildings in the township of Hoole in the parishes of Plemmondestal otherwise Plemstall and Saint John the Baptist in the county of Chester lying on the north-east side of and adjoining the said Goods Station and between the Hoole Road and the road leading out of Hoole Lane into Bishop's Fields :

To empower the Company and the Great Western Railway Company to make and carry into effect agreements with respect to the acquisition use and appropriation of those lands houses and buildings : and to empower the last-mentioned Company to apply their funds to those purposes :

To empower the Oldham Ashton-under-Lyne and Guide Bridge Junction Railway Company to stop up and discontinue as a thoroughfare and for all other purposes than as an access to the Clegg Street Station so much of a certain road in the township of Oldham in the parish of Prestwich-cum-Oldham in the county of Lancaster now crossing on the level the Railway and Station and works of that Company at and near their Clegg Street Station aforesaid as extends from the south-east end of the bridge carrying Clegg Street over the Lancashire and Yorkshire Railway for a distance of one hundred and thirty-five yards or thereabouts in a south-easterly direction from that bridge ; and to appropriate to the purposes of the said Oldham Ashton-under-Lyne and Guide Bridge Junction Railway Company the before-mentioned portion of road :

To extinguish, or provide for the extinguishment, of all rights of way over the turnpike, public, carriage, and other roads, footpaths, streets, ways, courts, alleys, and passages, or portions thereof, which are proposed to be stopped up and discontinued, and over any of the lands to be acquired under the provisions of the intended Act.

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

To authorise the crossing stopping up altering or diverting whether temporarily or permanently of all turnpike roads highways tramways canals rivers and streams within or adjoining to the before-mentioned parishes townships and extra-parochial and other places which it may be necessary to cross stop up alter or divert in executing the several purposes of the intended Act :

To extend the time for the sale of all or any lands acquired by the Company which are not or eventually may not be required for the purposes of their undertaking; and to confer further powers on the Company with relation thereto:

To empower the Company to grant building leases for terms of years of any lands which may have been heretofore or may from time to time hereafter be used or occupied for the purposes of their Railway or for any purpose incidental to the traffic or business thereof and which may at any time or from time to time cease to be so used and any other lands which may have been or may be hereafter acquired by the Company and which may be found not to be required for the purposes of their undertaking and to sell and dispose of all or any of such lands within a period or periods to be limited by the intended Act; and so far as may be necessary to alter and amend the provisions of the Lands Clauses Consolidation Act 1845 with respect to the sale of superfluous lands:

To repeal Section 15 (relating to the construction in certain events of a bridge in the parish of Henllan in the county of Denbigh over the Vale of Clwyd Railway) of the Mold and Denbigh Junction Railway (Extensions) Act 1865:

To empower the Company to run over and use with their engines and carriages and for traffic of every description and with their clerks officers and servants upon payment of such tolls or charges and upon such terms and conditions as may be agreed upon or as falling agreement may be prescribed by or settled and determined under the provisions of the intended Act the portions of Railway next hereinafter described together with the stations watering-places water booking-offices warehouses wharves sidings approaches works and conveniences connected therewith (that is to say):

So much of the main line of the Festiniog Railway as lies between the junction therewith of the Bettws and Festiniog Railway of the Company, and the junction with the said main line of the Dyffws branch of the Festiniog Railway;

The said Dyffws branch:

To empower the Company and the Festiniog Railway Company to enter into and carry into effect agreements with respect to all or any of the matters last aforesaid:

To vest or provide for the vesting of the undertaking of the Saint George's Harbour Company in and its amalgamation with the undertaking of the Company upon such terms and conditions as may be agreed upon or as may be provided for or prescribed by the intended Act; and to dissolve or provide for the dissolution of the Saint George's Harbour Company; and to provide for the exercise and fulfilment by the Company in their own name and under their own seal and in the names and under the hands of their directors officers and servants of all the rights powers privileges liabilities and obligations of the Saint George's Harbour Company whether with reference to the acquisition of lands the construction and maintenance of works the fixing demanding and recovering of tolls rates and charges the granting or issuing of mortgages bonds or debenture stock or otherwise (including the appointment under the provisions of the Llandudno Improvement Act 1854 of a Commissioner for carrying that Act into execution); and also to provide for the conversion into shares or stock of the Company of the shares or stock in the capital of the Saint George's Harbour Company whether before or after the same shall have been paid up in full:

To convert or provide for the conversion of the shares or stock and debenture stock or mortgage or debenture debt of the Vale of Towy Railway

Company into capital stock and debenture stock of the Company:

To empower the Company to subscribe further money towards and to take and hold shares in the undertaking of the Oldham Ashton-under-Lyne and Guide Bridge Junction Railway Company; and to vote at meetings; and to appoint directors of that Company:

To enable the Company to exercise the powers of appointing directors of the Portpatrick Railway Company and of appointing persons to vote at meetings of that Company which by the Portpatrick Railway Act 1857 or by any other Act are conferred upon the Lancaster and Carlisle Railway Company; and also to empower the Company to appoint directors of the Portpatrick Railway Company, and to appoint persons to vote at meetings of that Company in respect of shares held by them in that Company under the Portpatrick Railway (Steamboats) Act 1864:

To confirm and give effect to the sale transfer and conveyance by the Company to the Companies parties to the Clearing System under the provisions of the Railway Clearing Act 1850, or to some person or persons in trust for those Companies, of the building and premises situate in Seymour Street Euston Square and known as the Railway Clearing House; and if need be to empower the Companies parties as aforesaid or the Committee acting for them or on their behalf under the provisions of that Act to acquire and hold the said building and premises:

To empower the Company to increase their capital, and to raise a further sum of money for all or any of the purposes of the intended Act and for the general purposes of the Company by the creation and issue of new shares with or without a guaranteed or preference dividend or other rights or privileges attached thereto, or by the creation and issue of debenture stock, or 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 belonging to the Company:

And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, 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 directly or indirectly relating to the London and North-Western Railway Company, 8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278 and 294; 11 and 12 Vict. caps. 58, 60, and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 Vict. cap. 28; 14 and 15 Vict. cap. 94; 15 Vict. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict. caps. 201 and 204; 18 and 19 Vict. caps. 172 and 194; 19 and 20 Vict. caps. 52, 69, and 123; 20 and 21 Vict. caps. 64, 98, and 108; 21 and 22 Vict. caps. 130 and 131; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict. caps. 77 and 79; 24 and 25 Vict. caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict. caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vict. caps. 5, 108, 177, 208, and 217; 27 and 28 Vict. caps. 194, 226, 263, 273, 288, and 296; 28 and 29 Vict. caps. 333, 334, 22, 72, 110, 193, 260, 267, and 316; 29 and 30 Vict. caps. 168, 249, 189, 190, 134, 276, 311, 87, 233, and 284; 30 and 31 Vict. caps. 94, 95, 118, 174, and 151; 31 and 32 Vict. caps. 21, 38, 49, and

118; 32 and 33 Vict. caps. 78, 108, 109, and 115; 33 and 34 Vict. caps. 79, 84, 112, and 118; 34 and 35 Vict. caps. 12, 64, 86, 114, 183, and 192; and 35 and 36 Vict. caps. 87, 134, and 140:

The North and South-Western Junction Railway Act, 1871:

The Act 7 and 8 Vict. cap. 18, and all other Acts relating to the Midland Railway Company:

The Act 9 and 10 Vict. cap. 396, and all other Acts relating to the North London Railway Company:

The Act 4 and 5 Will. IV. cap. 88, and all other Acts relating to the London and South Western Railway Company:

The Act 21 and 22 Vict. cap. 110, and all other Acts relating to the Lancashire and Yorkshire Railway Company:

The Act 5 and 6 Will. IV. cap. 107; 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; and all other Acts relating to the Great Western Railway Company:

The Acts 20 and 21 Vict. cap. 137; and 25 and 26 Vict. cap. 98; and all other Acts relating to the Oldham Ashton-under-Lyne and Guide Bridge Junction Railway Company:

The Act 24 and 25 Vict. cap. 247; and all other Acts relating to the Mold and Denbigh Junction Railway Company:

The Act 2 and 3 Will. IV. cap. 48, and all other Acts relating to the Festiniog Railway Company:

The Acts 16 and 17 Vict. cap. 213; 18 and 19 Vict. cap. 52; 24 and 25 Vict. cap. 219; and all other Acts relating to the Saint George's Harbour Company; and Section 6 of the Llandudno Improvement Act 1854, relating to the appointment by the Saint George's Harbour Company of a Commissioner under that Act:

The Acts 17 and 18 Vict. cap. 150; 23 and 24 Vict. cap. 161; and all other Acts relating to the Vale of Towy Railway Company:

The Portpatrick Railway Act 1857; the Portpatrick Railway (Steamboats) Act 1864; and all other Acts relating to the Portpatrick Railway Company:

The Railway Clearing Act 1850; and all other Acts relating to the Railway Clearing System:

And Notice is also hereby given that, on or before the thirtieth day of November instant maps plans and sections relating to the objects of the intended Act with a book of reference to such plans and a copy of this Notice as published in the London Gazette will be deposited as follows (that is to say);—as regards the works and lands in the county of Middlesex, with the Clerk of the Peace for that county at his office at the Sessions House Clerkenwell; as regards the works in the county of Hertford, with the Clerk of the Peace for that county at his office at Saint Albans; as regards the works and lands in the county of Stafford, with the Clerk of the Peace for that county at his office at Stafford; as regards the lands in the county of Warwick, with the Clerk of the Peace for that county at his office at Stratford-on-Avon; as regards the lands in the county of Chester and the lands partly in that county and partly in the county of the city of Chester, with the Clerk of the Peace for the county of Chester at his office at Chester; and as regards the last mentioned lands also with the Clerk of the Peace for the county of the city of Chester at his office at Chester; as regards the works and lands in the county of Lancaster, with the Clerk of the Peace for that county at his office at Preston; as regards the lands in the West Riding of the county of York, with the Clerk of the Peace for that Riding at his office at Wake-

field; as regards the lands in the county of Cumberland, with the Clerk of the Peace for that county at his office at Carlisle; as regards the lands in the county of Westmoreland, with the Clerk of the Peace for that county at his office at Appleby; as regards the lands in the county of Monmouth, with the Clerk of the Peace for that county at his office at Newport; as regards the works and lands in the county of Flint, with the Clerk of the Peace for that county at his office at Mold; as regards the works and lands in the county of Denbigh, with the Clerk of the Peace for that county at his office at Ruthin; as regards the works and lands in the county of Carnarvon, with the Clerk of the Peace for that county at his office at Carnarvon; and as regards the lands in the county of Anglesey, with the Clerk of the Peace for that county at his office at Beaumaris; 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 or through which the said intended works are proposed 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 thirtieth day of November be deposited as follows (that is to say) as relates to the parish of St. Leonard's Shoreditch, with the Vestry Clerk of that parish at his office in the Town Hall, Old Street Road, Shoreditch; as relates to the parish of Saint Leonard Bromley, with the Clerk of the Poplar District Board of Works at his office, East India Road, Poplar; and as relates to the several other parishes, with the parish clerk of each such parish at his residence; and as relates to any extra-parochial place, with the clerk of some adjoining parish at his residence:

And notice is hereby further given, that on or before the twenty-first 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 6th day of November, 1872.

R. F. Roberts, Euston Station, and 9, Great George Street, Westminster, Solicitor.

Sherwood, Grubb, Pritt, and Cameron, 7, Great George Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1873.

Bournemouth Gas and Water.

(Dissolution of Bournemouth Gas and Water Company (Limited); Incorporation of New Company (by Reincorporation or otherwise); Power to extend Limits, and to supply Gas and Water; To Break up Streets; To Raise Capital, 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, viz.:—

To dissolve the existing Bournemouth Gas and Water Company, Limited (hereinafter called "the Old Company"), and to cancel the memorandum and articles of association and all deeds of partnership, agreements, and all other deeds whatsoever under which they are at present acting, and to incorporate a new Company (hereinafter called "the Company"), whether by re-incorporating the old shareholders of the Old Company or otherwise.

To enable the Old Company to sell or otherwise dispose of, and the New Company to purchase or otherwise acquire, or (should the Old Company be reincorporated by the proposed Act) to vest in the Company all the undertaking of the Old Company, together with all the lands, buildings, mains, works, pipes, approaches, real and personal property and effects, and all rights, privileges, easements and advantages whatsoever

of or belonging to or exercised and enjoyed by the Old Company at the date of the passing of the proposed Act, together with all debts, obligations, and liabilities of the Old Company.

To confer upon the Company the powers hereinafter mentioned for and in connection with the lighting with gas and supplying with water all or some of the parishes and places of Canford Magna, Kingstone, otherwise Kinson, Parkstone, and Longfleet, all in the county of Dorset, and Christchurch, Holdenhurst, Bournemouth, Westbourne, Springbourne, Boscombe, Boscombe Spa, Westover, otherwise West Stour, and Pokesdown, all in the county of Hants, and any parishes and places adjacent to such last-mentioned parishes and places.

To authorize the Company to maintain the existing gas and waterworks of the Old Company, and from time to time to alter and improve the same.

To authorize the Company to manufacture gas and the several matters and things producible from the residuary products arising or resulting from the manufacture of gas, and to sell and dispose of gas, coke, coal tar, and other residual and manufactured products, matters, and things; and to acquire, hold, use, and exercise patent rights, and to sell and dispose of water, and to carry on the business usually carried on by gas and water 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 water, and lay down and place mains and pipes in, through, across, along, over, or under streets, roads, highways, lanes, footways, rivers, canals, waters, bridges, railways, and other passages and places within the said parishes and places of Canford Magna, Kingstone, otherwise Kinson, Parkstone, and Longfleet, all in the county of Dorset, and Christchurch, Holdenhurst, Bournemouth, Westbourne, Springbourne, Boscombe, Boscombe Spa, Westover, otherwise West Stour, and Pokesdown, all in the county of Hants; and any parishes and places adjacent to such last-mentioned parishes and places; and to break up and interfere with such streets, roads, highways, lanes, footways, bridges, railways, and other passages and places, and also with any sewers, drains, or pipes in, over, or under the same.

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

To levy and collect rates, rents, and charges for the sale and supply of gas and water, and of gas and water meters, fittings, and other apparatus, and to authorize contracts and agreements with any local authority, Company, or public body with reference to the supply of gas and water or otherwise.

To authorize the Company and the Old Company to enter into any agreement or agreements in relation to the matters aforesaid, and to confirm any such agreement or agreements as may have been entered into before the passing of the intended Act.

To enable the Company to purchase, by agreement, or take on lease and hold and to vest in them lands, houses, buildings, waters, and property or easements in or over the same, within the parishes and places aforesaid, for the purpose of or connected with their water undertaking, and to sell, lease, or otherwise dispose of any lands not required for the purposes of the Company.

To authorize the Company to raise money for the purposes of their undertaking by the creation of shares and stock of one or more

classes or descriptions, either with or without preference or priority of interest or dividend, or other special privileges, or by borrowing on mortgage or otherwise, and to create and issue debenture stock, and if thought desirable to capitalize all sums which the Old Company have expended on their works.

To provide for the winding up of the affairs of the Old Company.

The Act will incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Gas Works Clauses Acts, 1847 and 1871," and "The Waterworks Clauses Act, 1847," and any Act amending such Acts respectively, and any other Acts or provisions of Acts which may be deemed necessary or expedient for effecting the objects aforesaid.

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 7th day of November, 1872.

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

Dewsbury Improvement.

(Confirmation of Charter of Incorporation; Provisions with respect to Streets, Street Improvement and Regulations, Highways, Roads, Baths, &c., County and other Bridges, Houses and Buildings, Sewers, Drains, Sewerage, Drainage, Sewage and Sewage Utilization, Sanitary Arrangements, Underground Dwellings, Lodging Houses, Cleansing the Beck and Watercourses, Extension, &c., of Waterworks within the Borough, Removing Obstructions, &c., Lighting; Providing and Regulating Parks and Places of Recreation, Town Hall and Public Buildings, Telegraphs, Clocks, Libraries and Museums, Schools of Art and Science, Public Baths and Wash-houses, &c.; Purchase and Establishment of Markets, Fairs, Slaughterhouses, &c., Provisions for regulating same, Police and Police Regulations; Enactments with respect to various Offences, Nuisances, &c., Fire, Fire Brigade, transfer of Powers of Burial Board; Provisions relating to Burial Grounds and Mortuaries, Houses and Places of Public Resort, Dealers in Marine Stores, Hackney and Stage Carriages, Porters' Carts, Drivers, &c., Purchase of Land and Easements for various purposes, Powers to adjoining Local Boards and Local Authorities, Accounts, Recovery of Expenses, Damages, &c., Borough Fund, Borough and other Rates, Tolls, Charges, &c., Borrowing Powers and Annuities, Bye Laws, Settlement of Disputes, Repeal and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session for an Act to repeal, amend, consolidate, enlarge, and extend all or some of the provisions of the Public Health Act, 1848; the Local Government Act, 1858; the Local Government Act (1858) Amendment Act, 1861; the Local Government Amendment Act, 1863; the Public Health Act, 1872; and of all or some of the several Acts incorporated therewith or referred to therein, so far as the same respectively relate or apply to the municipal borough of Dewsbury (hereinafter referred to as the borough), or are in force within the borough, and to confirm the Charter of Incorporation granted to the mayor, aldermen, and bur-

gesses of the borough (hereinafter referred to as the Corporation), and to make further provision for the public health, improvement, and good rule and government of the borough, especially with respect to the several matters hereinafter mentioned or referred to.

And it is proposed to make provision with respect to public and private streets, roads, lanes, courts, alleys, highways, footways, paths, thoroughfares and places, and land to be laid out for building purposes within the borough, and for laying out and constructing (whether by or at the expense of the Corporation or private persons) dedicating to the public, widening, removing, obstructions in and improving the same respectively, and for fixing and regulating the line of buildings therein or adjoining, or near thereto, and for the removal or prevention of buildings not in the line, and of encroachments, works, and projections on or over any footway or carriage way, whether any such building, encroachment, work, or projection now exists or may hereafter be erected, and for levelling and from time to time altering the levels of, paving, pitching, flagging, channelling, draining, and otherwise making, keeping, repairing, or interfering with the surface of any such street, road, lane, court, alley, highway, footway, thoroughfare, or place, and for constructing sewers therein, and for managing, lighting, cleansing, scavenging, watering, and keeping the same in good and proper order and condition, and for the construction, maintenance, and repair of any bridge or other work in connection with any street or road, and to confer upon or continue in the Corporation the office of surveyors of highways within the borough, with all its powers, rights, duties, and responsibilities, and to make provision with respect to cellars, vaults, ovens, and other like places under, and any opening in any street, road, lane, court, alley, highway, footway, thoroughfare, or place, and for the removal or prevention or securing thereof, and for preventing and removing the deposit of building or other materials, or any rubbish in any street or public place, and with respect to naming the streets and numbering the houses therein, and with respect to the fencing of waste and other lands from public streets, ways, and places, and with respect to the repair of roads, turnpike or otherwise, partly within and partly without the borough, and the construction, alteration, and repair of bridges, and the transfer to the Corporation of all or any county bridges within the borough, and to authorise agreements between the Corporation and all or any road trustees, highway boards, surveyors of highways, justices of the peace for the West Riding of the county of York, and all or any other public bodies or persons interested in any such roads or bridges, for effecting all or any of the objects aforesaid, and to confirm and provide for the carrying into effect of any such agreements as may have been entered into prior to the passing of the intended Act, and to authorise the application of moneys derived from tolls, county or other rates, or any other rates, tolls, duties, or public funds towards the carrying into effect of all or any of such agreements.

And it is proposed to make provision with respect to the erection, re-building, site, elevation, materials, strength, and mode of construction of buildings within the borough, and with respect to the doors, windows, dimensions of rooms, cellars, arches, vaults, and several parts and offices, water closets, cesspools, privies, ashpits, conveniences, and places connected therewith, and for the stability, security from fire, drainage, and

ventilation thereof, and for establishing and enforcing proper regulations with respect to the sanitary condition thereof, and for keeping the same in proper repair, and for prohibiting or regulating cellars or underground dwellings, and for regulating lodging-houses and the accommodation for lodgers, and for the removal, rebuilding, repair, closing, discontinuance, or improvement of ruinous or dangerous buildings, or buildings unfit for human habitation, and for extending all or some of the provisions, requirements, and restrictions in reference to buildings and works and places in connection therewith to buildings already existing.

And it is proposed to provide for the complete and effectual cleansing of that portion of the beck which lies within the borough, and of all or any watercourses within the borough, and for removing all present obstructions therein, and for preventing any future contraction thereof, and for keeping the same respectively free from all future obstructions or pollutions, and for the suppression or prevention of all acts or practices tending to the contraction, obstruction, or pollution thereof, and for the draining, scouring, deepening, widening, straightening, covering over, or otherwise improving all or any watercourses, brooks, ditches, drains, pools, reservoirs, or other accumulations of water, forming in part the boundary of the borough, whether by the Corporation or the local authorities of places adjoining the borough or others, and to authorise the Corporation and such local authorities to enter into agreements for effecting such objects, or otherwise to enforce the performance of such works against all or any parties liable for the same or interested in the watercourses, brooks, ditches, drains, pools, reservoirs, and accumulations of water, or any of them, and to extend, enlarge, and improve within the borough the existing waterworks, and to confer powers upon the Corporations for effecting such extension, enlargement, and improvement, and otherwise with respect to the water supply within the borough, and to continue the powers of the Corporation under the Public Health Act, 1848, with respect to the construction of reservoirs and other waterworks.

And it is proposed to vest all or any existing and future sewers in the Corporation, and to provide for and enforce the construction, alteration, diversion, discontinuance, demolition, maintenance, repair, cleansing, and flushing of all such sewers and drains as may from time to time be necessary for the complete and effectual sewerage and drainage of the borough, and of all necessary or convenient works in connection with such sewers or drains, and otherwise to provide for the complete and effectual sewerage and drainage of the borough and of the buildings and lands therein, and for the disinfection, storage, utilization, manufacture, conversion, sale, and application of all or any sewage or sewage matter conveyed through or along any sewers of the Corporation, and the acquisition, construction, or establishment of any depôts, buildings, or works which may be necessary or proper for effecting such disinfection, storage, utilization, manufacture, conversion, sale, or application, and to authorise the Corporation to enter into agreements with any companies or persons for effecting the objects aforesaid, or any of them, and to become shareholders in any company undertaking to aid or assist in carrying any of the said objects into effect, and to purchase or take or lease, sell, let, farm, and dispose of lands and buildings for any of the purposes aforesaid, and to protect and prevent interference

or improper or unauthorised communications with or use of any sewer or drain of the Corporation for the time being, and to enforce the cleansing and sweeping of the streets, pavements, and footways, the emptying of cesspools, privies, ashpits and the like, and the removal of night-soil, dust, rubbish, ashes, and other substances, from buildings and streets, and the suppression, abatement, removal, and prevention of all nuisances, and to authorise the Corporation to provide or enforce the construction of urinals and other like places, and to make provision for their being kept in proper order and condition, and to authorise the Corporation and the local boards, or other local authorities of places adjoining the borough, to combine for carrying any of the objects aforesaid, or any other objects of the intended Act, into effect, so far as relates to their respective districts, and to enter into agreements for those purposes, and to provide for the payment of expenses incurred by any such local authority out of the rates leviable by them or otherwise.

And it is proposed to provide for the maintenance and establishment within the borough of public baths and washhouses, bathing places, libraries, museums, and schools of art, and for the erection of all such buildings and works as may be necessary or proper for any of those establishments, and to extend and make applicable within the borough the Acts for the time being in force relating to public baths and washhouses, libraries, museums, and schools of art, with such amendments as may be deemed expedient, or to enact other provisions in lieu thereof, and to authorise the taking of fees and charges for the use of any public baths, washhouses, bathing places, library, museum, or school of art.

And it is proposed to authorise the Corporation to provide land for and establish one or more parks or places for public resort and recreation, and to lay out, keep up, and maintain the same accordingly, and to erect, provide, and maintain a town hall, borough, or sessions courts, police courts, gaols, station houses, and other public offices and buildings, and a market house or market houses, and slaughter house or slaughter houses, within the borough, telegraphs, and public clocks, with all requisite and proper offices and subsidiary buildings, and to establish, and hold, and provide for the regulation of, and from time to time discontinue, or remove markets and fairs within the borough, and to purchase by compulsion or agreement, hold, use, exercise, and enjoy all or any existing market or fair rights, powers, and franchises within the borough, to grant leases of the market stalls, tolls, and receipts, slaughter houses, and other property, to make provision with respect to weighing articles and vehicles, and with respect to offences committed in the market places or fairs, and to licence slaughter houses, and to make regulations with respect to slaughter houses and knackers' yards, and to have and exercise all such other powers, rights, and privileges with respect to markets, fairs, slaughter houses, and otherwise, as are conferred on the holders of markets by "The Markets and Fairs Clauses Act, 1847," or are usually conferred by private Acts of Parliament or otherwise, and to exempt every or any park and place for public resort and recreation acquired under the intended Act, from all or any municipal, parochial, or other local rates, taxes, and assessments.

And it is proposed to make provision for the good order and government of the borough in matters of police, and otherwise for promoting the health, comfort, and prosperity of the borough

and its inhabitants, and for the regulation of the police force and fire brigade of the borough, and the enlargement of their powers and duties, and for the imposition of penalties for various offences, and for the regulation and licensing of all or any porters, carts, hackney carriages, stage coaches, omnibuses, and other public conveyances plying for hire, or running or used within the borough; and of the porters, drivers, conductors, and other persons employed about the same respectively, and of porters and drovers, and for the licensing, inspection, or regulation of all or any places or houses of public resort, gaming houses and places, refreshment houses and places, music saloons, and houses licensed for the sale of beer, ale, spirits, or any intoxicating liquors, and for the license and regulation of dealers in marine stores, and for the suppression of nuisances of every description; and for the prevention, suppression, or regulation of trades, occupations, or practices injurious to health, or a nuisance or annoyance to the inhabitants of the borough; and for enforcing the consumption of smoke in factories, and other buildings or places, by the construction of proper furnaces or chimneys, and other appliances, and for the prevention of fires, and to enact provisions in relation to mad dogs, diseased or straying cattle, pounds, goods stolen, pawned, or fraudulently obtained, adulteration of food, malicious injury to property, street nuisances, obstructions in streets, waste land, dangerous places, smoke, fire, fire engines, fire brigade stations, firemen, fireworks, gunpowder, and other combustibles, and the prevention and extinguishment of fires, and with respect to brothels and disorderly houses, shows, caravans, and the like.

And it is proposed to transfer to the Corporation the property, powers, rights, and liabilities of the Dewsbury Burial Board, and to make provision for the establishment and construction of mortuaries and of all necessary and proper works in connection therewith, and with respect to the regulation, management, and use thereof, and of all burial grounds now, or hereafter established within the borough. And it is proposed to authorise the Corporation to accept grants of land and other donations made to them for parks, hospitals, and other public or charitable purposes, and to take legal proceedings for the protection of streams, or watercourses within, or forming part of the boundary of the borough, from encroachment, obstruction, pollution, or injury, and to provide temporary hospitals, and assistants under certain circumstances, and to enact regulations with respect to lodging houses, and to provide for their registration and inspection, and to provide for the inspection and regulation of scales, beams, and the like, and to incorporate and make applicable to the Corporation the 142nd section of "The Towns Improvement Clauses Act, 1847," and to provide for the execution, by the Corporation, of works required to be done by them in case of neglect or default on the part of the persons required to do the same, and for the entry and inspection of premises and works by the Corporation, their officers, or servants, and for the recovery of penalties, damages, costs, charges, and expenses of every description, and for the raising of money by persons incapacitated or having limited interests for carrying out the requirements of the intended Act.

And it is proposed to authorise the Corporation from time to time to raise money by mortgage or annuities, or partly by mortgage and partly by annuities, and from time to time to pay off the sums so raised, and in like manner to

raise the amount so paid off, and so from time to time; and to charge all mortgages and annuities granted by them upon all or any of the lands, property, tolls, rates, duties, stallages or charges, to be taken or levied under the powers of the intended Act, and (whether as a collateral or direct or sole security) upon the borough rates and borough fund of the borough, and to call in, convert, or pay off all or any existing mortgages and debts of the Corporation, and to authorise the Public Works Loan Commissioners to advance money to the Corporation on the security of the borough fund or borough rates, and to authorise the Corporation to pay the costs of the intended Act, and all costs, charges, and expenses which they may incur or sustain in carrying the same into effect, out of any funds or moneys at their disposal.

And it is proposed to continue or re-vest in the Corporation or Town Council of the borough all lands, buildings, works, materials, property, and effects now vested in or belonging to them respectively, but of which they may become divested by the repeal or amendment of any enactment under the provisions of the intended Act, and to authorise the Corporation to purchase by compulsion or agreement, and to take and hold on lease any lands or buildings which they may require for any of the purposes of the intended Act, or for charitable purposes, and any rights or easements in, over or in connection with lands and buildings, and to resell, exchange, demise, let on building or other lease, for any term or number of years or lives, or otherwise dispose of temporarily or permanently, any lands or buildings belonging to them, and to make bye-laws, rules, and regulations with respect to all or any of the matters hereinbefore mentioned or referred to, and to repeal, alter, enlarge, or extend all or any existing bye-laws, and to exempt the Corporation and the borough from the provisions of the Municipal Corporations Acts with respect to the borough fund and borough rates, and from the provisions of all or any other Acts whereby the Corporation are or may be empowered to levy rates for particular purposes, and to provide for the establishment of a borough fund, and to authorise the Corporation to levy borough rates, and other rates, market, and other tolls, duties, stallages, and charges appertaining to markets and fairs, or slaughter-houses, and other duties, fees, and charges for any of the purposes of the intended Act, and to repeal or alter existing tolls, rates, duties, stallages, fees, and charges, and to confer exemptions from the payment of tolls, rates, duties, stallages, fees, and charges, and to authorise the Corporation to hold, use, exercise, and enjoy all powers, rights, authorities, privileges, and immunities which it may be necessary, proper, or expedient that they should have, hold, use, exercise, or enjoy, for enabling them fully and completely to carry into effect the objects and purposes of the intended Act, and to impose fines, penalties, restrictions, forfeitures, and other punishments for breach, neglect, or non-observance of any of the provisions of the intended Act, or of any order, bye-laws, rule, or regulation of the Corporation made in pursuance thereof, and to provide for the settlement of disputes by arbitration, or otherwise, and to make provision with respect to contracts, auditing of accounts, damage by mining works, service of notices, and proof of debts in bankruptcy.

And it is proposed to authorise the Corporation to stop up, alter, or divert, temporarily or permanently, any streets, courts, roads, highways, thoroughfares, alleys, or places, and to raise, lower, or alter any arch, vault, cellar, arca, or

other part of any house, or building, and to move, remove, or alter the position of any gas, or water mains, or pipes, telegraph wires, or tubes, and other works, and to vary or repeal all existing rights and privileges which would, or might, in any way prevent, impede, or interfere with the carrying of the objects of the intended Act into effect, and to confer other rights and privileges.

And it is proposed to repeal, alter, or amend, so far as may be necessary for any of the purposes of the intended Act, all, or any of the provisions of the Dewsbury, Batley, and Heckmondwike Waterworks Act, 1856, the Dewsbury, Batley, and Heckmondwike Waterworks Amendment Act, 1861, the Dewsbury, Batley, and Heckmondwike Waterworks Amendment Act, 1867, the Dewsbury and Batley Gas Act, 1861, and all other local Acts relating to water, gas, or any other matter, and in force within the borough, or any part thereof.

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 of December, 1872.

Dated this ninth day of November, 1872.

Jesse Smith, Town Clerk, Dewsbury.

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

In Parliament.—Session 1873.

Beckenham Sewage.

(Conveyance of Sewage of part of Beckenham into Sewers of Lewisham District Board of Works and of Metropolitan Board of Works—Rating and other Powers).

NOTICE is hereby given, that the Guardians of the Bromley Union and the Board of Works for the Lewisham District, or one of them, 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 authorise and require the guardians of the Bromley Union, as the sanitary authority for the parish of Beckenham, with the consent of the Metropolitan Board of Works, and of the Board of Works for the Lewisham district, to construct such sewer or sewers, under the powers of the Public Health Act, 1872, and of the Sewage Utilization Acts, as may be necessary for the purpose of conveying the sewage of the whole or some portion of that part of the parish of Beckenham, in the county of Kent, which lies west of the Mid-Kent Railway and the Mid-Kent and Addiscombe Railway into the sewer in the parish of Beckenham, constructed by the said Board of Works for the Lewisham District, in connection with the Ravensbourne and Sydenham main sewer of the Metropolitan Board of Works, and so to convey the said sewage into the said Ravensbourne and Sydenham main sewer.

To enable the said Guardians as the said sanitary authority, and the said District Board of Works and the said Metropolitan Board of Works to agree as to the terms and conditions upon which the right to use the sewers of the said respective Boards shall be granted, and as to the contributions or other payments to be made by the said Guardians for and in respect of such user, or the Bill may itself set forth what such terms and conditions, and contributions, and payments shall be.

To confirm any agreement which has been or may at any time be made touching the matters aforesaid, and to provide for the settlement by arbitration of any question which may arise

between the before-mentioned public bodies or any of them under the Bill.

To authorise the making and levying of all such rates as may be necessary for the purposes of the Bill, and the Bill will provide for the recovery of any sums of money or contributions to which the said respective Boards of Works may be entitled under the powers and provisions of the Bill, and for that purpose the Bill will enable them to levy rates within the portion of Beckenham to be included within the powers of the Bill.

So far as may be necessary for the purposes of the Bill, to amend and enlarge the powers and provisions of the several Acts relating to the Metropolitan Board of Works, and to vary and extinguish all such rights and privileges as would interfere with the objects of the Bill, and to confer other rights and privileges.

And notice is hereby further given that printed copies of the intended 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, 1872.

Saml. Edwards, Lewisham, and 25, Lincoln's-inn-fields, Solicitor for the Bill.

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

In Parliament.—Session 1873.

London Chatham and Dover Railway.
(Construction of Railways in the county of Kent; Widening of Railway Bridge over York-road, Battersea; Compulsory Purchase of Lands; Tolls; Additional Capital; and Amendment of Acts).

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 among other purposes:

To authorise the London Chatham and Dover Railway Company (hereinafter called the Company) to make and maintain the Railways hereinafter described, or one of them, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications (that is to say):

A Railway (No. 1) wholly within the parish of Gillingham, in the county of Kent, commencing by a junction with the main line of the Company's Railway, at or near the point where the same crosses on the level the public road from Chatham-hill to Gillingham, and terminating at a point upon the road leading from Brompton and Lower Gillingham to the Gillingham Wharf, such point being distant forty yards or thereabouts measuring in a north-easterly direction from the easternmost end of the wall which forms the southern boundary of the Chatham Dockyard Extension Works.

A Railway (No. 2) wholly within the said parish and county, commencing by a junction with the said intended Railway No. 1, at the point above described as the termination thereof, and terminating at a point at or near the wall which bounds the Chatham Dockyard on the side of the river Medway, at a point distant forty-five yards or thereabouts, measuring in a north-easterly direction from the point where the north-western corner of the new masting slip of the said dockyard abuts upon the river Medway.

To enable the Company to widen the bridge carrying their railway over the York or Battersea-road, in the parish of Saint Mary, Battersea, in the county of Surrey, on the western side thereof, to an extent not exceeding thirty feet.

To purchase by compulsion or agreement lands and buildings for the purposes of the intended

Act, and to alter, vary, or extinguish all existing rights and privileges connected therewith, which would in any manner impede or interfere with such purposes, or which would be inconsistent with the same, and to confer other rights and privileges.

To cross, stop up, alter, or divert, either temporarily or permanently for the purposes of the intended Act, all turnpike and other roads, streets, highways, bridges, footways, ways, and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains, and watercourses which it may be necessary to cross, stop up, alter, or divert for the purposes of the intended Act.

To levy tolls, rates, and duties for or in respect of the use of the said intended railways and works, and to alter existing tolls, rates, and duties; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To enable the Company to apply to the purposes of the intended Act any capital or funds now or hereafter belonging to them, or under their control; and, if they shall think fit, to raise additional moneys for such purposes by the creation of new shares or stock, with or without preference or priority in payment of dividends or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by debenture stock, or by any of those means, or by such other means as Parliament shall authorise or direct.

To authorise the Company on the one hand and the Lords of the Admiralty on the other hand, to make and carry into effect agreements for the laying down, maintenance, use, and working of rails, sidings, works, and conveniences, in connection with the said intended railways, into, in, through and along the dockyards and premises connected therewith, known as the Chatham Dockyard and Chatham Dockyard Extension, and with respect to the construction, maintenance, use, and working of the intended railways, the carriage of traffic of every description thereon and upon the other railways of the Company; and with respect to the expenditure on or in connection with the intended railways and the works connected therewith, and the payments by way of rent or otherwise to be made by the Admiralty to the Company in regard to the matters aforesaid, and the compositions for or exemptions from tolls and charges to be allowed and granted, and with respect to any matters incidental thereto; and to confirm and give effect to any agreements having relation to the matters aforesaid, made or to be made prior to the passing of the intended Act.

To alter, amend, extend and enlarge, and if need be to repeal, the powers and provisions, or some of them, of the following Acts, local and personal (that is to say): 16 and 17 Vict. cap. 132; 22 and 23 Vict. cap. 54; 23 and 24 Vict. cap. 177; 28 and 29 Vict. cap. 268; 30 and 31 Vict. cap. 209; 32 and 33 Vict. cap. 116; 34 and 35 Vict. cap. 131; and all other Acts relating to or affecting the Company.

A plan and section in duplicate of the intended railways, and of the proposed widening of the said bridge, and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plan, and an Ordnance map with the lines of railway delineated thereon, showing their general course and direction, will be deposited with the Clerk of the Peace for the county of Kent, at his office at Maidstone, and with the Clerk of the Peace for the county of Surrey, at his office in North-street, Lambeth, and a copy of so much of the said plan, section, and

book of reference as relates to any parish or extra-parochial place, will be deposited in the case of a parish with the parish clerk of such parish at his residence, and in the case of an extra-parochial place with the parish clerk of some adjoining parish at his residence; and all such deposits will be made on or before the thirtieth day of November instant, and will be accompanied by a copy of this notice.

Printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the twenty-first day of December next.

Dated this 14th day of November, 1872.

William Cleather, Victoria-station, Solicitor for the Bill.

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

In Parliament—Session 1873.

Llanfyllin and Llangynog Railway.

(Incorporation of Company; Power to make a Railway from Llanfyllin to Llangynog; Compulsory Purchase of Lands; Tolls, &c.; Traffic and other Arrangements with the Cambrian Railways Company; Special Gauge; Amendment of Acts; and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill and 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 Llanfyllin, in the county of Montgomery, in the yard of the Llanfyllin Station, belonging to the Cambrian Railways' Company, at a point at or near the distance of one hundred and thirty-four yards on the north side of a certain bridge in the parish of Llanfyllin aforesaid, called the Derlwyn Railway Bridge, and which carries the road leading from Llanfyllin to Greenhall Farm, over the Llanfyllin branch of the Cambrian Railways, and measuring from the centre thereof, and terminating in the parish of Llangynog, in the county of Montgomery, in a field called "Cae Bont," belonging or reputed to belong to the Reverend Frederick Assheton Lloyd, in the occupation of Thomas Savin, at a point at or near the distance of thirty-six yards on the north side of the bridge over the River Eiarth, situate in the village of Llangynog, and measuring from the centre thereof; and which said intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say,—Llanfyllin, Bachie, Brynellty, Garthgell, Bodfach, Bodyddon, Llanrhaidr-yn-Mochnant, Brithdir, Castellmoch, Glanhafon, Pennant, Garthgelynen-fawr, Garthgelynen-fechan, Llangynog, Llan, all in the county of Montgomery, and Trebrys-fawr, part of which is in the county of Denbigh and part in the county of Montgomery.

And it is, also proposed by the said intended Act to confer on the Company to be thereby incorporated (hereinafter called "the Company"), all the necessary powers to effect the objects following or some of them, that is to say:—

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra parochial, and other places, 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, all or any of the lands and houses situate in the before-mentioned parishes, townships, extra-parochial and other places, and delineated upon the plans to be deposited as hereinafter mentioned, and any other lands, houses, and other property which may be required 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, houses, and other property, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railway and works or any of them, and to confer, vary, alter, or extinguish other rights and privileges.

To levy tolls, rates, and duties, for or in respect of the use of the said intended railway and works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties, as may be thought expedient.

To enable the Company and the Cambrian Railways Company to enter into 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 thereon, 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 Cambrian Railways 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, and to confirm any existing agreements with reference to any of the objects and purposes aforesaid.

To enable the Company to construct the intended Railway on a gauge different to that prescribed by the Act 9 and 10 Vic., cap. 57, intituled "An Act for Regulating the Gauge of Railways," and to make such railway on a gauge to be defined in the said Bill, or determined by Parliament, and to repeal, alter, and amend such last mentioned Act so far as it may be necessary for the objects and purposes of the said Bill.

To alter, amend, extend, and enlarge, if need be, the powers and provisions of the following Acts relating to the Cambrian Railways Company, and their undertaking, viz.:—Local and Personal Acts, 24 Vict., cap. 17; 27 and 28 Vict., caps. 97, 147, 161, 262, and 263; 28 and 29 Vict., caps. 277, 283, and 291; and 29 and 30 Vict., cap. 334; 30 and 31 Vict., cap. 137; 31 and 32 Vict., cap. 177, and any other Acts relating to that Company.

And notice is hereby further given, that duplicate plans and sections of the said intended railway and works, and of the lands and houses proposed to be taken for the purposes thereof, together with 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 houses, together with an Ordinance or 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 Montgomery, at his office in Welshpool; and with the clerk of the peace for the county of Denbigh, at his office in Ruthin; and that a copy of so much of the said plans, and sections, and books of reference as

relates to the several parishes in or through which the intended railway and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this Notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his place of abode, and, in 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 12th day of November, 1872.

William Anthony Pughe, Llanfyllin, Solicitor for the Bill.

Wyatt, Hoskins, and Hooker, 23, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1873.

Gas Light and Coke Company.

(Power to Purchase, Lease, and Work Coal Mines and Collieries, Vessels, &c.; Creation of Reserve Fund for Equalization of Dividends; Purity of Gas; Better Recovery of Gas Rents; Extinguishment of Rights of Way; Adjustment of Dispute with Mr. French; 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 (that is to say):—

To empower the Gas Light and Coke Company (hereinafter called "the Company"), either by themselves or conjointly with other Companies, bodies, or persons, to purchase by agreement or take on lease and work coal mines and collieries, and to purchase, hire, hold, and work railway trucks, collier ships, lighters, and vessels, and to enter into contracts and agreements with any Company or persons that may be necessary or useful for enabling the Company to reduce the cost of coals and other materials for the manufacture of gas, and to carry on their operations with economy.

To make better provision for the recovery of gas rates and rents from time to time owing to the Company.

To extinguish all rights of way (if any) over or upon any of the lands and property of the Company in the parish of Barking, in the county of Essex, and in the parish of Woolwich, in the county of Kent; and particularly all rights of way (if any) over or along the line formerly occupied by the embankment or river wall, which now intersects that portion of the Company's property known as "The Gas Lands" in the said parishes of Barking and Woolwich.

To refer to arbitration all matters in dispute between the Company and John Ismay French, Esq., with respect to the ownership and use of, or easements over a piece of land set apart by the Company for the formation of an occupation road for the accommodation of the said John Ismay French, Esq., in the parish of East Ham, and, if need be, to purchase and extinguish, confer, alter, or modify any rights or easements over such land or proposed road, and to alter or rescind any contracts or agreements relating thereto, so as to enable the Company fully to carry out, maintain, and efficiently work their undertaking.

To enable the Company to set apart annually out of the profits of their undertaking an amount to be mentioned in the said Bill to form a reserve

fund, to be from time to time applied in equalizing the dividends payable to the Shareholders of the Company, and to define and make uniform the borrowing powers of the Company.

To remove certain doubts as to the construction of, and, if need be, to repeal and amend the several provisions of the Metropolis Gas Act, 1860, and of the City of London Gas Act, 1868; and of the Gas Light and Coke Company's Act, 1868, with respect to the purity of gas to be supplied by the Company.

To alter, amend, extend, and enlarge, and, if need be, to repeal the powers and provisions of the following Acts (local and personal), or some of them, that is to say, the Gas Light and Coke Company's Act, 1868, the Gas Light and Coke Company's Act, 1870, the Gas Light and Coke Company's Act, 1871, the Gas Light and Coke Company's Act, 1872, the Metropolis Gas Act, 1860, the City of London Gas Act, 1868, and any other Act relating to or affecting the Company.

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

Dated this 11th day of November, 1872.

J. O. Phillips, Westminster;

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

In Parliament.—Session 1873.

Derby Waterworks Company.

(New Works; Extension of Limits; Purchase of Lands and Acquisition of Additional Lands; Extension of Time for Purchase of Lands and Completion of Works; Additional Capital; Amendment of Acts.)

THE Derby Waterworks Company (herein 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, and to confer upon them the following powers, or some of them (that is to say):—

To make and maintain the following works in the county of Derby:—

- (1.) A storage reservoir and a service reservoir (No. 1) in a field, situate in the parish of Breadsall, called Top Smithecote Hill, now in part belonging to the Company, and in part to the Reverend Hugh Ashworth Stowell, Rector of Breadsall aforesaid, and in the occupation of John Merry the younger and the Company, or one of them, and to confirm to the Company the use for the aforesaid, and other the purposes of their undertaking of such part thereof as has been acquired by the Company, and of all easements, rights, and privileges acquired by the Company in connection therewith.
- (2.) A conduit or main pipe (No. 1) situated wholly in the said parish of Breadsall, commencing in or out of the engine-house now being erected by the Company at their Little Eaton pumping station, and terminating in the storage reservoir before mentioned.
- (3.) A conduit or main pipe (No. 2) commencing in or out of the before-mentioned service reservoir (No. 1), in the said parish of Breadsall, and passing thence through or into the parishes, townships, and extra-parochial and other places following, or some of them, namely, Breadsall, Little Chester, Saint Alkmund, Saint Michael, All Saints, Saint Werburgh, Saint Peter, Normanton, Little-over, and Mickleover, and terminating in the

said township of Littleover, in the said parish of Mickleover, in the service reservoir (No. 2) hereinafter mentioned.

- (4.) A service reservoir (No. 2) in a field situate in the said township of Littleover, in the said parish of Mickleover, called Far Mare Close, otherwise Walker Close, belonging to Cockshutt Heathcote, Esquire, and in the occupation of John Pegge.
- (5.) A conduit or main pipe (No. 3) commencing from and out of the conduit or main pipe (No. 2), at or near the junction of Darley-lane, otherwise Darley-road, with the Alfreton Turnpike-road, in the said parish of Breadsall, and passing thence through or into the parishes, townships, and extra-parochial, and other places following, as some of them, namely, Breadsall, Little Chester, Darley Abbey, and Saint Alkmund and Allestree, and terminating in the said parish of Allestree, in the service reservoir (No. 3) hereinafter mentioned.
- (6.) A service reservoir (No. 3), and an approach road thereto in a field situate in the parish of Allestree, called Riddings, belonging to Thomas William Evans, Esquire, and in the occupation of John Hodgkinson.
- (7.) All needful engines, machinery, cuts, filter beds, buildings, pipes, approaches, works, appliances and conveniences in connection with the several intended works.

To enable the Company to deviate from the line of works both vertically and horizontally, to purchase, acquire, and hold lands, easements, hereditaments, and other property, compulsorily and by agreement.

To extend the limits of the Company's existing Acts, and to enable them to supply with water the several parishes, townships, and extra-parochial, and other places following (that is to say):—Allestree, Breadsall, Chaddesden, Littleover, Mackworth, Markheaton, Mickleover, Normanton, and Osmaston, or some of them, or some part or parts thereof respectively, and to extend and apply all or some of the powers and provisions of the existing Acts of the Company, and of the Bill, to such townships, parishes, and extra-parochial and other places, or some of them, or some part or parts thereof respectively, and to enable the Company to take rents, charges, and remunerations, and to exercise all needful powers within such extended limits.

To lay down and maintain pipes, culverts, and other works in, under, over, or across, and to cross, break up, alter, divert, and stop up, either temporarily or permanently, roads, highways, footpaths, streets, public places, bridges, canals, towing paths, railways, tramways, sewers, drains, streams, rivers, brooks, and watercourses, in the townships, parishes, and extra-parochial and other places herein mentioned, or some of them.

To extend the time for the completion of works authorised by "The Derby Waterworks Act, 1868," and the time for the compulsory purchase of lands, easements, and hereditaments beyond the respective times allowed by the said Act for those purposes.

To raise additional capital by the creation and issue of new shares or stock, and by borrowing, upon such terms and conditions as the Bill may define or Parliament may prescribe.

To repeal the ninth section of "The Derby Waterworks Act, 1848," limiting the number of shares to be held by one person.

To vary or extinguish, if and so far as may be necessary, all rights and privileges which would interfere with the objects of the Bill, and confer,

if and so far as may be necessary, other rights and privileges, and to vary and enlarge, if and so far as may be necessary, certain of the provisions of "The Derby Waterworks Act, 1848," and "The Derby Waterworks Act, 1868," and to confer upon the Company all needful powers for preventing the water supplied by them from being fouled, contaminated, wasted, or misused.

To incorporate with the Bill, so far as may be necessary for the purposes thereof, "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Waterworks Clauses Acts, 1847 and 1863," and the provisions of "The Railways Clauses Consolidation Act, 1845," relating to roads and the temporary occupation of lands, and if need be to vary the same or some parts thereof.

Duplicate plans and sections showing the line or situation and levels of the intended new works, and the lands in or through which the same will be made, with books of reference to the said plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands and other property which may be taken under the powers of the Bill, and also a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Derby, at his office at Derby; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended works will be made, or in which any lands or other property intended to be taken are situate, and a copy of this notice will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 14th day of November, 1872.

Simpson, Taylor, and Simpson, Derby,
Solicitors for the Bill.

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

Board of Trade.—Session 1873.

Midsomer Norton Gas and Coke Company
(Limited).

(Application for Provisional Order for Powers to Maintain and Enlarge Gasworks; Limits of District; Power to Manufacture Gas, Break-up Streets, Raise Capital, and Levy Rates; Incorporation of Acts; 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 Midsomer Norton Gas 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,—

To enable the Company to maintain and continue their existing Gasworks, situate at Primrose-lane, in the parish of Midsomer Norton, in the county of Somerset, on lands now held by them, and bounded on the north partly by premises of Thomas Harris Smith, and partly by premises of Charles James; on the south partly by lands late of William Lansdown Parsons, and now of Elizabeth Parsons, and partly by lands of Mary Brand-

reth; on the east by Primrose-lane aforesaid; and on the west partly by lands of the said Mary Brandreth, and partly by lands of the said Thomas Harris Smith.

To enable the Company to construct the following new works on the land belonging to the Company.

To increase the number of retorts to any number not exceeding fifteen, and erect other apparatuses in connection therewith, and to construct one or more gasholders, containing sixteen thousand cubic feet respectively.

To build depôts for the sale of coals, coke, and lime, and to repair their existing mains, to lay new mains and service pipes in the parish of Midsomer Norton aforesaid.

The parish in which the proposed new works will be made is Midsomer Norton, in the county of Somerset. The district to be supplied with gas by the Company, under the Order, will consist of the parish above mentioned.

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 any sewers, drains, pipes, telegraph wires or posts in, over, or under the same.

To enable the Company to raise by shares or borrowing such additional capital as may be required for the purposes of the intended Order.

To authorize the Company, and all corporations, commissions, local boards, and other parochial and legal authorities within the said limits, to make and carry into effect contracts and agreements for lighting and supplying all things, and performing all acts incidental to lighting any public streets, place, or building within such limits, and under their jurisdiction, upon such terms and conditions as they shall respectively agree upon.

To enable the Company to enter into any contracts and agreements for carrying into complete effect the objects and purposes of the said Provisional Order.

To incorporate with the intended Order all or any part of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Gasworks Clauses Act, 1847," and "The Gasworks Clauses Act, 1871."

To enable the Company to levy tolls, rates, and charges for the supply of gas, and to vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Provisional Order, and to confer other rights and privileges.

And notice is hereby given, that on or before the 30th day of November instant, a copy of this advertisement, a map showing the land used by the Company for the manufacture of gas, and of residual products arising from the manufacture of gas, and a plan of the proposed new works, will be deposited in the office of the Clerk of the Peace for the county of Somerset, at Wells, in the said county, and at the Office of the Board of Trade, Whitehall, London, and at the Private Bill Office of the House of Commons, and Parliament Office of the House of Lords.

And notice is hereby further given, that on or before 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 Mr. William Rees Mogg, Solicitor, Chelwell, near Temple Cloud, in the county of Somerset aforesaid; and of Mr. Samuel Herbert Lewin, No. 1, Upper Charles-street, Westminster.

And notice is hereby also given, that all persons desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, before the 15th day of January next ensuing; and that copies of their objections must, at the same time, be sent to the Promoters.

Wm. Rees Mogg, Chelwell, Temple Cloud, near Bristol, Solicitor.

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

In Parliament.—Session 1873.

Pontefract, Tanshelf, and Carleton Gas.
(Reincorporation of the Pontefract, Tanshelf, and Carleton Gas Light and Coke Company, Limited, with Powers to Maintain and Enlarge Works and Light Pontefract, Tanshelf, Carleton, and other places 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 Pontefract, Tanshelf, and Carleton Gas Light and Coke 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 of Association and Articles of Association under which the Company are now acting.

3. To confer upon the Company all needful powers for lighting with gas the townships and places of Pontefract, Tanshelf, Carleton, Monkhill, and Pontefract Park District, all in the West 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, houses, and buildings 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 gasworks, 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 a portion of which the gasworks of the Company have been erected, and which said lands are situate in the said township of Pontefract, and are bounded as follows:—On the north, partly by land belonging to the Earl of Harewood, in the occupation of John Carter, and partly by a walk called Black Walk; on the south, partly by land belonging to the Earl of Harewood, in the occupation of Dorothy Barratt, partly by the Butts, partly by property belonging to William Wilson, in the occupation of himself and others, and partly by lands belonging to William Thomas

Moxon, Joseph Smith, and the Lancashire and Yorkshire Railway Company, in the respective occupations of Joseph Gelder, Joseph Smith, and Thomas Dobson; on the east, partly by a road leading to the station of the Lancashire and Yorkshire Railway Company, and called Station-road, partly by land belonging to the Lancashire and Yorkshire Railway Company, in the occupation of Thomas Dobson, and partly by land belonging to the said William Thomas Moxon, in the occupation of Joseph Gelder; and on the west, partly by a lane called New-lane, and partly by land belonging to the Earl of Harewood, in the occupation of Dorothy Barratt and Roger Hurst.

5. To enable the Company 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 incidental 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 lands, streets, roads, public or private, lanes, railways, rivers, canals, waters, bridges, and other passages and places within the limits of the Bill, and, if necessary, to acquire compulsorily, easements, and to break up and interfere with lands, streets, roads, lanes, bridges, and other passages and places, and also with sewers, drains, and pipes.

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 charge and receive rents, charges, and remunerations for the sale and supply of gas and gas meters and fittings, and other gas apparatus.

7. To authorise the Company of the one part, and all or any of the commissioners, trustees, local boards, or other local authorities within the said limits of the other part, to make and carry into effect and satisfy 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.

8. To make provision as to the present capital of the Company, and to enable the Company from time to time, as may be required, to raise upon such terms and conditions as may be named in the Bill, further capital by shares and stock, and by borrowing, and to create debenture stock.

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," and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and it will also incorporate with itself, so far as the same are applicable, and except so far as the same may be specially varied, the provisions of "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 12th day of November, 1872.

Coleman and Sangster,

Solicitors, Pontefract.

Dyson and Co., 24, Parliament Street,
Westminster, Parliamentary Agents.

Dewsbury and Batley Corporations Gas.

Powers for the Corporations of Dewsbury and Batley to purchase the undertaking, &c., of the Dewsbury and Batley Gas Company; to purchase lands and to construct Gasworks; to break up Streets, Turnpike Roads, &c.; Lay Pipes, &c.; to Manufacture and Supply Gas within the limits of the Gas Company, or parts thereof; to Acquire and Work Patent Rights for the Manufacture of Gas, &c.; to Manufacture and deal in Residuary Products, Meters, Fittings, &c., and to enter into agreements, confirmation of an existing agreement between the Corporations; Powers to Raise Money by Mortgage; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorise the Corporations of Dewsbury and Batley, or either of them, to purchase by compulsion or agreement the following lands, or some of them, or some part or parts thereof respectively, that is to say:—

1. All those two closes, pieces, or parcels of land situate and being near to Burgh Mill-lane, in the township and parish of Dewsbury, in the West Riding of the county of York, containing together 8a. 1r. 26p. or thereabouts, one close called Little Wood and Quarry Hill, and the other being part of a close called Ten Acre Field, and both belonging to Lord and Lady Mountgarret, and now in the several and respective occupations of Mark Tolson and Philip Tattersfield, and Obadiah Tattersfield, and bounded on or towards the east by property belonging to the Lancashire and Yorkshire Railway Company; on or towards the west, partly by other property belonging to Lord and Lady Mountgarret, and partly by a watercourse called the goit; on or towards the north by other property belonging to Lord and Lady Mountgarret, and on or towards the south by the said Burgh Mill-lane.

2. All those two pieces or parcels of land, situate and being near to Forge-lane, at Thornhill Lees, in the township and parish of Dewsbury, in the West Riding of the county of York, containing together 9a. 3r. 0p., or thereabouts, one piece or parcel belonging to Hannah Wallis, of Thornhill Villa, Pelham-road, New Wimbledon, in the county of Surrey, widow, and Edmund Holt, of Horbury, near Wakefield, solicitor, the trustees of the late John Wallis, and now in the occupation of William Knowles; and the other piece or parcel belonging to the Lancashire and Yorkshire Railway Company, and now in the occupation of Frank Thompson, and bounded on or towards the north-east and east partly by the river Calder, and partly by property belonging to Messieurs John Wormald and John Walker; on or towards the south-east, south, and south-west by property belonging to the Lancashire and Yorkshire Railway Company; and on or towards the north-west and north by property belonging to Lord and Lady Mountgarret.

3. A piece or parcel of land, situate and being in the township and parish of Batley, in the West Riding of the county of York, containing 3a. 0r. 23p. or thereabouts, being heretofore part of two closes of land belonging to John Beswicke Greenwood, Esquire; one thereof called the Low Bottoms, or Beck Close, now in the occupation of Mr. Eli Ibberson; and the other thereof called the Low Ing, and now in the occupation of Mr. Henry Harrop, and which said piece or parcel of land is bounded on the west by the Gomersal and Dewsbury turnpike road; on the east by a line drawn along the centre of the beck; on the south by land belonging to Henry Savile,

Esquire, and on the north by land belonging to Thomas Brearley, Esquire.

And it is proposed by the intended Act to authorise the said two Corporations, or either of them, to erect gas works on all or any of the pieces or parcels of land to be so purchased, or on some part or parts thereof respectively, and to break up public or private streets, turnpike and other roads, highways, lands, and places, and to lay, relay, take up, remove, and repair mains, pipes, pillars, and other apparatus and things from time to time; and to manufacture, store, and supply gas for public trading and private lighting and use within their respective boroughs, or some part or parts thereof respectively, and to manufacture or cause to be produced other substances from the residual or other products evolved in the manufacture of gas; and to store, sell, or otherwise dispose of all or any of such residual or other products and substances; and to manufacture, sell, let, hire, and otherwise deal in meters, fittings, and other apparatus, articles, and things used in the manufacture, sale, supply, or consumption of gas, residual or other products and substances aforesaid; and to purchase or otherwise acquire, hold, work, and use licences from patentees for inventions for or relating to the manufacture of gas or residuary products, meters, or fittings, and otherwise to acquire, hold, use, and exercise patent rights relating to gas, or residual products, meters, and fittings; and to have, hold, use, and exercise all powers, rights, privileges, and authorities necessary, proper, or convenient for the purposes aforesaid, whether usually conferred upon local authorities or companies with respect to the purposes aforesaid, or otherwise.

And it is proposed to transfer and vest, or to authorise and provide for the transfer and vesting of the undertaking, lands, works, buildings, property, estate effects, powers, rights, privileges, and authorities of the Dewsbury and Batley Gas Company (hereinafter called the Company), to, in, and by the said two Corporations, jointly, or severally, and in such manners, shares, and proportions as may have been or may be agreed upon between them, for such price or consideration, and upon such terms and conditions as may be agreed upon between the Company and the said Corporations, or either of them, or as may be settled by arbitration, or as may be fixed and prescribed in or otherwise provided for by the intended Act; and to authorise the said Corporations, or either of them, and the Company to enter into agreements with respect to the several matters aforesaid, or any of them; and to confirm any such agreements as may have been entered into prior to the passing of the intended Act; and to provide for the winding up of the Company and the distribution of their assets, and to dissolve the Company; and to authorise the said two Corporations, or either of them, after the purchase or vesting of the Company's undertaking jointly as to the whole or parts of the Company's gas-works and undertaking, or solely as to specific parts thereof, as may be agreed upon between them, to improve and extend the Company's gasworks, and to carry on the Company's undertaking, and jointly as to all or any part of the Company's limits, or solely with respect to particular parts thereof, as may be so agreed upon as aforesaid, to exercise all the powers, rights, authorities, and privileges aforesaid in like manner, and to the same extent, and throughout the same district, as the Company might have carried on and exercised the same respectively; and also jointly or solely as aforesaid to exercise throughout the whole or any part of the said district all

or any such other powers, rights, authorities, and privileges as are hereinbefore mentioned or referred to with respect to the said two boroughs, or either of them.

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

And it is proposed to take powers to stop up, alter, divert or remove, temporarily or permanently, all turnpike and other roads, streets, highways, footways, and places, sewers, mains, pipes, and works of every description, which it may be necessary or convenient to stop up, alter, divert, or remove for any of the purposes of the intended Act; and to extinguish all rights and privileges connected with any land or building, or which would or might in any way prevent or interfere with or delay the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

And it is proposed to make provision for the manner of carrying out the powers of the intended Act, by the said two Corporations, jointly, or each of them separately, by the appointment of joint committees, or otherwise; and for the division and apportionment between the said two Corporations of the proposed undertaking, or of the benefits to be derived therefrom, and of the area within the proposed gas limits, to be supplied with gas by each Corporation, and of the proportion of cost to be contributed by each Corporation, and for all other matters incidental to or arising out of the joint undertaking, and to authorise the two Corporations to enter into agreements with reference to the objects aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and especially to confirm an agreement with respect to the said objects, or some of them, entered into between the said Corporations, and dated the 2nd day of July, 1872, and any agreement or agreements which may hereafter be made and entered into supplemental thereto, or amending the same, and to make provision for carrying all or any such agreements into full and complete effect.

And it is proposed to authorise the said two Corporations jointly, and each of them separately, or either of them, solely to levy rates, rents, duties, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, duties, and charges, and to grant rent charges or annuities or other annual sums, and to borrow money on mortgage or debenture, and to charge as well the undertaking revenues and property which they may acquire under the intended Act, or their proportion thereof, as all other their respective estate, revenues, rates and property, including borough rate and borough fund, or any

part or parts thereof respectively, with all or any part of such rent, charges, annuities, annual sums, or money to be borrowed as aforesaid.

And it is proposed to repeal, alter, or amend all or some of the provisions of the several Acts of Parliament following, or some of them, that is to say:—The Dewsbury and Batley Gas Act, 1861; the Dewsbury, Batley, and Heckmondwike Waterworks Act, 1856; the Dewsbury, Batley, and Heckmondwike Waterworks (Amendment) Act, 1861; and the Dewsbury, Batley, and Heckmondwike Waterworks Amendment Act, 1867; the Batley Corporation Waterworks Act, 1871; and all other local and personal Acts, and all public Acts relating to the public health or local government in force within the intended gas limits, or any part or parts thereof.

And notice is hereby also given, that a plan in duplicate, showing the lands intended to be taken under the compulsory powers of the intended Act, and a book of reference thereto, will be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and that a copy of so much of the said plan and books of reference as relates to each of the said two parishes, will be deposited with the parish clerk of each such parish at his residence; and that each such deposit will be made on or before the 30th day of November, 1872, 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, 1872.

Dated this 9th day of November, 1872.

Jesse Smith, Town Clerk of the borough of Dewsbury.

Thomas Dean, Town Clerk of the borough of Batley.

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

Royal Bank of Scotland.

Extension of Powers of Carrying on Business; Enlargement and Alteration of Provisions of Charters; 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 objects or some of them:—

To authorise the Royal Bank of Scotland (hereinafter called the Royal Bank) to carry on its business of banking in any parts of the United Kingdom, and to take, hold, and dispose of lands and houses, and other real property and estate for the purposes of its business.

To provide for and regulate the transfer of the stock of the Royal Bank, and the mode of supplying vacancies in the offices of Governor, Deputy-Governor, and Directors of the Royal Bank, the investment of its funds, and other matters relating to the management of its business and affairs.

To alter, amend, and enlarge the powers and provisions of the several Royal Charters granted to the Royal Bank, viz., a Charter of Incorporation granted by His Majesty King George the First, dated the 31st day of May, 1727; a Charter granted by His Majesty King George the Second, dated the 1st day of November, 1738; five Charters granted by His Majesty King George the Third, dated respectively the 16th day of May, 1770, the 10th day of June, 1783, the 5th day of June, 1788, the 7th day of August, 1793, and the 31st day of January, 1804; and a Charter granted by His Majesty King George the Fourth, dated the

30th day of December, 1829; to repeal any provisions or restrictions contained in the said Charters, or any of them, which are, or may be inconsistent with the objects of the Bill; to vary or extinguish all rights and privileges which would interfere with or prevent the execution of the objects of the said Charters or of the Bill; and to confer all powers, rights, and privileges which may be necessary for carrying the same into effect.

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, 1872.

Dated this 14th day of November, 1872.

Dundas and Wilson, C.S., Edinburgh.

Loch and MacLaurin, 8, Great George-street, Westminster.

In Parliament—Session 1873.

Chichester Water.

(Incorporation of Company; Construction of Works; Purchase of Lands; Supply of Water to the city of Chichester and adjacent places, all in the county of Sussex; 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 Chichester Waterworks Company" (hereinafter called "The Company"), and to enable the Company to construct works for supplying and to supply with water the inhabitants of the city of Chichester, and of the parts of the parishes of Saint Peter-the-Great or Subdeanery, Saint Pancras and Saint Bartholomew without the City, and the parishes of Oving, Rumboldswyke, Bosham, New Fishbourne, West Hampnett, and Mid Lavant, all in the county of Sussex, or some part or parts thereof, and powers will be taken in such Bill to enable the Company to construct and maintain the works following, or some of them, all in the county of Sussex:—

1st. A well or shaft with all necessary adits, driftways, galleries, engines, pumps, and engine-house buildings, and accessories, situated in the parish of Bosham, in the county of Sussex, at or near certain springs or pond in a field on the south side of the highway leading from Chichester to Portsmouth, and numbered 347 on the tithe commutation map of the parish of Bosham, belonging, or reputed to belong to Edward Habin, and in the occupation of Wm. Knight.

2nd. A conduit or line of pipes commencing in the said parish of Bosham, in, from, or out of the lastly-described intended well or shaft, and terminating in the parish of Saint Peter the Great or Subdeanery, in the service reservoirs hereinafter mentioned, such conduit or line of pipes will pass from, through, into, or out of the parishes of Bosham, New Fishbourne, Saint Peter the Great or Subdeanery, Saint Bartholomew, the precincts of the Close, Saint Olave, Saint Martin, and Saint Peter the Less, or some of them.

3rd. A service tank or reservoir, with valve-house, tower buildings, and accessories, to be wholly situate in the parish of Saint Peter the Great or Subdeanery, in the north-west angle of a certain field on the south side of an occupation road leading to New Broyle Farm, numbered 90 on the tithe commutation map of the said parish of Saint Peter the Great or Subdeanery, belonging

to, or reputed to belong to George Henty, and in the occupation of Ralph Walker.

In connection with the aforesaid well or shaft, conduits or lines of pipe and service reservoir, to authorise the construction of embankments, dams, sluices, weirs, drifts, adits, tanks, culverts, houses, buildings, engines, machinery, approaches, drains, and other works and conveniences.

All the above works will be made or will pass within, from, or into, and the lands and houses which will or may be taken or used, are situate in the parishes, townships, and extra-parochial places following, or some of them, in the county of Sussex, videlicet, Bosham, New Fishbourne, Oving, Rumboldswyke, Appledram, Mid Lavant, East Lavant, Westhampnett, and the following parishes and extra-parochial places in the county of Sussex, and wholly or partially in the city of Chichester, Saint Peter the Great (otherwise Subdeanery), Saint Peter the Less, Saint Martin, Saint Olave, Saint Pancras (within and without the city), Saint Bartholomew, All Saints, Saint Andrew, Newtown (otherwise Saint Johns), Saint James, and the precincts of the Cathedral Close.

The Bill will confer the following powers, or some of them:—

To deviate from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to the extent to be defined on the said plans and sections, or to be specified in the said intended Act.

To enable the Company to supply water for domestic, trading, public, private, sanitary, and other purposes.

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 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, and 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.

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 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.

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;" "The Railways Clauses Consolidation Act, 1845," or some parts thereof respectively.

And notice is hereby further given, that plans and sections in duplicate, showing the lines, situations, and levels of the said proposed works, and the lands in or through which the same are intended to be made and maintained, and intended to be taken, or which may be taken for the purposes aforesaid, or for the purposes of the said intended Act, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and also a copy of this notice as published in the London Gazette, will be deposited for public inspection, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Sussex, at his office at Lewes, and that a copy of so much of the said plans, sections, and book of reference as relates to any of the parishes or extra-parochial places aforesaid 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 of such parishes, at his place of abode, and in case of extra-parochial places, with the parish clerk of an adjoining parish, at his residence.

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 14th day of November, 1872.

Dickson and Lucas, 43, Bedford-row,
Solicitors.

Sudlow and Gorst, 18, Abingdon-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1873.

Caledonian and Solway Junction Railway
Companies.

(Purchase of portion of Solway Junction Railway by Caledonian Railway Company; Vesting of same, and of Rights and Powers connected therewith in that Company; Disposal of price thereof; Tolls; Arrangements between Caledonian and Solway Junction Railway Companies; Alteration of Rights of Shareholders and of Mortgagees and other Creditors of last-named Company; Power to Caledonian Railway Company to raise additional Share and Loan Capital; Reduction of Share and Loan Capital of Solway Junction Railway 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 the purposes following, or some of them, that is to say:—

To carry into effect the sale by the Solway Junction Railway Company (hereinafter called "The Solway Company") to the Caledonian Railway Company (hereinafter called "The Caledonian Company"), and the purchase by the Caledonian Company from the Solway Company of that portion of the Solway Company's undertaking lying north of the Solway, between Annan and the Kirtlebridge Junction of the Caledonian Railway, and the stations, works, and lands connected therewith, in pursuance of and conformably to, or with any modification of the heads of agreement between the said Companies, dated

the 22nd day of March, 1867, and confirmed by and set forth in a schedule to "The Caledonian Railway (Abandonment, &c.) Act, 1869."

To provide for the payment of the price of the said portion of line and works and lands connected therewith to the Solway Company, or for the division and apportionment of such price among the holders of mortgages and debenture stock issued by that Company, and the creditors in respect of land claims and other creditors of the said Company, or the persons liable for such mortgages, debenture stock, and land claims and other debts and liabilities incurred by or on behalf of the said Company, or some of the said parties, in such manner as shall be prescribed by or under the provisions of the said Bill, or for the payment of such price into the Court of Chancery in England, and the disposal thereof in such manner as shall be directed by that Court, or for the disposal of the said price in such other manner as shall be provided by the said Bill, and for the transference to and vesting in the Caledonian Company of the said portion of line and works and lands connected therewith, freed and disburdened of the said price, and of the mortgages and debenture stock issued, and of the land claims and other debts and liabilities incurred by the Solway Company, or otherwise affecting the same.

To empower the said Companies to enter into arrangements and agreements with each other with respect to the amount and payment or disposal of the said price and the transference of the said portion of line and works and lands connected therewith as aforesaid, and with respect to the joint or separate use by the Caledonian Company of such other portions of the lines, stations, and works of the Solway Company as shall be agreed upon, and the terms of and consideration for such use, and to confirm any such arrangements and agreements which may have been entered into.

To empower the Caledonian Company to levy the tolls, rates, and charges authorised by the Acts relating to the Solway Company in respect of the use of the portion of line and works connected therewith to be transferred as aforesaid, and the conveyance of traffic thereon, and to exercise in respect of the said portion of line and works and lands connected therewith all the other powers, rights, and privileges vested in the Solway Company under those Acts; or to alter the said tolls, rates, and charges, and empower the Caledonian Company to levy other tolls, rates, and charges, and to confer, vary and extinguish exemptions from the payment of tolls, rates, and charges.

To empower the Caledonian Company to raise money for the purposes aforesaid by the creation and issue of shares or stock, on such terms and conditions, with such preferences, priorities, and privileges (if any) inter se, and in respect to the other shares and stock of that Company, and subject as regards preference shares or stock to such powers of redemption (by the creation and substitution of ordinary shares or stock or otherwise) as may be considered expedient, and also by borrowing upon mortgage in addition to the sums authorised to be borrowed by the said Companies respectively, or in lieu of part of the sums authorised to be borrowed by the Solway Company, and to empower the Caledonian Company to issue debenture stock in lieu of the money so borrowed or authorised to be borrowed, and to apply towards the purposes of the Bill any capital or funds belonging to or authorised to be raised by them which may not be required for the purposes for which the same were authorised to be

raised; as also, if thought expedient, to reduce the share and loan capital of the Solway Company.

To vary and extinguish the rights, privileges, and priorities, or some of them, of the holders of ordinary and preference shares and stock in the Solway Company, and of mortgages and debenture stock issued, and of land claims and other debts and liabilities incurred by that Company or on their behalf, and all other rights and privileges which might in any manner interfere with any of the objects aforesaid; and to confer all rights and privileges necessary or expedient for effecting the said objects, or in relation thereto.

To amend, and so far as necessary for any of the aforesaid purposes to repeal, the provisions of the several Acts hereinafter mentioned, or some of them, and of the agreements confirmed thereby, that is to say:—"The Solway Junction Railway Act, 1864;" the "Solway Junction Railway (Deviation) Act, 1865;" "The Solway Junction Railway (Capital) Act, 1866;" "The Solway Junction Railway Act, 1867;" "The Caledonian Railway (Abandonment, &c.) Act, 1869;" and "The Caledonian Railway (Additional Powers) Act, 1870;" as also "The Caledonian Railway Act, 1845;" and the several other Acts relating to the Caledonian Company, and to the undertakings belonging to or held in lease or worked by them, passed respectively in the sessions of Parliament held 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, the 33rd and 34th, and the 35th and 36th years of the reign of Her present Majesty, and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the before-mentioned Companies, parties, and undertakings, or any of them.

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

Dated this 13th day of November, 1872.

James Kerr, 219, Hope-street, Glasgow.

C. and H. and R. Tahourdin, 1 Victoria-street, Westminster.

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

In Parliament.—Session 1873.

Crystal Palace Railway.

(Incorporation of Company; Construction of Railways from the London, Chatham, and Dover and the London, Brighton, and South Coast (West End and Crystal Palace Line) Railways at Dulwich to the Crystal Palace; Compulsory Purchase of Lands, Tolls, Running Powers over Railways, and Use of Stations of the London, Chatham, and Dover Railway Company, and the Crystal Palace and South London Junction Railway Company, and the London, Brighton, and South Coast Railway Company; Working and other Arrangements with those Companies; Subscription of Capital by those Companies; 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, or some of the following purposes, that is to say:—

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 necessary works, stations, approaches and conveniences connected therewith respectively, that is to say:—

1. A railway (No. 1) commencing in the hamlet of Dulwich, in the parish of Camberwell, otherwise St. Giles, Camberwell, in the county of Surrey, by a junction with the main-line of the London, Chatham, and Dover Railway at or near the south-eastern abutment of the bridge carrying that railway over the public road known as the Dulwich common road, and terminating in the said parish of Camberwell, otherwise St. Giles, Camberwell, and county of Surrey, by a junction with the two central lines of rails of the Crystal Palace and South London Junction Railway Company in the High Level Station of that Company at the Crystal Palace, at a point distant 60 yards or thereabouts in a northerly direction measured along those rails from the centre of the turn-table at the southern end of the said High Level Station, which said intended railway (No. 1) will be made or pass from, in, through, or into, the parishes, extra-parochial, and other places following, or some of them, that is to say, the hamlet of Dulwich, Camberwell, otherwise St. Giles, Camberwell, St. Mary, Lambeth, St. Luke, Norwood, All Saints, Croydon, and Croydon, all in the county of Surrey.

2. A railway (No. 2) to be wholly situate in the parish of St. Mary, Lambeth, and county of Surrey, commencing by a junction with the West London and Crystal Palace Railway, of the London, Brighton, and South Coast Railway Company, at or near a point 144 yards or thereabouts (measured along that railway in a south-easterly direction), from the south-east end of the southern platform of the station on that railway at Lower Norwood, and terminating by a junction with railway No. 1 hereinbefore described in a field belonging or reputed to belong to the Ecclesiastical Commissioners for England and Wales, and occupied by Robert Green at or near a point distant 340 yards or thereabouts, measured in a southerly direction from the centre of the bridge over the said West London and Crystal Palace Railway at the junction with Gipsy Road of Auckland Hill, and Elder Road.

To enable the Company to cross, divert, alter, or stop up, either temporarily or permanently, roads, railways, drains, sewer-pipes, rivers, canals, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works, or for other the purposes of the Bill, and to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be prescribed by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To purchase and take by compulsion or otherwise lands, houses, tenements, and hereditaments for the purposes of the said intended railways and works, and of the Bill, and to vary and extinguish all rights and privileges connected with the lands, houses, tenements, and hereditaments so purchased or taken which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, or any of them, or the objects or purposes of the Bill.

To levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the railways and portions of railways hereinafter mentioned belonging to other companies, and to alter the tolls, rates, and duties which those companies are now authorized to take thereon, and to confer, vary, or extinguish 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 any Company or person for the time being, lawfully working or using their railways or any portion thereof to run over, work, and use, with their engines and carriages, and for the purposes of traffic of every description, the railways of the London, Chatham, and Dover Railway Company, the Crystal Palace and South London Junction Railway Company, and the London, Brighton, and South Coast Railway Company, or either of them, or any part or parts thereof respectively, together with all stations, booking offices, platforms, water, watering places and engines, engine sheds, standing room for engines and carriages, sidings, works, and conveniences of or connected with such railways respectively, upon such terms, conditions, and regulations, and upon payment of such tolls, rates, and charges, or other considerations as may have been agreed upon, or as may be settled by arbitration or by the Board of Trade or otherwise, as may be prescribed by the Bill.

To empower the London, Chatham, and Dover Railway Company, the London, Brighton, and South Coast Railway Company, and the Crystal Palace and South London Junction Railway Company, or any or either of them, to take and hold shares in, and subscribe towards, the intended undertaking or any part thereof, and to guarantee to the company interest, dividends, annual or other payments on their stock, shares, and debentures, and for those purposes to enable the respective companies to raise further moneys by the creation of new shares or stock in their respective undertakings, with or without any preference or priority in payment of interest or dividends, or other privileges attached thereto, and by borrowing on mortgage or otherwise.

To empower the Company and the London, Chatham, and Dover Railway Company, the Crystal Palace and South London Junction Railway Company, and the London, Brighton, and South Coast Railway Company (herein referred to as "the contracting Companies"), from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance of the railways and works of the contracting Companies, or some of them, or some part or parts thereof respectively; the supply of rolling stock, plant, and machinery, the appointment and removal of officers and servants; the payments to be made and the conditions to be performed in respect of such working, use, management, construction, and maintenance; the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and apportionment of the revenue arising from such traffic, or other the profits of the respective undertakings of the contracting Companies; the payment of any fixed or contingent rent; and the appointment of joint committees for the carrying into effect any such agreement, and to confirm and give effect to any agreement which may have been or may be made touching any of the matters aforesaid.

To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill or such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges.

The Bill will, so far as may be necessary, repeal, alter, or vary the provisions or some of the provisions of the local and personal Acts following, or some of them, that is to say:—16 & 17 Vict., c. 132, and any other Act or Acts relating to or in any way affecting the London, Chatham and Dover Railway

Company, and 25 & 26 Vict., c. 146, and any other Act or Acts relating to or in any way affecting the Crystal Palace and South London Junction Railway Company, and 9 & 10 Vict., c. 283, and any other Act or Acts relating to or in any way affecting the London, Brighton, and South Coast Railway Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, 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 or reputed owners, lessees or reputed lessees and occupiers of such lands, houses, and other property; and also an Ordnance map, with the lines of the said railways delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at North Street, Lambeth, in that county; and, on or before the same day, a copy of so much of the said plans and sections and book of reference as relates to each parish or extra-parochial place in or through which the intended railways and works are to be made, or in which any lands, houses, or other property intended to be taken under the Bill are situate, and a copy of this notice will be deposited for public inspection as follows; that is to say, with the Vestry Clerk of the parish of St. Mary, Lambeth, at his office at the Vestry Hall, Kennington; with the Vestry Clerk of the parish of Camberwell, at his office at the Vestry Hall, Camberwell; and in the case of each other parish with the parish clerk of such parish at his residence, and in the case of each extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place, 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 1st day of November, 1872.

In Parliament.—Session 1873.

London and Blackwall Railway.

(Improvements at Stepney Station and Widening of Railway; Construction of Railway to connect the Blackwall Lines and the extension from Stepney to Bow; Construction of Pier in connection with Millwall Extension Railway; Powers as to Ferry across the Thames to Greenwich; Arrangements with Owners and Lessees of Potter's Ferry, &c.; Establishment and Exercise of Ferry Rights; Purchase of existing Rights; Powers as to Steam Boats; Powers to Great Eastern Railway Company; Application of authorized Capital; Additional Capital and other Powers as to Capital; Amendment of Acts.)

NOTICE is hereby given, that the London and Blackwall Railway Company, who are herein referred to as "the Company," intend to apply to Parliament in the next session for leave to bring in a Bill for the following or some of the following, amongst other purposes.

To improve the Stepney Station of the Company, and the railway and works at and near that station, and for that purpose to widen and alter the existing railway on one side or on both sides thereof, such widening and alteration to commence at or near Regent-street, in the parish of St. Dunstan Stebonheath, otherwise Stepney, in the county of Middlesex, and to terminate at or near a point about two chains south of Henry-street, in the same parish.

To make and maintain a railway to be wholly situate in the parish of Saint Anne, otherwise Saint Anne, Limehouse, in the county of Middlesex, commencing by a junction with the London and Blackwall Extension Railway from Stepney to Bow at or near a point where the said Extension Railway crosses the Regent's Canal, and terminating by a junction with the Blackwall Line of the London and Blackwall Railway at or near the point where that railway crosses Island-row.

To make and maintain a pier or jetty in the River Thames, to be wholly situate in the parish of All Saints, Poplar, in the county of Middlesex, such pier or jetty to commence at or near the termination of the existing Millwall Extension Railway of the Company, and to terminate in the said river at a distance of 75 yards or thereabouts from and in front of the wall forming the river boundary of the Company's premises.

To construct all necessary works and conveniences in connection with the before-mentioned works, and to enable the Company to cross, divert, alter, use, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, canals, and navigations, so far as may be necessary in constructing and maintaining the said works, and to appropriate and use for the purposes of the said works, any or any part of the roads or streets so diverted, altered, or stopped up, to deviate from the line of works to any extent, within the limits of deviation shown upon the deposited plans, to purchase, compulsorily or by agreement, lands, houses, and other property, and to purchase and acquire compulsorily or by agreement, easements, rights, or limited interests, in, or over lands, houses, and other property for the purposes of the said Bill, to levy tolls, rates, and charges in respect of the proposed railway pier and works, and to alter existing tolls, and to exercise other rights and privileges, and to dredge or deepen the bed or channel of the River Thames, for the purpose of securing access to the pier and works within the limits of deviation to be defined on the plans.

To authorize the Company, either alone or in conjunction with the Great Eastern Railway Company, to enter into agreements or arrangements with the owners or lessees of the ferry called Potter's Ferry, and of any other ferry or ferry rights from the Isle of Dogs to Greenwich and from Greenwich to the Isle of Dogs, the use of the intended pier or jetty in addition to or in substitution for any existing pier, the through booking of passengers and goods, the division of receipts from traffic or otherwise, and to authorize the said owners and lessees to enter into and give effect to any such agreements or to confirm such agreements by the Bill, and to alter their tolls and fares and the places between which the ferry or ferries is or are used.

To authorize the Company to establish and maintain by steam or other vessels a ferry between the intended pier or jetty in the parish of All Saints, Poplar, in the county of Middlesex, and the stairs or landing place in the parish of Greenwich, otherwise St. Alphage, Greenwich, in the county of Kent, abutting upon or near to the terrace in front of Greenwich Hospital, and to confer upon the Company other powers with respect to the said ferry.

To authorize the Company to purchase by compulsion or agreement the existing ferry called or known as Potter's Ferry and any other ferry, and all rights and powers connected therewith, and to exercise the rights so purchased, or to provide for compensation to the owners or lessees of any existing ferry, and also in like manner to

vary and extinguish all and any other rights which would interfere with the working of the said intended ferry, and the exercise of the rights and powers to be conferred upon the Company with respect thereto. To enable the Company, either alone or jointly with the Great Eastern Railway Company, to build, purchase, hire, work, and use steam and other vessels, and to carry passengers and goods therein in connection with the before-mentioned ferry and any rights connected therewith.

To enable the Company to levy tolls, rates, or duties for and in respect of the use of any ferry or ferry rights, to be acquired by or vested in them under the powers of the Bill, and to alter existing tolls.

To authorize the Company to apply to the purposes of the Bill their existing funds and any moneys which they have still power to raise under the provisions of the London, Blackwall, and Millwall Extension Railway Act, 1865, or any other Act hereinafter mentioned, 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.

To confer further powers upon the Company with relation to any lands which are not or eventually may not, be required for the purposes of their undertakings, and to enable the Company to let or dispose of any of the said lands on ground rents or chief rents or otherwise, or to grant leases thereof at such rents and upon such terms and conditions as the Company may think proper.

To authorize the Company on the one hand and the Great Eastern Railway Company on the other to enter into agreements with reference to the exercise by the Company, either alone or jointly with the Great Eastern Railway Company, of all or any of the powers of the Bill, and to enable the Great Eastern Railway Company to work, use, and maintain the railway station, pier, ferry, and works, and to comprise the same within the provisions and stipulations of the existing lease or agreements between the Companies, and to treat the share and loan capital which may be raised or expended by the Company under the powers of the Bill as expended share capital or stock, or debentures or debenture stock referred to in the lease of the London and Blackwall Railway to the Great Eastern Railway Company, or under any existing agreement for the like purposes.

To alter, regulate, and define the capital of the Company.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of the Companies Clauses Acts, 1845, 1863, and 1869; the Lands Clauses Acts, 1845, 1860, and 1869; the Railways Clauses Acts, 1845 and 1863; and the Harbours, Docks, and Piers Clauses Act, 1847; and it will amend and enlarge, amongst other Acts, the powers and provisions of the following and of any other Acts relating to the London and Blackwall Railway Company, namely, the London and Blackwall Railway Lease Act, 1865; the London, Blackwall, and Millwall Extension Railway Act, 1865; the London, Blackwall, and Millwall Extension Railway Act, 1868; the London, Blackwall, and Millwall Extension Railway Act, 1870; and of the following and of any other Acts relating to the Great Eastern Railway Company, namely, 25 and 26 Vict., cap. 223, and 28 and 29 Vict., cap. 100.

No. 23922.

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Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, or which may be taken for the purposes thereof, 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 an ordnance map with the new 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 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 the parishes in which the intended works are proposed to be made, or in which any lands, houses, or other property intended to be taken are situate, together with a copy of this notice, will be deposited as follows, that is to say, as relates to the parish of Saint Dunstan, Stebonheath, otherwise Stepney, and the parish of Saint Anne, otherwise Saint Anne, Limehouse, respectively, with the Clerk of the Limehouse District Board of Works, at his office in White Horse-street, Commercial-road East, and as relates to the parish of All Saints, Poplar, with the Clerk of the Poplar District Board of Works, at his office at 117, High-street, Poplar.

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, 1872.

Hollingsworth, Tyerman, and Green, 4, East India-avenue, Leadenhall-street, Solicitors for the Bill.

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

In Parliament.—Session 1873.

Devon and Cornwall Railway.

(Western Extensions.)

(Construction of Railways from the Lidford Extension Line of the Company to Holsworth, the Bodmin and Wadebridge Railway, Bude Haven, and Launceston; Running Powers and Facilities over Bodmin and Wadebridge Railway; Working and other Arrangements with the London and South Western, Bodmin and Wadebridge, South Devon, Bristol and Exeter, Cornwall, Salisbury and Yeovil, Great Western, Midland, and Somerset and Dorset Railway Companies; Constitution of separate Undertakings; Powers to raise additional and separate Share and Loan Capital; Provisions as to rights and powers of Shareholders; Amendment or Repeal of Acts, and other Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Devon and Cornwall Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):

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, with all proper and convenient stations, sidings, buildings, approaches, and other 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 Okehampton and county of Devon, by a junction

with the Lidford Extension of the Devon and Cornwall Railway, in course of construction, in land numbered 103 in that parish on the plans referred to in "The Okehampton Railway Act, 1864," and terminating in the parish of Holsworthy, in the same county, in a pasture field known as Lower Vesey's Croft, belonging to James Higgs, and occupied by William Northcote, and numbered 1,519 on the Tithe Commutation map of the parish of Holsworthy.

A railway (hereinafter referred to as Railway No. 1a) commencing in the parish of Okehampton, in the county of Devon, by a junction with the Lidford Extension of the Devon and Cornwall Railway in course of construction, in land numbered 110 in that parish on the plans referred to in "The Okehampton Railway Act, 1864," and terminating in the said parish of Okehampton by a junction with the intended Railway No. 1, at a point thereon about twenty chains or thereabouts north-west from its point of commencement, and about twenty chains north-east from the commencement of the intended Railway No. 1a, and which point of termination lies near and to the southward of the public highway leading from Okehampton to Tavistock and Launceston.

A railway (hereinafter referred to as Railway No. 2) commencing in the parish of Holsworthy, in the county of Devon, by a junction with the intended Railway No. 1, at its point of termination above described, and terminating in the parish of Jacobstow, in the county of Cornwall, on the eastern side of the public highway leading from Wainhouse Corner by Heedons Cross to Kenworthy or Canworthy Water, and about sixteen chains or thereabouts, measured along the said highway, to the southward of Heedons Cross.

A railway (hereinafter referred to as Railway No. 2a) to be wholly situate in the parish of Holsworthy, in the county of Devon, commencing by a junction with the intended Railway No. 2, at the termination thereof as above described, and terminating at the Holsworthy depôt of the Bude Canal.

A railway (hereinafter referred to as Railway No. 3) commencing in the parish of Jacobstow, in the county of Cornwall, by a junction with the intended Railway No. 2, at the termination thereof as above described, and terminating in the parish of Simonward, otherwise St. Breward, in the county of Cornwall, by a junction with the Bodmin and Wadebridge Railway, about ten chains or thereabouts to the south of the termination thereof, near Wenford Bridge.

A railway (hereinafter referred to as Railway No. 4) commencing at the termination of the intended Railway No. 2 as above described, and terminating in the parish of Saint Stephens by Launceston, in the county of Cornwall, by a junction with the Launceston and South Devon Railway, at a point thereon twenty chains or thereabouts, measured along that railway from the termination of the passenger lines of railway in that station.

A railway (hereinafter referred to as Railway No. 5) commencing by a junction with the intended Railway No. 2, in the parish of Whitstone, in the county of Cornwall, on the western side of the public highway leading from Whitstone by East Balsdon and Crowford on the River Tamar to Holsworthy,

at a point seven chains or thereabouts, measured along the said road in a southerly direction, from the bridge which carries that road over the Bude and Launceston Canal near Crowford aforesaid, and terminating in the parish of Stratton, in the county of Cornwall, on the foreshore of Bude, otherwise Bude Haven, at a point thereon eight chains or thereabouts to the northward of the sea or entrance lock of the Bude Canal, which said intended railways will pass through or into the parishes, extra-parochial or other places following, or some or one of them (that is to say): Okehampton, Sourton, Bridestowe, Bratton Clovelly, Germans Week, Ashbury, North Lew, Beaworthy, Halwill, Ashwater, Clawton, Hollacombe, Pyworthy, Cookbury, Black Torrington, High Hampton, Bradford, Holsworthy, Bridgerule, Pancrassweek otherwise Pancrasswike, Tetcot, and North Petherwin, all in the county of Devon; and Marhamchurch Launcells otherwise Launcelles, Pounstock otherwise Poundstock, Whitstone, North Tamerton, Week Saint Mary otherwise Mary Week, Saint Ginnis otherwise Saint Gennys otherwise Saint Gennys, Jacobstow, Saint Juliot, Forrabury, Trevalga, Lanteglos otherwise Lanteglos-by-Camelford, Camelford, Michaelstow, Warbstow, Treneglos, Otterham, Davidstow, Saint Clether Advent, Blisland, Temple, Simonward otherwise Saint Breward, Lesnewth, Minster, Saint Tudy, Saint Mabyn, Tremaine, Tresmeer, Egloskerry, Trewen, North Petherwin, South Petherwin, Saint Stephens by Launceston, Saint Thomas the Apostle, Stratton, Poughill, Bude, Bude Haven, the hamlet of Saint Thomas-street, otherwise the hamlet of Saint Thomas the Apostle, otherwise the hamlet of Saint Thomas in the borough of Dunheved, otherwise Launceston, all in the county of Cornwall.

To authorise the Company to purchase and take by compulsion or agreement lands, houses, and property required for the purposes of the intended railways and works, and to levy tolls, rates, and duties for the use of the 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 to cross, stop up, alter, or divert, whether temporarily, or permanently, roads, streets, highways, railways, sidings, tramways, rivers, canals, navigations, streams, sewers, pipes, and other works, so far as may be necessary, in constructing or maintaining the said intended railways and works.

To empower the Company and all other Companies and persons lawfully using the authorised and intended railways of the Company or any part thereof, to run over and use with their engines and carriages, waggons and trucks, and their officers and servants, and for the purposes of traffic of every description, the railway following (that is to say):

The Bodmin and Wadebridge Railway.

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 railway 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 Company and the London and South Western Railway Company, or other the Company or Companies for the time being, owning or working the said railway so run

over, and used, or as, in default of agreement, shall be determined by the Board of Trade, or by arbitration, or defined by the Bill; and to require and compel the London and South Western Railway Company, or other the Company or Companies for the time being owning or working the said railway, 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 charges in respect of passengers, animals, and things conveyed by them over the said railway, and 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 the said railway, and the works and conveniences connected therewith.

To enable the Company on the one hand, and the London and South Western Railway Company, the Bodmin and Wadebridge Railway Company, the South Devon Railway Company, the Bristol and Exeter Railway Company, the Salisbury and Yeovil Railway Company, the Cornwall Railway Company, the Great Western Railway Company, the Midland Railway Company, and the Somerset and Dorset Railway Company, or any or either of them, on the other hand, from time to time to enter into and carry into effect, contracts, agreements, and arrangements for or with respect to the working, use, management, construction, and maintenance by any or either of the contracting companies of the intended railways and works, or of any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the said 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, conveyance, and delivery of 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 sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed, by any of the contracting Companies to the other or others of them for or on account of any matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any 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 constitute the intended railways and works and any works, lands, and property acquired under the powers of the Bill, or some part or parts thereof respectively, and either wholly or partially, a separate undertaking, or separate undertakings, distinct from the rest of the undertaking of the Company, and to authorise the Company for the purposes of the Bill to raise further money by the creation of new shares and stock with or without preference, priority, or guarantee, in payment of interest, or dividend, or other rights or privileges attached thereto, and if thought fit in one or more classes, and with or without powers of dividing shares into preferred and deferred shares, and by borrowing on mortgage or bond, and by the creation of debenture stock, and either as part of their general share and loan capital, or wholly or partially as separate share and loan capitals charged primarily or exclusively on the

intended railways and works, or any part thereof, and to make provision with respect to the holding of separate meetings of the shareholders in the separate capitals, and to define, restrict, and regulate the rights and powers of shareholders, stockholders, mortgagees, and others, in reference to the intended railways, with such other regulations and limitations as may be prescribed by the Bill.

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

To alter, amend, extend, enlarge, or repeal so far as necessary for the purposes of the Bill the provisions or some of the provisions of the several local and personal Acts following, or some of them (that is to say): 25 and 26 Vict., cap. 165; 26 and 27 Vict., cap. 129; 27 and 28 Vict., cap. 114; 28 and 29 Vict., cap. 149; 30 and 31 Vict., cap. 125; 31 and 32 Vict., cap. 174; 32 and 33 Vict., cap. 127; 34 and 35 Vict., cap. 164; relating to or affecting the Company; 4 and 5 Will. IV, cap. 88; 18 and 19 Vict., cap. 188; 29 and 30 Vict., cap. 216; 34 and 35 Vict., cap. 167, and the several other Acts relating to or affecting the London and South Western Railway Company; 2 and 3 Wm. IV, cap. 47; 28 and 29 Vict., cap. 370; and any other Acts relating to or affecting the Bodmin and Wadebridge Railway Company; 7 and 8 Vict., cap. 68; 9 and 10 Vict., cap. 402; 10 and 11 Vict., cap. 242; 14 and 15 Vict., cap. 53; 17 and 18 Vict., cap. 122; 20 Vict., cap. 1; 20 and 21 Vict., cap. 8; 21 and 22 Vict., cap. 102; 23 and 24 Vict., caps. 10 and 108; 25 and 26 Vict., caps. 111, 123, and 132; 28 and 29 Vict., cap. 255; 29 and 30 Vict., cap. 153; 32 and 33 Vict., caps. 18 and 41; and any other Acts relating to or affecting the South Devon Railway Company; 25 and 26 Vict., cap. 111; 26 and 27 Vict., cap. 105; 29 and 30 Vict., cap. 147; 32 and 33 Vict., cap. 41, and any other Acts relating to or affecting the Launceston and South Devon Railway Company; 6 Will. IV, cap. 36, and the several other Acts relating to or affecting the Bristol and Exeter Railway Company; 17 and 18 Vict., cap. 215, and the several other Acts relating to or affecting the Salisbury and Yeovil Railway Company; 9 and 10 Vict., cap. 335; 21 and 22 Vict., cap. 88; 24 and 25 Vict., cap. 215, and the several other Acts relating to or affecting the Cornwall Railway Company; 5 and 6 Wm. IV, cap. 107; 26 and 27 Vict., caps. 113 and 119, and the several other Acts relating to or affecting the Great Western Railway Company; 7 and 8 Vict., cap. 18, and the several other Acts relating to or affecting the Midland Railway Company; 25 and 26 Vict., cap. 225, and the several other Acts relating to or affecting the Somerset and Dorset Railway Company; and all other Acts relating to or affected by the objects of the Bill.

And notice is hereby further given, that on before the thirtieth day of November instant, plans and sections of the intended railways and works, together with a book of reference to such plans, an Ordnance map, with the lines of the intended railways delineated thereon; 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 Devon, at his office at Exeter; and with the clerk of the peace for the county of Cornwall, at his office at Bodmin; and that, on or before the said thirtieth day of November instant, 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 intended

railways and works are proposed to be made, or in which any lands or houses are intended to be taken, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence; and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 14th day of November, 1872.

*Ashurst, Morris, and Co., Old
Jewry,
J. Brend Batten, 32, Great
George-street, Westminster,* } Solicitors.

In Parliament.—Session 1873.

Pagham Harbour Reclamation.

(Incorporation of Company; Construction and Maintenance of Embankment and other Works; Reclamation of Lands in Pagham Harbour, in the county of Sussex; compulsory purchase of Lands and Frontage and other rights; Arrangements with Commissioners of Woods and Forests and Owners of adjoining Lands; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for all or some of the following purposes:—

To incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make and maintain the works following, or some of them, that is to say:—

An embankment or sea wall commencing in the parish of Pagham, at a point distant about 290 yards in an east-north-easterly direction from the old coast guard house at Pagham, and at or about high water mark on the western side of the entrance to Pagham Harbour, thence proceeding nearly due south along the course of an old sea-wall, and across the channel leading into Pagham Harbour, and terminating in the parish of Selsey, on the eastern side of the entrance to the said harbour at a point at or near high water mark on the sea shore, called Wall End, otherwise Selsey Beach, about 407 yards from the aforesaid point of commencement.

All necessary cuts, locks, sluices, gates, bridges, roads, approaches, embankments, landing stages, and other works and conveniences connected with the said embankment, or which may be necessary for draining Pagham Harbour, and reclaiming the same from the sea, or for any of the purposes of the Bill.

To confer upon the Company power for all or some of the objects and purposes following, that is to say:—

To improve, straighten, alter, and divert the course of the low water channels of the streams which now flow in or through Pagham Harbour, or any part thereof, and execute all other works necessary for reclaiming the shores and bed of the said harbour now subject to be overflowed by the sea.

To make, provide, lay down, and maintain in or adjoining the parishes of Pagham, Selsey, Siddlesham, and North Mundham, and in connection with the works hereinbefore described, or for the purposes of the undertaking, or of the Bill, or any or either of them, and in or near the bed, soil, and shore of the sea, and of Pagham Harbour, and of all such channels as last aforesaid. All necessary and suitable roads, ways, approaches, embankments, drains, gates, sluices,

culverts, landing places, slips, sheds, and other conveniences.

To deviate laterally from the lines of the intended embankment and other works to the extent shown on the plans to be deposited as hereinafter mentioned, and also to deviate from the levels of the said works as defined on the sections to be deposited as hereinafter mentioned.

To enclose, reclaim, warp, improve, drain, and convert to agricultural purposes the waste land and marshes and lands over which the tide flows, situated in and near Pagham Harbour, and in the said parishes of Pagham, Selsey, Siddlesham, and North Mundham, and to execute all necessary works for those purposes, and for the reclamation of the said lands, and to hold, sell, or dispose of the lands so reclaimed, drained, and converted, and to provide that the said lands when so reclaimed, shall form part of the said parishes of Pagham, Selsey, Siddlesham, and North Mundham, or some of them.

To acquire or purchase compulsorily all existing rights in Pagham Harbour, and in the foreshore surrounding the same, and also to purchase by compulsion or agreement, certain lands and property abutting upon the foreshore necessary for carrying out the intended reclamation, and to make provision in the Bill for setting out and ascertaining the extent of the existing foreshore, and for vesting the same, or some portion thereof, in the Company.

To enable the Company and the owners of lands adjoining Pagham Harbour, and of the bed and foreshore thereof, and the Commissioners for Sewers from time to time to enter into and carry into effect any contract or agreement with respect to the maintenance and construction of any sluices, or channels, or other works now existing or to be made by the Company or such owners for the purpose of draining the adjoining lands.

To enable the Company to enter into and carry into effect any arrangement that may have been, or which prior to the passing of the Bill, or at any future time, may be entered into with the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, or any other department of Her Majesty's Government in regard to the rights of the Crown (if any) in and over the lands proposed to be reclaimed, or any of them, or in and over the foreshore of the sea beach and the harbour, which will be interfered with by the construction of the proposed works, or the powers to be vested in the Company.

To confer upon all persons and corporations having limited powers, or who, but for the provisions of the said Bill, would be unable to convey or exchange lands to the Company, full powers of conveying to and exchanging with the Company any lands or hereditaments necessary or desirable for the purposes of the Company or of the Bill, or any interest therein, and of entering into and carrying into effect contracts or agreements with the Company with reference thereto, or to the reclamation and drainage of any such lands.

To enable the Company for the purposes of the Bill, to cross under, over, or on the level of, and to divert, alter, or stop up, or otherwise interfere with, whether temporarily or permanently, all such roads and highways, footways, wharfs, ferries, bridges, rivers, streams, brooks, aqueducts, sluices, watercourses, canals, navigations, sewers, pipes, and drains in or adjoining the aforesaid parishes and extra-parochial and other places, or any of them, as it may be necessary so to cross, divert, alter or stop up, or interfere with by reason or for the purposes of the said embank-

ment, roads, reclamation and other works, or any of them, or of the said Bill.

To enable the Company to purchase by compulsion or otherwise to acquire lands, houses, and other property within the aforesaid parishes and places for the purposes of the said embankment, roads, reclamations, and other works, and of the Bill, and to acquire any right in or easement over the same, and to vest the whole or any part of such lands, and bed and foreshore of Pagham Harbour in the Company; to vary, repeal, or extinguish all rights and privileges connected with such lands, houses, and other property so proposed to be purchased, taken, or used, or which would in anywise impede or interfere with the construction, maintenance, and use of the intended works, or the reclamation of the lands proposed to be reclaimed, and to confer, vary, and extinguish other rights and privileges.

To vary or extinguish, exclude, or modify all rights of foreshore or frontage, and all ferry and wharfage, quay rights, of anchoring and beaching, and other rights, powers, privileges, franchises, and jurisdictions which will impede or interfere or are inconsistent with the objects and purposes of the Bill, or any of them, and to confer other rights and privileges.

To raise money by shares and by borrowing on mortgage and to enable the Company to charge the lands and property reclaimed or acquired by them or vested in them, and from time to time to sell or lease such lands.

To incorporate with the Bill 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 notice is hereby given, that on or before the 30th day of November, 1872, duplicate plans and sections describing the line, situation and levels of the intended embankments and other second class works, and of the lands, houses, and other property in or through which they will be made, also showing the lands proposed to be reclaimed or taken, or which may be taken for the purposes or 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 as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Sussex at his office at Lewes, 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 parish or extra-parochial place in or through which the intended works will be made, or in which any lands, houses, or other property proposed to be taken or reclaimed are situate, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence.

And on or 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 13th day of November, 1872.

J. Brend Batten, 32, Great George-street, Westminster, Solicitor.

Wm. Bell, 27, Great George-street, Westminster, Parliamentary Agent.

In Parliament—Session 1873.

Caledonian Railway (Glasgow Central Station and Connecting Lines).

(Construction of Station at Gordon-street, Glasgow, and of Lines connecting same with Railways on South Side of that City; Bridge across Clyde; New Streets or Roads, and Provision for maintenance thereof; Stopping Up of certain Existing Streets; Acquisition of Lands; Tolls; Additional Share and Loan Capital; Agreements with Corporation, Board of Police, and Water Commissioners of Glasgow, Trustees of Clyde Navigation, Glasgow and South Western Railway Company, and Glasgow and Paisley and Glasgow and Kilmarnock Joint Line Committees; 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 the purposes following, or some of them, that is to say:—

To empower the Caledonian Railway Company, hereinafter called "the Company," to make and maintain the railways, station, bridge, and streets or roads hereinafter described, or some of them, or some portions thereof, and all proper sidings, approaches, works and conveniences in connection therewith respectively, that is to say:—

A railway, hereinafter called Railway No. 1, commencing by a junction with the Company's Polloc and Govan Railway at a point about 20 yards westward from the bridge by which the Langside-road is carried over that railway, and terminating at or near the junction of Alston-street with Gordon-street, in the city of Glasgow; together with a station on the lands lying between Gordon-street on the north, Union-street on the east, Argyle-street on the south, and Hope-street on the west; which Railway No. 1, and station and works connected therewith, will be situate in the parish of Govan, the city parish of Glasgow, the Barony parish of Glasgow, and the city and royal burgh of Glasgow, in the county of Lanark:

A railway, hereinafter called Railway No. 2, commencing by a junction with Railway No. 1 at a point about 20 yards northward from the north side of Canal-street, at its junction with Eglinton-street, and terminating by a junction with the Company's line of railway leading from near Shields Bridge to the Glasgow and Kilmarnock joint line of railway, at a point about 240 yards westward from the centre of the bridge by which the turnpike road from Glasgow to Pollokshaws is carried over the said joint line near Coplaw-hill; which Railway No. 2, and works connected therewith, will be situate in the parish of Govan and city of Glasgow, in the counties of Lanark and Renfrew:

A railway, hereinafter called Railway No. 3, commencing by a junction with Railway No. 1 at a point about 30 yards westward from the south side of Nelson-street, at its junction with Eglinton-street, and terminating by a junction with the Glasgow and Paisley joint line of railway at a point about 30 yards northward from the north side of Cook-street; which Railway No. 3, and works connected therewith, will be situate in the parish of Govan and city of Glasgow, in the county of Lanark:

A bridge across the River Clyde and the quays on the north and south sides thereof, commencing at a point on the south side of Broomielaw-street about 30 yards southward from the north corner of that street, at its junction with Jamaica-street, and terminating at a point on the north side of Clyde-place, about 25 yards northward from the

south corner of Clyde-place, at its junction with Bridge-street; which bridge, and works connected therewith, will be situate in the city parish of Glasgow, the city and Royal burgh of Glasgow, and the parish of Govan, in the county of Lanark:

A street or road, hereinafter called Street or Road No. 1, commencing by a junction with Cook-street, at a point about 40 yards westward from the west side of Eglinton-street, at the junction of Cook-street with Eglinton-street, and terminating by a junction with Eglinton-street at a point about 10 yards northward from the north side of Crawford-street, at its junction with Eglinton-street; which Street or Road No. 1, and works connected therewith, will be situate in the parish of Govan and city of Glasgow, in the county of Lanark:

A street or road, hereinafter called Street or Road No. 2, commencing by a junction with Prince's-street, Pollokshields, at its eastern termination, about 85 yards southward from the centre of the bridge by which the Lilybank-road is carried over the Company's line of railway leading from near Shields Bridge to the Glasgow and Kilmarnock joint line of railway, and terminating at or near the junction of Victoria-road and Eglinton-street with the turnpike road leading from Glasgow to Pollokshaws; which Street or Road No. 2, and works connected therewith, will be situate in the parish of Govan and city of Glasgow, in the counties of Renfrew and Lanark: and

A street or road, hereinafter called Street or Road No. 3, commencing by a junction with Street or Road No. 2 at a point about 150 yards westward from the point hereinbefore described as the point of termination thereof, and terminating by a junction with the Lilybank-road at a point about 85 yards westward from its junction with Eglinton-street; which Street or Road No. 3, and works connected therewith, will be situate in the parish of Govan and city of Glasgow, in the county of Lanark.

To provide that the said Streets or Roads No. 1, No. 2, and No. 3, when formed, paved and completed by the Company, shall become public streets of the city of Glasgow, and shall, as such, be vested in and maintained by the Board of Police of Glasgow out of the assessments leviable by them.

To empower the Company to stop up, and to appropriate to the purposes of the said proposed station, the site of Alston-street between Argyle-street and Gordon-street, without substituting any street therefor, and also to stop up and appropriate the site of the following streets and portions of street and road, without substituting therefor any streets or roads other than the streets or roads proposed to be constructed under the powers of the said Bill as aforesaid, that is to say:—the street leading southward from the Lilybank-road called Milan-street, the street leading westward from Eglinton-street called William-street, the portions lying between Street or Road No. 1 and Eglinton-street of the streets called Canal-street and Victoria-street, the portion of the street called Crawford-street lying between Frances-street and Eglinton-street, and the portion of the Lilybank-road where the same will be crossed by Railway No. 2, and for a distance of 10 yards or thereabouts on each side of such crossing.

To empower the Company to acquire compulsorily or by agreement, and to enter upon, take and use temporarily or permanently, all such lands, houses and other property as may be necessary or convenient for the purposes of the

railways, station, bridge, streets or roads, and other works hereinbefore mentioned, and for providing accommodation for the parties displaced thereby; which lands, houses and other property are situate in the parish of Govan, the city parish of Glasgow, the Barony parish of Glasgow, and the city and Royal burgh of Glasgow, in the counties of Lanark and Renfrew.

To empower the Company to deviate, in the construction of the said railways, bridge, streets or roads, and other works, from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined thereon, or provided by the Bill; to cross, stop up, appropriate, alter and divert, temporarily or permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, stations, tramways, canals, basins, streams, watercourses, sewers, drains, gas and water pipes, and telegraphic apparatus, in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter, or divert for the purposes of the said railways, station, bridge, streets or roads, and other works; to levy and recover tolls, rates and charges for the use of the said railways and station and works connected therewith, and the conveyance and accommodation of traffic thereon; and to confer, vary and extinguish exemptions from the payment of tolls, rates, and charges.

To alter, as respects the exercise of the powers of compulsory purchase for the purposes of the railways, station, bridge, streets or roads, and other works before mentioned, the provisions contained in "The Lands Clauses Consolidation (Scotland) Act, 1845," with respect to the liability of the promoters of undertakings to take the whole of a house, building or manufactory, if they take any part thereof, and with respect to superfluous lands; and to alter the provisions of "The Railways Clauses Consolidation (Scotland) Act, 1845," with respect to the limits of lateral and vertical deviation, and otherwise.

To empower the Company to raise money for the purposes of the said proposed railways, station, bridge, streets or roads, and other works, by the creation and issue of shares or stock, on such terms and conditions, with such preferences, priorities and privileges (if any) inter se, and in respect of the other shares and stock of the Company, and subject as regards preference shares or stock to such powers of redemption (by the creation and substitution of ordinary shares or stock, or otherwise) as may be considered expedient, and also by borrowing upon mortgage or cash credit; and to issue Debenture Stock in lieu of the money so borrowed or authorised to be borrowed; as also to apply towards the several purposes aforesaid any capital or funds belonging to or authorised to be raised by the Company, and which may not be required for the purposes for which the same were authorised to be raised.

To empower the Company on the one hand, and the Lord Provost, Magistrates, and Council of the City of Glasgow, the Board of Police of Glasgow, the Glasgow Corporation Waterworks Commissioners, the Trustees of the Clyde Navigation, the Glasgow and South Western Railway Company for themselves and as joint owners of the Glasgow and Paisley Joint Line of Railway and of the Glasgow and Kilmarnock Joint Line of Railway, the Glasgow and Paisley Joint Line Committee, and the Glasgow and Kilmarnock Joint Line Committee respectively, or any of these parties, on the other hand, to enter into agreements with each other with respect to the

construction, maintenance, management, and use of any of the said proposed railways, station, bridge, streets, or roads, and other works, the execution of any of the other operations hereinbefore mentioned, the use of any of the other railways and works belonging to the Companies above named, jointly or separately, and any of the other purposes of the Bill, and to confirm any such agreements which may have been entered into.

To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, watercourses, sewers, drains, gas and water pipes, telegraphic apparatus, and other property hereinbefore mentioned, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid, and to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto.

To amend, and so far as necessary for any of the purposes aforesaid to repeal the provisions of the several Acts hereinafter mentioned, that is to say:—"The Caledonian Railway Act, 1845," and the several other Acts relating to the Company, and to the undertakings belonging to, or held in lease, or worked by them, passed respectively in the sessions of Parliament held 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, the 33rd and 34th, and the 35th and 36th years of the reign of Her present Majesty; as also "The Glasgow Police Act, 1866," "The Glasgow Corporation Gas Act, 1869," "The Glasgow Corporation Waterworks Act, 1855," "The Clyde Navigation Consolidation Act, 1858," "The Glasgow and South Western Railway Consolidation Act, 1855;" the local Acts 1 Victoria, chapters 116 and 117; 3 Victoria, chapter 53; 3 and 4 Victoria, chapter 107; 5 Victoria (session 2), chapter 29; 8 and 9 Victoria, chapter 95; 9 Victoria, chapter 60; 10 and 11 Victoria, chapter 169; 11 and 12 Victoria, chapter 84; and 27 and 28 Victoria, chapter 132, relating to the Glasgow and Paisley Joint Line of Railway; and "The Caledonian and Glasgow and South Western Railways (Kilmarnock Joint Line) Act, 1869;" and all other Acts recited in any of the before-mentioned Acts, or relating to or affecting the said Companies and parties, and the undertakings vested in them respectively, or in the Caledonian and Glasgow and South Western Railway Companies jointly.

And notice is further given that plans and sections describing the lines, situation, and levels of the railways, bridge, streets, or roads, and other works proposed to be constructed as aforesaid, and the lands, houses, and other property which may be taken for the purposes thereof and of the said proposed station and other purposes of the Bill, together with books of reference to the said plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and Ordnance or published maps with the proposed lines of railway delineated thereon, so as to show their general course and direction, and copies of this notice as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection in the office at

Glasgow of the principal Sheriff Clerk of the county of Lanark, and in the office at Paisley of the principal Sheriff Clerk of the county of Renfrew; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes before mentioned, and to the city and royal burgh of Glasgow respectively, with a copy of this notice, will, on or before the said 30th day of November, be deposited for public inspection as follows, that is to say:—So far as respects each of the said parishes with the schoolmaster, or, if there be no schoolmaster, with the session clerk of such parish, at the usual place of abode of such schoolmaster or session clerk, and so far as respects the said city and royal burgh, with the town clerk thereof, at his office in Glasgow.

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 12th day of November, 1872.

James Kerr, Glasgow.

Grahames and Wardlaw, 30, Great George Street, Westminster.

In Parliament.—Session 1873.

Staines and West Drayton Railway.

(Incorporation of Company; Construction of Railways between Staines, Colnbrook, and West Drayton; Use of the Staines and West Drayton Railway Stations; Working Traffic and other Arrangements with the London and South Western and the Great Western Railway Companies; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company, herein called "the Company," and to confer on such Company all or some of the following powers (that is to say):

To make and maintain the following railways, or some of them, with all necessary and proper stations, sidings, works, and conveniences (that is to say):

Railway No. 1, commencing by a junction with the Great Western Railway at or near a point on that railway in the parish of Hillingdon, in the county of Middlesex, 154 yards or thereabouts west of the 13½ mile post on that railway from London, and terminating on the north side of the road known as the Bath-road, at Colnbrook, at or near a point in the parish of Stanwell, in the county of Middlesex, in the said road, adjoining Hope Villa, which villa is occupied by George Lidstone Stumbles, and is situate about 400 yards east of the Punch Bowl Inn, and passing through or into all or some of the several parishes or places of Hillingdon, Iver, West Drayton, Thorney, Richings, Stanwell, and Colnbrook, in the county of Middlesex, and Iver, Colnbrook, Horton, and Langley, in the county of Buckingham.

Railway No. 2, commencing by a junction with the last-mentioned intended railway at the proposed termination thereof, as above described, and terminating by a junction with the Windsor branch of the London and South Western Railway, at a point on Staines Moor, in the parish of Staines, in the county of Middlesex, where such branch railway passes underneath a bridge, such bridge being 43 chains, or thereabouts, measured along the line of railway north-west of the railway bridge over the main London-road in Staines, and adjoining the Garibaldi Public-house, the said London-road leading from Staines Bridge to East Bedfont, such intended railway passing through or into all or some of the parishes or places of Stanwell, Colnbrook, Poyle, Longford, Staines Moor, and Staines, all in the county of Middlesex.

To make lateral and vertical deviations from

the lines and levels of the intended railways, as shown upon the plans and sections hereinafter mentioned, within the limits to be prescribed by the said Act.

To purchase by compulsion and agreement lands and buildings in the several parishes and places aforesaid, for the purposes of the intended railways.

And in the said intended Act powers will be taken to stop up, alter, or divert for the purposes of the undertaking, temporarily or permanently, all or any roads, highways, railways, tramways, rivers, streams, canals, watercourses, and navigations, bridges, telegraphic wires or apparatus, or other works, and to vary or extinguish all rights and privileges connected therewith, and to confer other rights and privileges, and to levy tolls, rates, and duties, and also to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to enable the Company to use the Staines Station, and all buildings and conveniences connected therewith, of the London and South Western Railway Company, and the West Drayton Station, and all buildings and conveniences connected therewith, of the Great Western Railway Company, or either of them, jointly with those Companies, or either of them; or to have the separate use of a portion of such stations, or either of them, and the booking and other offices, buildings, works, water, and other conveniences connected therewith, and to run into, through, over, and use with engines, carriages, and waggons, the said stations and conveniences, and those portions of the Great Western and London and South Western Railways, or either of them, which may intervene between the said several proposed points of junction and the said stations, upon such terms and conditions as may be mutually agreed upon between the Company and the London and South Western Railway Company and the Great Western Railway Company respectively, or either of them, or failing agreement, as may be settled by arbitration or otherwise; as may be provided for by the intended Act; and in the said intended Act powers will be applied for to authorize the Company and the London and South Western Railway Company and Great Western Railway Company respectively, or either of them, to make and carry into effect agreements with respect to such stations and conveniences, and to enable the Company on the one hand, and the London and the South Western Railway Company and the Great Western Railway Company, or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance by the last mentioned Companies, or one of them, of the said intended railways and works, or either of them, or some part thereof, and the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the intended railways, upon such terms as may be agreed upon or prescribed by the intended Act; and also for facilitating the forwarding, conveyance, transmission, accommodation, and interchange of the traffic of the respective Companies parties to such agreement, and for dividing and apportioning the receipts arising therefrom, and to authorize the appointment of a joint committee for carrying into effect any such agreements as aforesaid, and to confirm any agreement already or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

And with the said intended Act will be incorporated the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and

1869; the Lands Clauses Consolidation Act, 1845; the Lands Clauses Consolidation Amendment Acts, 1860 and 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; and the said intended Act will amend, enlarge, or repeal all or some of the powers and provisions of the following Acts (that is to say); local and personal, 4th and 5th William IV., cap. 88; 18th and 19th Vic. cap. 188; and other Acts relating to the London and South Western Railway Company; and the 5th and 6th William IV., cap. 107; 24th Vic., cap. 37; the Great Western Railway (West Midland Amalgamation) Act, 1863; and of any Acts relating to the Great Western Railway Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, 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 an Ordnance 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 Middlesex, at his office, Clerkenwell-green, in the said county, and with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury, in the said 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 are intended to be taken, and 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.

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 15th day of November, 1872.

Frederick Last, Albert-buildings, Queen Victoria-street, London, Solicitor for the Bill.

Session 1873.

Swansea and Carmarthen Railways Company. Abandonment of Extension Railway to Mumbles; Revival and extension of time for purchase of land and completion of Railway at Carmarthen; Running Powers over Pembroke and Tenby Railway and portions of Carmarthen and Cardigan, Great Western, and Llanelly Railways; Facilities and Powers to levy and alter Tolls on Pembroke and Tenby, Carmarthen and Cardigan, and Great Western Railways; Re-arrangement, &c., of Capital; Stay of Proceedings against Company; Discharge of Receiver; Appropriation of Money arising from sale of Swansea Lines undertaking; Provision as to Payment to Llanelly Railway and Dock Company of amount (if any) due to them in respect of Swansea Lines undertaking; Change of corporate name; Amendment of Acts, &c.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for all or some of the following purposes, that is to say:

To authorise the Swansea and Carmarthen Railways Company (in this notice called "the Company") to abandon the formation of the Extension Railway to Mumbles, authorised to be

constructed under the powers of the Llanelly Railway Extension to Mumbles Act, 1865, and the Llanelly Railway and Dock Company (Further Powers) Act, 1866.

To revive and extend the powers conferred upon the Company by the Llanelly Railway and Dock Company's Act, 1869, for the compulsory purchase of lands and houses, and for the completion of the railway and works by that Act authorised.

To empower the Company and all other companies and persons lawfully using their railways to run over and use with their engines and carriages of every description, the following railways and portions of railway, viz.:

The whole of the railways of the Pembroke and Tenby Railway Company.

So much of the Carmarthen and Cardigan Railway as lies between Carmarthen Station and the junction of that railway with the South Wales Railway of the Great Western Railway Company.

So much of the said South Wales Railway as lies between the before-mentioned junction with the Carmarthen and Cardigan Railway and the Whitland Junction of the said South Wales and Pembroke and Tenby Railways.

So much of the railway of the Llanelly Railway and Dock Company as lies between the junction of that railway with the Vale of Towy Railway, and the junction with the railway of the Company, called the Carmarthen Valley Junction.

Together with the stations, offices, buildings, approaches, sheds, water and watering places, wharfs, sidings, cranes, and all other conveniences connected with the said railways and portions of railway so to be run over as aforesaid, upon payment of such tolls, charges, and other considerations, and upon such terms and conditions as shall be agreed upon between the Company and the companies who are the owners of the said railways and portions of railway respectively, or as, in default of agreement, shall be settled by arbitration, or in such other manner as the intended Act may prescribe.

To require and compel the Pembroke and Tenby, the Carmarthen and Cardigan, and the Great Western Railway Companies respectively, or other the companies owning or working the said railways and portions of railway, so to be run over and used 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 said railways and portions of railway respectively, and to alter and restrict the tolls, fares, rates, and duties to be hereafter taken upon the said railways and portions of railway respectively, or any part thereof, and the works and conveniences connected therewith.

To require the Pembroke and Tenby Railway Company, the Carmarthen and Cardigan Railway Company, and the Great Western Railway Company respectively to book and invoice through traffic over their railways, or any part thereof, to, from, and beyond the railways of the Company, and by through rates and by through waggons and carriages, and by other facilities to provide for the full and free interchange, passage, transmission, and accommodation of the traffic to, from, and beyond the railways of the Company from, to, and over the railways of the Pembroke and Tenby, the Carmarthen and Cardigan, and Great Western Railway Companies respectively, and to require those companies respectively to

provide at their stations and depôts accommodation for the booking and other clerks and servants of the Company, and to require the division of rates and charges according to mileage or otherwise, in manner to be defined in or authorised by the Bill, and to provide for the settlement of rates and of disputes by arbitration in cases of failure of agreement, and to make alterations or reductions in the tolls, rates, and charges authorised to be taken by the Pembroke and Tenby, the Carmarthen and Cardigan, and the Great Western Railway Companies respectively, and otherwise to provide full and complete facilities for the passage and transmission, reception and delivery of traffic to, from, and over, and by the railways of the Company from and to, over, and in the railways and stations of the before-named companies respectively, on terms and under arrangements to be defined in the Bill, or settled by arbitration or by the Board of Trade.

To alter, re-arrange, modify, re-adjust, declare, define, or to reduce the share and loan capitals of the Company, and the rights and priorities of the creditors, shareholders, stockholders, mortgagees, and bondholders of the Company.

To provide for the settlement of all matters and questions relating to the affairs of the Company.

To stay proceedings against the Company in the causes now pending in the Court of Chancery for the liquidation of the mortgage debt of the Company, and to make provision for the costs of those causes, and the discharge of the receiver appointed by the Court of Chancery, and to provide for the payment to the Company of all moneys at the time of the passing of the Act in the receiver's hands, or under his custody or control, and to provide for the payment to the Company of the sums then standing to the credit of the Accountant-General of the Court of Chancery in the books of the Bank of England to the credit of the before-mentioned causes.

To make provision for the payment to the Llanelly Railway and Dock Company of the sums, if any, which may be found due to that Company under the arbitration now pending between the Company and the Llanelly Railway and Dock Company in pursuance of the 36th section of the Swansea and Carmarthen Railways Act, 1871.

To appropriate towards the payment or redemption of the debenture debt and the interest accrued thereon any sum or sums of money which may be paid to the Company by the London and North Western Railway Company, on the sale by the Company to the London and North Western Company of the Swansea lines undertaking, and to make provision for the appropriation of any balance which may thereafter remain in the hands of the Company.

To change the corporate name of the Company.

To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, all or some of the provisions of the several local and personal Acts of Parliament following, or some of them (that is to say):—The Llanelly Railway and Dock Act, 1853; the Llanelly Railway and Dock Act, 1860; the Llanelly Railway and Dock (New Lines) Act, 1861; the Llanelly Railway and Dock Act, 1862; the Llanelly Railway and Dock Act, 1863; the Llanelly Railway and Dock (Further Powers) Act, 1864; the Llanelly Railway and Dock Company Capital Act, 1864; the Llanelly Railway (Extension to Mumbles) Act, 1865; the Llanelly Railway and Dock (Capital) Act, 1865; the Llanelly Railway and Dock Company (Further Powers) Act, 1866, and the Llanelly Railway and Dock Company's Amendment Act, 1867,

the Llanelly Railway and Dock Company's Act, 1869, and the Swansea and Carmarthen Railways Act, 1871, or of any other Act or Acts relating to the Company. Acts relating to the Great Western Railway Company and their undertakings, viz., 5 and 6 William 4, cap. 107, the Great Western Railway Act, 1851, the Great Western (Birmingham and Chester Railways Act, 1854), Great Western Railway (Capital) Act, 1851, West Midland and Severn Valley Railway Act, 1861, West Midland Railway (Additional Works) Act, 1862, 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, the Great Western Railway Act, 1870, the London and North Western Railway (Additional Powers) Act, 1870, the Great Western Railway (Additional Powers) Act, 1871, the Great Western, Bristol and Exeter, and South Devon Railway Companies, Cornwall and West Cornwall Railways Act, 1871, the Great Western Railway Act, 1872, and the Great Western Railway, Swansea Canal, Act, 1872; Acts relating to the Pembroke and Tenby Railway Company and their undertaking, viz., the Pembroke and Tenby Railway Act, 1859; the Pembroke and Tenby Railway Extension Act, 1864; the Pembroke and Tenby Railway Act, 1866; and the Pembroke and Tenby Railway Act, 1870; Acts relating to the Carmarthen and Cardigan Railway Company and their undertaking, viz., the Carmarthen and Cardigan Railway Act, 1854; the Carmarthen and Cardigan Railway (Deviation) Act, 1855; the Carmarthen and Cardigan Railway (Deviation) Act, 1856; the Carmarthen and Cardigan Railway Act, 1862; the Carmarthen and Cardigan Railway Extension to Cardigan Act, 1863; the Carmarthen and Cardigan Railway (Kidwelly Branch) Act, 1864; the Carmarthen and Cardigan Railway (Separation of Capital, &c.) Act, 1865; the Carmarthen and Cardigan Railway (Kidwelly Extension) Act, 1865; the Gwendraeth Valley Railway Act, 1866.

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

Dated this 8th day of November, 1872.

S. H. Noyes, 1, Broad Sanctuary, Westminster, Solicitor for the Bill.

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

Shrewsbury (Kingsland) Bridge and Approach Roads.

(Incorporation of Company; Power to make and erect Bridge over the River Severn, in the borough of Shrewsbury, and Approach and other Roads; Power to raise Capital and levy Tolls.)

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 or one of them (that is to say):—

To incorporate a Company (hereinafter called "the Company"), and to enable the Company to maintain the following roads, bridge, and works (that is to say):—

A road (herein called Road No. 1) commencing at a point opposite to the Grove Inn, at

Belle Vue, on the turnpike road leading from Shrewsbury to Church Stretton, in the parish of Saint Julian, in the borough of Shrewsbury, and passing thence in a north-west direction through the parishes, townships, or places of Saint Julian, Meole Brace, Meole, and Saint Chad, and by a bridge, provided with all proper piers, abutments, and other conveniences connected therewith, over the River Severn, and terminating by a junction with the public street called Murrivance, at a point at or near to Allatt's School, in the parish of Saint Chad, in the borough of Shrewsbury.

A road (herein called Road No. 2) commencing by a junction with the public road leading from Hanwood to Shrewsbury, at a point situate about 180 yards north-east of the main entrance gate to the house called Radbrook-house, measuring in the direction or Shrewsbury, and passing thence through the parishes, townships, or places following, that is to say:—Saint Chad, Meole Brace, and Meole, and terminating by a junction with Road No. 1 in a certain field in the parish of Meole Brace and township of Meole, the property of Richard Sutton, Esq., and numbered 405 in the tithe commutation map of the said parish of Meole Brace.

And it is proposed by the said intended Act to authorise the Company to be incorporated as aforesaid, to purchase lands and buildings by compulsion or agreement for all or any of the purposes of the said intended Act, and to vary or extinguish all existing rights connected with such lands and houses, or which interfere with the objects of the said intended Act, and to authorise the said Company to levy, tolls, rates, and duties in respect of the use of the said bridge and roads, and to grant exemption therefrom, and to alter existing tolls and ferry charges, and to alter and abolish all existing rights of ferry, or to purchase such rights within the distance of a quarter of a mile from such bridge, and to provide that no ferry shall be maintained within such distance of the said bridge as may be prescribed by the intended Act.

To enable the mayor, aldermen, and burgesses of the borough of Shrewsbury, with the consent of the Lords Commissioners of Her Majesty's Treasury, to subscribe towards the capital of the said Company, and to acquire upon such terms as may be prescribed by the intended Act, the property of the said Company in such bridge and roads so proposed to be made.

And notice is hereby further given, that on or before the 30th day of November, 1872, plans and sections of the said intended bridge and roads and other works, a book of reference to such plans, and a copy of the notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury; 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 parish in or through which the said bridge and roads are intended to be made, and a copy of the notice, published as aforesaid, will be deposited with the parish clerk of each parish, at his residence; and that on or before the 21st day of December, 1872, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1872.

Peele and Peele, } Solicitors for the Bill.
Chas. Chandler, }

In Parliament.—Session 1873.

Midland Railway.

(Additional Powers.)

(New Railways: alteration and widening of Railways and other Works and Additional Lands and stopping-up of Footpaths in the counties of Cumberland, West Riding of the county of York, Lancaster, Derby, Nottingham, Leicestershire, Northampton, Bedford, Warwick, city of London, Middlesex, and Surrey; Extension of time for completion of the Settle and Carlisle Railway; Power to subscribe to the Undertaking of the Severn Bridge Railway Company; Confirmation of Agreements with the Wolverhampton, Walsall, and Midland Junction Railway Company and with the Great Eastern Railway Company and the Tottenham and Hampstead Junction Railway Company; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, by the Midland Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):

To empower the Company to make and maintain the railways following, or some or one of them, with all proper approaches, stations, sidings, works, and conveniences connected therewith (that is to say):

A railway (to be called "the Stockingford Branch") two miles six furlongs or thereabouts in length, to commence in the township and parish of Nuneaton, in the county of Warwick, by a junction with the Company's Whitacre and Nuneaton line, at a point thereon twenty-three chains or thereabouts west of the Stockingford Station, and to terminate in the township and parish of Mancetter, in the said county of Warwick, in a field belonging to Eli Green, and in the occupation of Edward Allton, and known as Coalpit Field, which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Stockingford, Chapel End, Nuneaton, Hartsbill, Ansley, Oldbury, Atherstone, and Mancetter, all in the county of Warwick;

A railway (to be called the "Kingsbury Branch") four miles six furlongs or thereabouts in length, to commence in the parish of Kingsbury, in the county of Warwick, by a junction with the Company's Birmingham and Derby line, at a point thereon twenty-six chains or thereabouts north of the bridge which carries the public highway from Kingsbury by New House to Wheatley over the said line, and to terminate in the parish of Baxterley, in the said county of Warwick, by a junction with the Stratford Pit Sidings of the Baxterley Park Colliery, which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Kingsbury, Pollesworth, Baddesley-Ensor, Baxterley, Merevale, Bentley, and Shus-toke, all in the county of Warwick;

Three railways (to be called the "Ripley Branch Extensions" (that is to say):

Railway No. 1, two miles two furlongs or thereabouts in length, to commence in the township of Ripley, in the parish of Pentrich, in the county of Derby, by a junction with the Company's Ripley Branch line at a point thereon fourteen and a half chains or thereabouts south of the booking office of the Ripley Station, and to terminate in the same township and parish by a junction with the

Company's Duffield and Selston line, now in course of construction, at a point thereon ten chains or thereabouts east of the bridge carrying the Derby and Alfreton Turnpike-road over that line;

Railway No. 2, two miles and six furlongs or thereabouts in length, to commence in the township of Ripley, in the parish of Pentrich, in the county of Derby, by a junction with Railway No. 1, above described, at a point: thirteen chains or thereabouts south of the public highway called Coppice-lane, where the same crosses the colliery tramway belonging to the Butterley Iron and Coal Company, and to terminate in the township and parish of Heanor, in the county of Derby, by a junction with the Company's Heanor Branch at the termination thereof;

Railway No. 3, seven furlongs or thereabouts in length, to be situate wholly in the township of Codnor, in the parish of Heanor, in the county of Derby, to commence by a junction with Railway No. 2, above described, in a field belonging to the representatives of Charles Vickers Hunter, deceased, in the occupation of James Lowe, and known as Little Dam Close, and to terminate in a field belonging to and occupied by Samuel Wolley, and known as the Oak Tree Close;

which said Ripley Branch Extensions will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Pentrich, Ripley, Codnor Park, Codnor Park Liberty, Butterley Park, and Heanor, all in the county of Derby.

A railway (to be called the "Terversall and Pleasley Extension") two miles one furlong or thereabouts in length, to commence in the parish of Terversall, in the county of Nottingham, by a junction with the Company's Tibshelf and Terversall Branch, at a point thereon at or near the bridge which carries that branch over the public road leading from Tibshelf to Terversall, and to terminate in the parish of Pleasley, in the county of Derby, in a field belonging to William Edward Nightingale, and in the occupation of Francis Bagshaw, and known as "Twelve Acres," which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Terversall and Skegby, in the county of Nottingham, and Pleasley Hill, Pleasley, and Ault-Hucknall, in the county of Derby.

A railway (to be called the "Doe Lea Extension") four miles and one furlong or thereabouts in length, to commence in the township of Duckmanton, in the parish of Sutton Scarsdale, otherwise Sutton-cum-Duckmanton, in the county of Derby, by a junction with the Company's Staveley and Doe Lea Valley Branch, at or near a point thereon fifty chains or thereabouts south of the junction of that branch with the Staveley Branch of the Company's Mansfield and Worksop line, and to terminate in the parish of Ault-Hucknall, in the county of Derby, in a field belonging to the Reverend B. Hallows, in the occupation of Andrew Hopkinson, and known as the House Close, which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Sutton-Scarsdale, Sutton-cum-Duckmanton, Duckmanton, Sutton-on-the-Hill, Sutton Ash, Oaslestone, and Thurstaston, Bolsover, Scarcliff, Heath, Falterton, Glapwell, and Ault-Hucknall, in the county of Derby.

A railway (to be called the "Skegby Branch Extension") one mile and three furlongs or thereabouts in length, to commence in the parish of Teversall, in the county of Nottingham, by a junction with the Company's Skogby Branch at a point thereon one chain and a half or thereabouts west of the bridge which carries the said branch over the River Meden, and to terminate in the parish of Skegby, in the said county of Nottingham, in a field belonging to Robert Marsh Eckersley Wilkinson Dodsley, and in the occupation of Richard Ward, and known as Cow Close, which said intended railway will pass from, through, or into the several parishes, townships and extra-parochial or other places following, or some of them (that is to say): Teversall, Sutton-in-Ashfield, Hucknall-under-Huthwaite, and Skegby, all in the county of Nottingham.

A railway (to be called the "Bestwood Park Branch") six and a half furlongs or thereabouts in length, to commence in the parish of Bulwell, in the county of Nottingham, by a junction with the Company's Nottingham and Mansfield Line at a point thereon twenty-seven chains or thereabouts south of the level crossing of that line by the public highway leading from Bulwell to Papplewick, and to terminate in the parish of Lenton, in the said county of Nottingham, in a field belonging to the Duke of Saint Albans, and in the occupation of William Pinder, and known as the Eighteen Acre field, otherwise Stockyard Close, which said intended railway will pass from, through or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Bulwell, Papplewick, and Lenton, all in the county of Nottingham.

A railway (to be called the "Holbeck Connecting Line") two furlongs and three chains or thereabouts in length, to be wholly situate in the townships of Wortley and Holbeck, in the parish of Leeds, in the West Riding of the county of York, and to commence by a junction with the Company's Leeds and Bradford line at a point thereon thirteen chains or thereabouts north-west of the booking office at the Company's Holbeck Station, and to terminate by a junction with the Company's said Leeds and Bradford line at a point thereon ten chains or thereabouts south-west of the said booking office;

A railway (to be called the "Whitecross Street Branch") to be situate wholly in the parish of St. Giles without Cripplegate, in the city of London, to commence by a junction with the Metropolitan Railway, thirty yards or thereabouts westward of the bridge carrying the highway known as Jacob's Well Passage over the said Metropolitan Railway, and terminating in a piece of land belonging to the Metropolitan Railway Company, bounded on the north side by the said Metropolitan Railway and on the west side by Whitecross-street:

To empower the Company to make an alteration or deviation one mile four furlongs or thereabouts in length in the line and levels of the Bennerley and Bulwell line of the Company authorized by "The Midland Railway (Additional Powers) Act, 1872," to commence in the parish of Bulwell, in the county of Nottingham, at or near a point thereon in a field numbered on the deposited plans of that railway 4 in that parish, and to terminate in the parish of Basford in the same county by a junction with the Company's Nottingham and Mansfield Branch at a point thereon forty-nine chains or thereabouts south of the booking-office of the Bulwell Station on that Branch, and which said alteration or deviation

will pass from, through, or into the several parishes, townships, and extra-parochial or other places following or one of them (that is to say): Bulwell and Basford in the said county of Nottingham; and to empower the Company to abandon so much of the Bennerley and Bulwell line authorized by the said Act as will be rendered unnecessary by reason of such alteration or deviation:

To empower the Company to make an alteration or deviation seven miles and three furlongs or thereabouts in length in the lines and levels of the railways authorized by "The Midland Railway (Nottingham and Saxby Lines) Act, 1872," to commence in the parish of Upper Broughton, otherwise Broughton Sulney, in the county of Nottingham, at a point on the Nottingham and Saxby line, in or near the field numbered on the deposited plans of that line 12 in the said parish, and to terminate in the township or parish of Melton Mowbray, in the county of Leicester by a junction with the Company's Syston and Peterborough line at a point thereon forty-four chains or thereabouts west of the Company's Melton Mowbray passenger station, which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Upper Broughton, otherwise Broughton Sulney, in the county of Nottingham, Nether Broughton, otherwise Lower Broughton, Old Dalby-on-the-Wolds, otherwise Old Dalby, Grimston, Rothley, Saxelby, Wartnaby, Shoby, Ragdale, Welby, Asfordby, Kirby Bellars, Sysonby, Ewe Kettleby, and Melton Mowbray, all in the county of Leicester; and to empower the Company to abandon so much of the railways by the said Act authorized as will be rendered unnecessary by reason of such alteration or deviation:

To empower the Company to make an alteration or deviation to be situate wholly in the parish of Keighley, in the west riding of the county of York, of the line and levels of so much of the Company's Leeds and Bradford Extension line as lies between a point thereon three chains or thereabouts south of the level crossing of that line by the Leeds and Bradford turnpike road, and another point thereon twelve chains or thereabouts north of the bridge which carries Lawkholme Lane over the same line:

To empower the Company to widen on one side thereof so much of their main line of railway to London as lies between the bridge which carries the street known as Kent-street in the parish of St. Margaret Leicester, in the county of Leicester, under the said line and the southern end of the Red Hill Tunnel, in the parish of Ratcliff-on-Soar, in the county of Nottingham, which said intended widening will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Saint Margaret Leicester, Belgrave, Thurmaston, Barkby, Syston, Cossington, Sileby, Barrow-upon-Soar, Quorndon, Woodthorpe, Loughborough, and Knight Thorpe, in county of Leicester; Stanford-upon-Soar, Normanton-upon-Soar, Sutton Bonnington, Sutton Saint Anne, Sutton Saint Michael, Kingston-upon-Soar, Ratcliffe-on-Soar, and Thrumpton, in the county of Nottingham:

To empower the Company to widen on both sides thereof so much of their main line of railway to London as lies between a point thereon thirty-one chains or thereabouts south of the booking office of the Rushton passenger station, in the parish of Rushton, in the county of Northampton, and the north side of the bridge, in the parish of St. Paul Bedford, in the county of Bedford, which

carries the Company's said main line of railway over the river Ouse, which said intended widening will pass from, through, or into the several parishes, townships, and extra-parochial or other places following or some of them (that is to say): Rush-ton, Barford, Glendon, Rothwell, Kettering, Pytchley, Barton Seagrave, Burton-Latimer, Isham, Little Harrowden, Great Harrowden, Finedon, Wellingborough, Irthlingborough, and Irchester, in the county of Northampton; and Wympington, Souldrop, Sharnbrook, Felmersham, Milton-Ernest, Pavenham, Oakley, Bromham, Biddenham, and Saint Paul Bedford, in the county of Bedford:

To empower the Company to levy tolls, rates, or charges for or in respect of the intended railways, and works, and to grant exemptions from the payment of such tolls, rates, and charges:

To empower the Company to make a new road in the townships of Skipton and Stirton-with-Thorley, in the parish of Skipton, in the West Riding of the county of York, commencing from and out of the Clitheroe and Skipton Turnpike-road, at a point thereon one chain and a-half or thereabouts north of that part of the Leeds and Bradford Extension line of the Company's railway, which is distant twenty-one chains or thereabouts (measured along that line in a westerly direction) from the booking office of the Skipton Station, and terminating at a point on the said turnpike road distant forty-four chains or thereabouts (measured along the road in a westerly direction) from the said point of commencement; and, when the said new road is completed and opened to the public, to stop up and discontinue as a public highway and appropriate to the purposes of the Company's undertaking, so much of the existing turnpike road as lies between the points of commencement and termination of the new road, and to extinguish all rights of way over the same:

To empower the Company to purchase by compulsion or agreement, and to hold lands, houses, and buildings for all or any of the purposes aforesaid, and also for purposes connected with their undertaking, the lands, houses, and buildings following, or some of them (that is to say):—

Certain lands and houses in the township of Culgaith, in the parish of Kirkland, in the county of Cumberland, adjoining or near to and partly on the north-east and partly on the south-west sides of the Company's Settle and Carlisle line now in course of construction, and at the north-west end of the Culgaith Tunnel on that line:

Certain lands and houses in the township of Settle in the parish of Giggleswick, in the West Riding of the county of York, adjoining or near to and partly on the east and partly on the west sides of the Company's North Western line, and partly on the east and partly on the west sides of the Keighley and Kendal Turnpike-road, and south of and near to the junction of the Company's Settle and Carlisle line now in course of construction with their said North Western line:

Certain lands and houses in the township of Stainforth, in the said parish of Giggleswick, partly on the east and partly on the west sides of and adjoining the Company's Settle and Carlisle line now in course of construction, and adjoining and to the northward of the Stainforth Beck, where the same is crossed by the said line:

Certain lands and houses in the township of

Garsdale, in the parish of Sedbergh, in the West Riding of the county of York, lying partly on the east and partly on the west sides of and adjoining or near to the Company's Settle and Carlisle Railway now in course of construction, and adjoining the public road called "Coal Pit Road," south of the point where the said line crosses that road:

Certain lands and houses in the townships of Skipton and Stirton Thorley in the parish of Skipton, in the West Riding of the county of York, situate on both sides of and adjoining or near to the Company's Leeds and Bradford line, and extending from the bridge over that line about ten chains south of the Skipton Station to the junction of the North Western Railway with the before mentioned Leeds and Bradford line, west of the said Skipton Station:

Certain lands and houses situate in the township of Barnsley, in the parish of Silkstone, in the West Riding of the county of York, lying between the Huddersfield and Barnsley Turnpike-road and Old Mill-lane, and on the south side of and adjoining or near to the Penistone Branch of the Manchester, Sheffield, and Lincolnshire Railway:

Certain lands and houses situate in the township of Shipley, in the parish of Bradford, in the West Riding of the county of York, adjoining the Company's Leeds and Bradford line and the road leading from Frizinghall to Shipley, on the western side thereof, and extending for a distance of twenty-two chains or thereabouts, measured from Red-Beck Mill along the said line and road in a northerly direction:

Certain lands and houses situated in the townships of Manningham and Bradford, in the parish of Bradford, in the West Riding of the county of York, adjoining the Company's Leeds and Bradford line on the south-west side thereof between Manningham Station and the premises known as the Trafalgar Brewery; also certain land and houses in the township and parish of Bradford, adjoining the said line on the south-west side thereof, and lying between Trafalgar-street and Salem-street, in Bradford; and also certain lands and houses situated in the same township and parish, abutting on Trafalgar-street on the south, and the premises known as Trafalgar Brewery on the east:

Certain lands and houses situate in the township of Ardwick, in the parish of Manchester, in the county of Lancaster, abutting on Gorton-lane on the south, and on the Manchester and Stockport line of the Manchester, Sheffield, and Lincolnshire and Midland Railway Companies' joint line in course of construction on the west;

Certain lands and houses in the parish of Matlock, in the county of Derby, lying on the north side of and adjoining the Company's Manchester, Buxton, Matlock, and Midlands Junction line, and lying between that line and the road leading from Newhaven to Matlock Bridge and the River Derwent:

Certain lands and houses situate in the township and parish of Dronfield, in the county of Derby, adjoining and on the north side of the Company's Chesterfield and Sheffield line, and lying between the Branch Railway leading to the Dronfield Silkstone Company's Colliery and the turnpike road leading from Chesterfield to Sheffield;

Certain lands and houses situate in the parish of Brampton, in the county of Derby, lying between the River Hipper and the turnpike road leading from Baslow to Chesterfield, near to and to the westward of the bridge carrying the Company's Chesterfield and Brampton line over the River Hipper;

Certain lands and houses situate in the township of Tupton, in the parish of Chesterfield, in the county of Derby, adjoining and on the east side of the Company's Derby and Leeds Line, where that line is crossed by the public highway known as Dark-lane, otherwise Crow-lane.

Certain lands and houses situate in the township of Tupton, in the parish of North Wingfield, in the county of Derby, adjoining and on the east side of the Company's Derby and Leeds line, and adjoining and on the north side of the River Anker, and also certain lands and houses in the same township and parish adjoining and at the junction between the Company's Derby and Leeds and Erewash Valley Lines; and also certain other lands and houses in the same township and parish adjoining and on the east side of the Company's Derby and Leeds line where that line crosses the public highway leading from Grassmoor to Chesterfield;

Certain lands and houses situated in the township of Hasland and parish of Chesterfield and in the parish of Wingerworth, in the county of Derby, adjoining and on the east side of the Company's Derby and Leeds line and extending from the level crossing of that line by the public highway leading from Mansfield to Ashover in a southerly direction for a distance of thirty-one chains or thereabouts, and in a northerly direction for a distance of sixty-four chains or thereabouts;

Certain lands and houses situate in the township of Heage, in the parish of Duffield, in the county of Derby, and lying at the junction at Ambergate, between the Company's Derby and Leeds line and their Manchester, Buxton, Matlock, and Midlands Junction line, and adjoining or near to and partly on the north side, and partly on the south side of the Company's North Junction line at Ambergate;

Certain lands and houses situate in the parish of Matlock, in the county of Derby, on the south-west side of and adjoining the Company's Manchester, Buxton, Matlock, and Midlands Junctions line at the Cromford Station, and abutting on the south side on the public highway leading from Cromford to Dethick;

Certain lands and houses situated in the parish of Saint Alkmund Derby, in the county of Derby, lying on the north side of and adjoining the Company's line leading from their Nottingham-road Station to Chaddesden Sidings, and near to those sidings;

Certain lands and houses situate in the township of Litchurch, in the parish of Saint Peter, in the county of Derby, lying between Hulland-street and Nelson-street and north-east of Peel-street, and partly adjoining or near to Hulland-street and Peel-street, and partly adjoining or near to Peel-street and Nelson-street; and certain other lands and houses situate in the same township and parish, lying at the south-east corner of Nelson-street at the junction of that street with Lower Carrington-street, and known as the Rutland Arms Inn;

Certain lands and houses situate in the parish of Basford, in the county of Nottingham, lying on the east side of the Company's Nottingham and Mansfield line between the level crossing of that line by the public highway leading from Nottingham to Basford and the level crossing of the same line by the public highway leading from Basford to Arnold.

Certain lands and houses situate in the parish of Saint Mary Bedford, in the county of Bedford, adjoining and on the east side of the Company's Bedford and Loudon line where that line is crossed by the public highway leading from Bedford to Kempston;

Certain lands and houses situate in the parish of Saint Pancras, in the county of Middlesex, adjoining and on each side of the Tottenham and Hampstead Junction Railway, and extending for a distance of 350 yards or thereabouts east, and 300 yards or thereabouts west of the Highgate-road Station on that railway;

Certain lands and houses situate in the parish of Saint Mary Islington, in the county of Middlesex, adjoining and on the south side of the Tottenham and Hampstead Junction Railway, and extending from the Junction-road on the west to the Holloway-road on the east;

Certain lands and houses situate in the parishes of Allhallows Tottenham, and Hornsey, in the county of Middlesex, adjoining and on the north side of the Tottenham and Hampstead Junction Railway, and bounded on the east side by the road or street known as Green-lanes, and on the west by the New River;

Certain lands and houses situate in the parish of Allhallows Tottenham, in the county of Middlesex, adjoining and on the south side of the Tottenham and Hampstead Junction Railway, and extending from the road or street known as Hermitage-road on the west to the Seven Sisters'-road on the east;

Certain lands and houses situate in the parish of Allhallows, Tottenham, in the county of Middlesex, adjoining to and on the north side of the Tottenham and Hampstead Junction Railway, and bounded on the east by the Tottenham-road, and on the east and north-east by the occupation road known as Page Green-road;

Certain lands and houses situate in the parish of Saint Mary, Battersea, in the county of Surrey, adjoining the High Level Railway of the London, Chatham, and Dover Railway Company on the eastern side thereof, and extending for a distance of twenty-two chains or thereabouts in a southerly direction from the point where Stewart's-lane passes under the said railway, measured along the eastern side of the said railway; and also certain other lands and houses in the said parish of Saint Mary, Battersea, abutting on Stewart's-lane on the south and on the said railway on the west side thereof.

To empower the Company to stop up and discontinue as a public path or way the undermentioned portion of the existing footpath which now crosses the railway of the Company on the level (that is to say), so much of the public footpath known as "The Twitchell," in the township of Long Eaton, in the parish of Sawley, in the county of Derby, as lies between the east and west sides of the Company's Erewash Valley line, and to provide for the extinguishment of all rights of way over the same:

To empower the Company to stop up and discontinue as a public highway the under-mentioned portion of the bridle road and footpath which now cross on the level the railways of the Company and the Great Western Railway Company at their station at Shrub Hill, Worcester, 110 yards or thereabouts north of the Company's engine shed (that is to say), so much of that bridle road and footpath in the parish of Saint Martin, in the county of Worcester, as lies between the western boundary of the Company's property and the eastern boundary of the Great Western Railway Company's property, and to provide for the extinguishment of all rights of way over the same:

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

To authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, tramways, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, or other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act:

To extend the time limited by "The Midland Railway (Additional Powers) Act, 1870," for the construction of the railways and works authorized by "The Midland Railway (Settle to Carlisle) Act, 1866."

To enable the Company, if they think fit, to subscribe to and take and hold shares in the undertaking authorized of the Severn Bridge Railway Company, and for that purpose to apply any of their authorized capital which may not be required for the purposes of their own undertaking, and, if necessary, to raise additional capital by the creation of new shares or stock in their own undertaking with or without guaranteed or preference dividends or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any of these means, and to enable the Company to vote at meetings and appoint directors of the Severn Bridge Railway Company:

To confirm and give effect to any agreement in reference to the construction, management, use, and working of the undertaking of the Wolverhampton, Walsall, and Midland Junction Railway Company which has been or may be made between the Company on the one hand and the Wolverhampton, Walsall, and Midland Junction Railway Company on the other hand:

To confirm and give effect to any agreement in reference to the management, use, and working of the Tottenham and Hampstead Junction Railway which has been or may be made between the Company and the Great Eastern Railway Company jointly or the Company alone on the one hand, and the Tottenham and Hampstead Junction Railway Company on the other hand:

To empower the Company to raise a further sum of money for all or any of the purposes of the intended Act, and for the general purposes of the Company, by the creation of new shares, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, or by borrowing, or by debenture, stock, or by any of such means; and also to apply to all or any of such purposes any capital or funds belonging to the Company;

And notice is hereby further given that maps, plans, and sections relating to the objects of the

intended Act, and a book of reference to such plans, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November in the present year, be deposited for public inspection as follows (that is to say), as regards the lands in the county of Cumberland with the Clerk of the Peace for that county at his office at Carlisle; as regards the works and lands in the West Riding of the county of York with the Clerk of the Peace for that Riding at his office at Wakefield; as regards the lands in the county of Lancaster with the Clerk of the Peace for that county at his office at Preston; as regards the works and lands wholly in the county of Derby, and the works partly in that county and partly in the county of Nottingham, with the Clerk of the Peace for the county of Derby at his office at Derby; as regards the works and lands wholly in the county of Nottingham and the works partly in that county and partly in the county of Derby, and the works partly in the county of Nottingham and partly in the county of Leicester, with the Clerk of the Peace for the county of Nottingham at his office at Newark; as regards the last-mentioned works with the Clerk of the Peace for the county of Leicester at his office at Leicester; as regards the works partly in the county of Northampton and partly in the county of Bedford with the Clerk of the Peace of the county of Northampton at his office at Northampton; as regards the last-mentioned works and the lands wholly in the county of Bedford with the Clerk of the Peace for the county of Bedford at his office at Bedford; as regards the works in the county of Warwick with the Clerk of the Peace for that county at his office at Stratford-on-Avon; as regards the works in the city of London with the Clerk of the Peace for that city at his office at the Session House, Old Bailey; as regards the lands in the county of Middlesex with the Clerk of the Peace for that county at his office at the Session House, Clerkenwell; as regards the lands in the county of Surrey with the Clerk of the Peace for that county at his office at North-street, Lambeth: And that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference respectively as relates to the several parishes within which any works are intended to be made, or any lands intended to be taken, are situate, together with a copy of this notice, will be deposited for public inspection as follows (that is to say) as relates to the parish of Saint Pancras with the vestry clerk of that parish at his office in King's-road, Old Saint Pancras-road; as relates to the parish of St. Mary, Islington, with the vestry clerk of that parish at his office Upper-street, Islington; as relates to the parish of Saint Mary, Battersea, with the clerk of the Wandsworth District Board of Works at his office at Battersea Rise; and as relates to the several other parishes with the parish clerk of each such parish at his residence; as relates to the extra-parochial place of Codnor Park Liberty with the parish clerk of the adjoining parish of Alfreton; at his residence; as relates to the extra-parochial place of Barford, with the parish clerk of the adjoining parish of Rushton at his residence; as relates to the extra-parochial place of Glendon, with the parish clerk of the adjoining parish of Kettering at his residence; and as relates to any other extra-parochial place with the clerk of some parish immediately adjoining thereto at his residence;

And it is proposed by the said intended Act to alter, amend, extend, and enlarge or to repeal all or some of the powers and provisions of the

several local and personal Acts following, or some of them (that is to say):

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 181; 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; 33 and 34 Vict. cap. 63; 34 and 35 Vict. caps. 11, 39, 86, and 192; and 35 and 36 Vict. caps. 57, 118, 140, 178, and 182; and any other Act or Acts relating to the Midland Railway Company:

The Severn Bridge Railway Act, 1872:

The Wolverhampton, Walsall, and Midland Junction Railway Act, 1872:

The Great Eastern Railway Act, 1862; and any other Act or Acts relating to the Great Eastern Railway Company;

The Tottenham and Hampstead Junction Railway Act, 1862, and any other Act or Acts relating to the Tottenham and Hampstead Junction Railway Company:

And notice is hereby further given, that 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 14th day of November, 1872.

Beale, Marigold, and Beale, 28, Great George-street, Westminster, Solicitors.

In Parliament.—Session 1873.

Dublin, Rathmines, Rathgar, Roundtown, Rathfarnham, and Rathcoole Railway.

(Abandonment of Railways authorized by "The Dublin, Rathmines, Rathfarnham, and Rathcoole Railway Act, 1864;" "The Dublin, Rathmines, &c., Railway Act, 1865;" Dissolution of Company; Repeal 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 following purposes, or some of them (that is to say):—

To authorize the Dublin, Rathmines, Rathgar, Roundtown, Rathfarnham, and Rathcoole Railway Company (hereinafter called "the Company"), to abandon and relinquish the construction of the whole of the railways and works authorized by "The Dublin, Rathmines, Rathfarnham, and Rathcoole Railway Act, 1864," and "The Dublin, Rathmines, &c., Railway Act, 1865."

To provide for the release of the deposits made in the name of the Accountant-General of the Court of Chancery in Ireland in respect of the application to Parliament for the said Acts, and of any interest or dividends which have accrued or may accrue on the said deposits or any part thereof, and to relieve the Company from all penalties and obligations for or with respect to the non-completion of the said railways and works, and to annul, cancel, and rescind all bonds given by any person or persons to the Lords Commissioners of Her Majesty's Treasury as security for the completion of the said rail-

ways and works, or any part or parts thereof, and to release the said Company and any their surety or sureties from all obligation under any such bond or bonds.

To dissolve the Company, and to make provision for winding up their affairs, and the discharge of their debts and liabilities, and for cancelling all bonds, contracts, and agreements of or with the said Company; and for the release of the Company from all liabilities in respect of their railways and works before referred to.

To make all provisions incidental or necessary to the purposes aforesaid, and to vary or extinguish all rights and privileges which will interfere with the objects of the Bill.

To repeal, alter, or amend the powers and provisions of the "Dublin, Rathmines, Rathfarnham, and Rathcoole Railway Act, 1864," the "Dublin, Rathmines, &c., Railway Act, 1865," and the "Dublin, Rathmines, &c., Railway (Extension of Time) Act, 1871," and so much as may be necessary of any other Act or Acts relating to or affecting the Company.

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 1st day of November, 1872.

Ashurst, Morris, and Co., 6, Old Jewry, E.C., and 22, Abingdon-street, Westminster, S.W., Solicitors for the Bill.

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

Wakefield Waterworks.

(Pumping Station and Works at or near Park Hills—New Service Reservoir with Approaches near Field Head—Aqueducts and other Works—Powers for Compulsory Purchase of Lands, &c.—Extension of Supply Limits—Supply of Water in Bulk—Agreements with Local Authorities, &c.—Rents, &c.—Increase of Capital and Borrowing Powers—Amendment of Acts.)

NOTICE it hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorize the Wakefield Water Works Company (hereinafter called the Company) to make and maintain with all proper pumping stations, shafts, wells, driftways, tanks, reservoirs, engines, machinery, valves, sluices, bridges, telegraph wires and apparatus, roads, approaches, works, and conveniences connected therewith respectively, the following waterworks (that is to say):

1. A Pumping Station, with a tank or tanks in connection therewith, in a certain field called the Engine Close, in the township of Stanley-cum-Wrenthorpe, in the parish of Wakefield, in the West Riding of the County of York, adjoining and on the north-eastern side of the southern end of the lane which runs along the north-eastern side of Park Hills, and through or along which lane runs the boundary of the Municipal Borough of Wakefield.

2. A new Service Reservoir in the same township and parish, to be situate on the summit or highest ground in certain fields, called respectively the Coal Pit Close and the Great Mount Close, belonging to the trustees acting under the will of the late George Gardner Harter, Esquire, deceased, now in the occupation of George Cameron, and situate at a distance of about twenty-two chains to the south-west of the existing reservoirs of the Company at Field Head; also roads or approaches to the said Service Reservoir, one thereof from near the dwelling-house called Field Head, situate near the commencement of Ouchthorpe Laue, lately occupied by Philip George Skipwith,

Esquire, but now by Benjamin Mountain, Esquire, and another from the existing reservoirs of the Company at Field Head.

3. One or more conduits, aqueducts, or lines of pipes commencing at and passing from the said intended pumping station, and terminating at the said intended new Service Reservoir, which said conduits, aqueducts, or lines of pipes will be wholly situate in the townships of Wakefield and Stanley-cum-Wrenthorpe, in the said parish of Wakefield.

4. One or more conduits, aqueducts, or lines of pipes commencing at and passing from the said intended pumping station to and across the River Calder, at or near Stanley Ferry, and thence to and across the Aire and Calder Navigation to and terminating at a point near All Saints' Church, in the township of Normanton, in the parish of Normanton, which last-mentioned intended conduits, aqueducts, and lines of pipes will be wholly situate in the parishes, townships, and places following or some of them, that is to say:—Stanley-cum-Wrenthorpe, Stanley Ferry, Wakefield, Altofts, and Normanton, in the West Riding of the County of York.

And it is proposed to take powers for the purchase, by compulsion or agreement, of lands in the several parishes, townships, and places aforesaid, or some of them, and rights or easements in, over, or through lands, and to extend and make applicable to the purposes of the intended works the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof, or to enact other like provisions, and to get and supply water from the said pumping station, and to use, improve, stop up, remove, alter, or divert, temporarily or permanently, all or any roads, highways, footways, sewers, pipes, telegraph wires, tubes, and works of every description, and for any purpose which it may be necessary or convenient to use, improve, stop up, remove, alter, or divert for the purposes of the intended works.

And it is proposed to extend the limits of the Company for supplying water to all or some of the following townships and places, or to some part or parts thereof respectively, that is to say:—Altofts, Normanton, Newland, Newland-with-Woodhouse, Warmfield-cum-Heath, Snydale, and Sharlston, in the West Riding of the County of York, and to authorise the Company to supply water by distribution or in bulk, within all or any parts of their limits as so extended; and to break up public and private streets, roads, highways, thoroughfares, and places, for the purpose of laying, removing, examining, repairing, and relaying mains, pipes, and works of any description, and to have and exercise within the extended limits all or any of the powers, rights, authorities, and privileges, which they have or are entitled to exercise within their existing limits, under or by virtue of their existing Act, or any other Act, or otherwise, and all such other powers, rights, authorities, and privileges, as may be necessary, proper, or convenient, for enabling them fully and completely to carry into effect the objects and purposes of the intended Act.

And it is proposed to authorise the Company and any Local Board, or other local authority having jurisdiction or control within any part of the Company's limits, as extended by the intended Act, and any company or person to enter into agreements from time to time with reference to any supplies of water to be furnished by the Company, whether in bulk or otherwise, and for the distribution thereof within all or any part of the district, lands, or property of the Local Board, or local authority, company, or person entering into the agreements and otherwise in relation

thereto, and to confirm all or any such agreements as may have been entered into prior to the passing of the intended Act, and to enact all such provisions as may be necessary or proper for carrying the same respectively into full and complete effect. And it is proposed to authorise the Company to levy rents, rates, duties, and charges, to alter existing rents, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of rents, rates, duties, and charges, and to raise money, by the creation of new, ordinary, guaranteed, or preference shares or stock, and by mortgage, debenture stock, or otherwise, and to amend certain of the provisions of the Wakefield Waterworks Act 1862, and of any other Act or Acts incorporated therewith, or affecting the Company, and to vary or extinguish all rights and privileges which might hinder or prevent the accomplishment of the objects of the intended Act, or any of them, and to confer other rights and privileges.

A plan and section in duplicate of the proposed new works, and of the lands to be taken for the purposes thereof, or which will be subject to the compulsory powers of purchase to be conferred by the Bill, and a book of reference to the plan will be deposited for public inspection with the Clerk of the Peace for the said West Riding, at his office, in Wakefield, and a copy of so much of the said plan, section, and book of reference as relates to any parish will be deposited with the Parish Clerk of such parish, at his residence, and each such deposit will be made on or before the Thirtieth day of November instant, and will be accompanied by a copy of this Notice.

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, 1872.

Dated the 12th day of November, 1872.

William Henry Stewart, Solicitor, Wakefield, Solicitor for the Bill.

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

In Parliament.—Session, 1873.

Lancashire and Yorkshire Railway (New Works and Additional Powers.)

(Extension of Hollinwood Branch to Oldham; Widening Hunt's Bank Incline into Manchester; Loop Line at Manchester; Kearsley Branch; Junction of Lytham Branch, near Kirkham; Deviation of Brighouse Branch; Widening of Line and Lands at Bradford; Crossing of Caledonia-street, Bradford; Alteration of Road at Low Moor; Alteration of Roads at Blackburn and Clitheroe; Additional Lands at Blue Pits, near Rochdale; at Prestwich, near Manchester; and at Low Moor; Extension of Time for Construction of Blackburn to Padiham and Clayton West Branch Railways; Additional Capital; Amendment of Acts.)

APPPLICATION 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.

To enable the Company to make and maintain the railways and works 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, and to exercise the powers hereinafter mentioned, that is to say:—

Extension of Hollinwood Branch to Oldham.

A railway commencing by a junction with the Hollinwood Branch of the Lancashire and Yorkshire Railway, at the authorised termination thereof, on the westerly side of Drury-lane, near Hollinwood, in the township of Chadderton, in the parish of Prestwich-cum-Oldham, and terminating by a junction with the Oldham Branch of the Lancashire and Yorkshire Railway, at a point about 206 yards westward of the Werneth Station of the Company, in the township of Oldham, in the said parish. The said railway will be situated in the before-mentioned places, and also in Oldham-below-Town, and Oldham, or some of them, all which places are in Lancashire.

Widening of Hunt's Bank Incline.

The widening and improvement of the Hunt's Bank Incline, and the laying down of additional lines of rails thereon, and which work will commence by a junction with the Lancashire and Yorkshire Railway, in the township, parish, and city of Manchester, at a point about 18 yards, measured in a westerly direction, from the bridge carrying that line over Long Millgate, and terminate by a junction with the main line of the same railway, about 10 yards, measured in a north-easterly direction from the centre of Thorp's Bridge, in the township of Newton, in the same parish. The intended works will be situated in the before-mentioned places, and in Collyhurst, Miles Platting, and Newton Heath, or some of them, in the parish of Manchester, and be wholly in Lancashire.

Loop Line, Manchester.

A railway, commencing by a junction with Railway No. 3, authorised by "The Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1872," in the township of Cheetham and parish of Manchester, at or about the sixth furlong from the commencement of the same railway, marked on the plans deposited with relation to the said Act, and terminating by a junction with the main line of the Lancashire and Yorkshire Railway, about 10 yards, measured in a north-easterly direction, from the centre of Thorp's Bridge, in the township of Newton, in the parish of Manchester aforesaid. The said railway will be situated in the several townships or places of Cheetham, Manchester, Newton, and Collyhurst, or some of them, in the parish of Manchester and county of Lancaster.

Kearsley Branch.

A short branch railway, commencing by a junction with the main line of the Lancashire and Yorkshire Railway, in the township of Kearsley, in the parish of Dean, in Lancashire, at a point about 550 yards to the south east of the Stone Clough Station of the Company, and terminating at a point about 101 yards from the south-easterly corner of the chemical works of Messrs. Harrison, Blair, and Co., in the township of Little Hulton, in the said parish of Dean. The said railway will be situated in the before-mentioned townships of Kearsley and Little Hulton and parish of Dean. And also a short branch railway in the same parish and county, commencing by a junction with the last named branch railway, at a point where that line is intended to cross the Moses Gate turnpike road, in the township of Kearsley aforesaid, and to terminate at a point about 40 yards on the west side of the Worsley turnpike road, in the township of Farnworth. The said branch railway will be situated in the said townships of Kearsley, Little Hulton, and Farnworth, or some of them, and parish of Dean. And it is intended, with respect to the branch railways last described, to

enable the Company to contract with any owner or occupiers of works or other property, situate in the neighbourhood thereof, as to the use and construction of the said railways, the supplying funds for the purpose of constructing the same, or any part thereof, the working and management of the same by the Company, and the fixing and apportionment of the revenue derived from the said railways, and the Bill may confirm any such agreement already made.

Junction Line near Kirkham.

The construction by the Company jointly with the London and North Western Railway Company, and by means (if the Bill should so direct) of the Committee of Management appointed under the powers of the Act 12 and 13 Vict., cap. 74, or of any Act amending the same Act, of a short junction line of railway in the parish of Kirkham, in Lancashire, commencing in the township of Medlar-with-Wesham by a junction with the main line of the Preston and Wyre Railway (which is the joint property of the two Companies) at a point about 1,172 yards eastward of the existing junction of the Lytham branch with the said Preston and Wyre Railway, near Kirkham, and terminating in the township of Westby-with-Plumpton by a junction with the said Lytham Branch, at a point about 627 yards south-west of the Wrea Green Station on the same branch. The said intended railway will be situate in the townships of Medlar-with-Wesham, Kirkham, Ribby-with-Wray, and Westby-with-Plumpton, or some of them, in the parish of Kirkham aforesaid, and is intended to form part of the Preston and Wyre Railway. The Bill will, for this purpose, amend and enlarge the powers of the London and North Western Railway Company, and enable that Company to contribute funds towards the construction and maintenance of the said Junction Railway, and the acquisition of lands for the purposes thereof, and to enable the two Companies, jointly or severally, to demand and take tolls, rates, and charges, for the use of the said railway, and to contract with the Company concerning the construction, use, and maintenance thereof, and for the vesting thereof, and the purchase and vesting of the land to be acquired for the purposes of the same jointly by and in the two Companies.

Deviation of Brighouse Branch.

The construction of a railway commencing at about 112 yards south-west of the entrance to the booking office of the Pickle Bridge Station of the Lancashire and Yorkshire Railway, in the township of Hipperholme-cum-Brighouse, in the parish of Halifax, and terminating by a junction with the Brighouse Branch (authorised by "The Lancashire and Yorkshire Railway West Riding Branches, &c. Act, 1866,") in the township of Wike, in the parish of Birstal, at a point 5 furlongs and 2 chains and 11 yards, measured from the commencement of the said branch; and the Bill will authorise the Company to abandon the construction of so much of the authorised Brighouse Branch as lies in the townships and parishes aforesaid, between the authorised commencement of the said branch and the termination of the railway lastly hereinbefore described. The said deviation and abandonment will be situate in the before-mentioned townships and parishes, or some of them, and in the West Riding of Yorkshire.

To authorise the Company, notwithstanding the said abandonment, to divert the road No. 3, in the said township of Wike, in the parish of Birstal, and the township of Hipperholme-cum-Brighouse, in the parish of Halifax, shown on

the plans deposited with respect to the authorised Brighouse Branch, and to stop up so much of the said road as now crosses the Lancashire and Yorkshire Railway, on the level at or near the said Pickle Bridge Station, and to vest the site thereof in the Company so far as it may not already be the property of the Company; and the Bill will provide that the said diverted road shall, when formed, be maintained and repaired by the parties now liable to maintain and repair the existing road. The intended diversion of the said road will commence at the turnpike road, leading from Bradford to Brighouse, in the said township of Wike, in the parish of Birstal, and terminate at or near to the Pickle Bridge Station of the Company, in the said township of Hipperholme-cum-Brighouse, in the parish of Halifax, and which said diversion will be situate in the townships and parishes aforesaid or some of them, and in the West Riding of Yorkshire.

Widening of Line, Works, and Lands at Bradford.

(a) The widening and improvement of the Lancashire and Yorkshire Railway at and near Bradford, and the laying down of additional lines of rails thereon, commencing in the township of Bowling, in the parish of Bradford, about 15 yards north of the spot where the Lancashire and Yorkshire Railway crosses Mill-lane, and terminating in the Company's Station at the north side of Bridge-street, in the township, parish, and borough of Bradford. The intended works will be situate in the said townships of Bowling and Bradford, in the West Riding of Yorkshire, and in connection with the said works to divert Edward-street, in Bradford aforesaid, between Croft-street and Chandos-street, and to substitute an open cutting for the existing tunnel of the Lancashire and Yorkshire Railway Company between Croft-street and Chandos-street aforesaid.

(b) The acquisition by the Company, by compulsion or agreement, of certain lands, buildings, and property in the township and parish of Bradford aforesaid, bounded on the north by Croft-street, on the west by Britannia-street, on the south by and including Chandos-street, and on the east partly by an imaginary diagonal line drawn from Edward-street to the south side of Chandos-street, near the engine-shed of the Company, such imaginary line being alongside of the tunnel of the Lancashire and Yorkshire Railway, and to stop up and appropriate so much of the sites of Bedford-street and Chandos-street as is comprised within the lands so proposed to be taken, and extinguish all rights of way in or over the same.

(c) The carrying Caledonia-street over the Lancashire and Yorkshire Railway by means of a bridge, with the necessary approaches and works connected therewith. The alteration of the said street will begin at about the spot where Vulcan-street joins Caledonian-street, in the township of Horton, and will terminate at or about the spot where Fitzwilliam-street joins Caledonia-street, in the township of Bowling, and will be situate in the said townships of Horton and Bowling, or one of them, in the parish of Bradford aforesaid.

(d) The construction of a short street about 35 yards in length, at the north-west end of Gordon-street, such new street being parallel to Caledonia-street, and intended to form the means of communication between the two streets. The said new street will be wholly situate in the township of Bowling, in the parish of Bradford aforesaid.

The Bill will contain the following powers or some of them with respect to Caledonia-street:—

It will enable or require the Corporation of Bradford out of their borough fund, or by means of a special rate or district rate to be levied by them in their corporate capacity, or in the capacity of the Local Board of Health, or by borrowing on the credit of the said fund or rates, to contribute towards the alteration of Caledonia-street, and the construction of the said new street and the works connected therewith, and towards the maintenance and repair thereof or of parts thereof, and it will enable the Corporation and the Company to enter into contracts with respect to these matters.

The Bill will prohibit the crossing of the Lancashire and Yorkshire Railway at Caledonia-street upon a level, and it will appropriate to the Company the site of such crossing, or so much of the said site as does not now belong to the Company; and the Bill will provide that Caledonia-street, when altered, as aforesaid, and the said new street, shall be maintained and repaired by and under the control of the street authority of Bradford.

Alteration of Road at Low Moor, near Bradford.

The construction of a new road for the purpose of carrying the Low Moor Branch of the Leeds and Whitehall Turnpike-road over the Lancashire and Yorkshire Railway, near the Low Moor Station thereof, in the township of North Bierley, in the said parish of Bradford: such new road to commence about 114 yards north-west of the centre of the existing level crossing of the said railway, and to terminate at a point about 237 yards south-east of the centre of such level crossing; the said new road will be wholly situate in the said township of North Bierley, in the parish of Bradford, and West Riding of Yorkshire.

The Bill will prohibit the crossing of the Railway upon the level at Low Moor Station aforesaid, and will vest the site of the existing level crossing in the Company, or so much thereof as is not now the property of the Company; and the Bill will provide that the said new road, when formed, shall be maintained and repaired by the parties now liable to maintain and repair the existing road; and it will enable or require the Local Board of Health for the district of North Bierley, out of their district or any other rate, to contribute towards the expense of constructing and maintaining the said works or parts thereof, and also to enable the Company to contract with any owners or occupiers of works or other property situate in the neighbourhood of the proposed new road as to the contribution of funds towards the construction and maintenance of the same or of any part or parts thereof.

Alteration of Road at Blackburn.

The construction of a new street or road, wholly in the township and parish of Blackburn, in Lancashire, commencing at its south-east end in Hamilton-street, at about 2½ chains from the corner of that street and Charles-street, then running in a north-westerly direction, crossing underneath the Lancashire and Yorkshire Railway, and terminating in Queen Elizabeth-street, near the spot where Taylor-street adjoins Queen Elizabeth-street. The Bill will take powers to prohibit the existing level crossing of the Lancashire and Yorkshire Railway in or near to Captain Nolan-street, and will extinguish all rights of way in and over such level crossing, and will vest in the Company the soil thereof so far as it may not already be the property of the Company; and the Bill will provide that the proposed new street shall, when formed, be dedicated to the public, and shall thenceforth be

maintained and repaired by and under the control of the street authority at Blackburn.

Alteration of Road at Clitheroe.

To make a new road wholly in the township of Clitheroe and parish of Whalley, in Lancashire, commencing at or near the north corner of the bridge carrying the Lancashire and Yorkshire Railway over Baudlands-road, and terminating at a point about 63 yards northward of the said railway by a junction with the occupation-road there leading to the Clitheroe Gas Works; and the Bill will prohibit the level crossing of the railway by the said occupation-road, and will extinguish all rights of way in and over so much of said occupation-road as lies between a point 45 yards north of the junction of the said occupation-road with Baudlands-road, and the junction hereinbefore described of the proposed new road with the said occupation-road; and the Bill will vest in and appropriate to the purposes of the Company the soil and site of the portion of road so proposed to be stopped up as aforesaid, or such portions thereof as is not now the property of the Company; and will provide that the said new road, when formed, shall be maintained and repaired by the parties now liable to maintain and repair the existing road.

To enable the Company to purchase by compulsion or agreement the lands (in which term houses, buildings, and other hereditaments are in this Notice included), and to exercise the powers and to construct the works hereinafter described.

Land at Blue Pits.

To purchase certain lands, buildings, and property situate wholly in the township of Castleton, in the parish of Rochdale, in Lancashire, bounded on the east mainly by the Rochdale Canal, on the south by the turnpike road from Middleton to Rochdale, which lands are traversed by and abut upon the Lancashire and Yorkshire Railway Station and Works at Blue Pits.

Land at Prestwich.

To purchase certain lands, buildings, and property situate wholly in the township of Prestwich, and parish of Prestwich-cum-Oldham, in Lancashire, bounded on the south by Back-lane, and adjoining certain dwelling-houses known as Beech-tree-bank, belonging to Mr. Robert Neill, and occupied by Messrs. David Bles and Edward Hollings respectively.

Land at Low Moor.

To purchase certain lands situate at Low Moor, and wholly in the township of North Bierley, in the parish of Bradford, in the West Riding of Yorkshire, bounded on the west by the railway and property of the Company, and on the south by the Low Moor branch of the Leeds and Whitehall turnpike road.

The Bill will enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, dams, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways, roads, and works, to deviate from the lines and levels of the railways, roads, and works, to any extent within the limits of deviation to be shown on the deposited plans or defined by the Bill; to purchase lands, houses, and other property, compulsorily or by agreement, for the purposes of the said intended railways, roads and works; to levy tolls, rates, and charges in respect of the said intended railways and works, and to exercise other rights and privileges.

The Bill will extend the time limited by "The Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1871," for the con-

struction of the Blackburn and Padiham Branch. And also extend the time limited by "The Lancashire and Yorkshire Railway (Extension of Time, &c.) Act, 1869," for the construction of the Clayton West Branch Railway.

The Bill will enable the Company to purchase so much of any property as they may require for the purposes of the said Bill, without being subjected to the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845."

The Bill will authorise the Company to raise a further sum of money for the purposes of the intended Act, and also for the general purposes of their undertaking, by the creation of new shares or stock, with or without a guaranteed or preferential dividend or other special 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.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself and amend the provisions or certain of the provisions of "The Companies Clauses Acts, 1845, 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, repeal, and enlarge for the foregoing and other purposes the powers and provisions of the following or of any other Acts relating to the Lancashire and Yorkshire Railway Company or to that Company and the London and North Western Railway Company jointly, 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; 33 and 34 Vic., caps. 79, 80, 84, and 141; 34 and 35 Vic., caps. 64, 70, and 170; and 35 and 36 Vic., cap. 116; and also of the following and any other Acts relating to or affecting the Preston and Wyre Railway, Harbour, and Dock, that is to say—Local and Personal Acts, 5 and 6 Wm. IV., cap. 58; 7 Wm. IV., caps. 28 and 29; 2 and 3 Vic., caps. 1 and 54; 7 and 8 Vic., cap. 55; 8 and 9 Vic., cap. 125; 9 and 10 Vic., cap. 306; 12 and 13 Vic., cap. 74; 26 Vic., cap. 5; and 28 Vic., cap. 22.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways, roads, and works, and the lands, houses, and other property in or through which

they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes 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 an Ordnance 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 as follows, that is to say, as regards the railways, roads, works, lands, and property in the county of Lancaster, with the Clerk of the Peace for the county of Lancaster, at his office at Preston; and as regards the railways, roads, works, lands, and property in the West Riding of the county of York, with the Clerk of the Peace of the said West Riding, at his office in 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 railways, roads, and works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this Notice will be deposited with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 12th day of November, 1872.

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

In Parliament.—Session 1873.

Pontypool Gas and Water Company.

(Dissolution and Re-incorporation of Pontypool Gas and Water Company; Increase and Regulation of Capital; District for Supply of Gas and Water by Company; Manufacture and Sale of Gas and Residual Products; Maintenance of Existing Gas and Waterworks, and Construction of New Waterworks; Compulsory Purchase of Lands; Power to levy Rates, &c.; Agreements with Local Boards, and other Public Bodies; Incorporation 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 purposes, or some of the purposes following, that is to say:

1. To dissolve the Pontypool Gas and Water Company (hereinafter referred to as "the existing Company"); and to annul or alter their present memorandum and articles of association; and to reincorporate the shareholders, or some of them with or without other persons into a Company by the same, or another name.

2. To vest in the Company to be incorporated by the Bill (hereinafter called "the Company"), all the lands, works, buildings, rights, powers, interests, privileges, easements of water, and other easements, rights of way, way-leaves, licences, agreements, benefits of covenant, and property whatsoever, now or hereafter vested in, belonging to, or enuring to the benefit of the existing Company; or any person or persons in trust for the Company, or for their benefit; and to authorise the Company to exercise all or any

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

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

4. To supply gas and water for public and private purposes within the parishes, townships, extra-parochial, or other places, of Llanover Upper, Trevethin, Panteg, Llanvihangel-Pontymoll, and Llanvrechva Upper, all in the county of Monmouth; or some part or parts of those parishes, townships, or places, and for the purposes of such supply or other the purposes of the Company, to lay down main pipes, culverts, and other works and apparatus, and to cross, divert, break up, alter, or stop up (either temporarily or permanently) any streets, roads, highways, bridges, railways, tramways, sewers, drains, rivers, streams, canals, watercourses, towing paths, paths, passages, and places within the parishes, townships, extra-parochial, and other places aforesaid.

5. To manufacture at the works now belonging to the existing Company, gas, chemicals, 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, coal, coke, lime, tar, pitch, asphaltum, ammoniacal oil, chemicals, and residual products; and to acquire or hold patent rights, or licences to use patent rights, for the manufacture and distribution of gas, and the utilization of residual products from gas, and to manufacture, purchase, or hire gas-meters, fittings, and other gas apparatus, and to sell or let the same, and generally to carry on the business usually carried on by gas companies.

6. To maintain, alter, enlarge, and improve the existing gas works of the existing Company in the parishes of Trevethin and Panteg, and their existing waterworks, in the parishes of Llanover Upper, Trevethin, Panteg, and Llanvrechva Upper.

7. To authorise and empower the Company to maintain (amongst other of their existing waterworks) the conduits or lines of pipes and reservoir (wholly situate respectively in the parish of Trevethin, in the county of Monmouth) next hereinafter described, that is to say:—

(a) The existing conduit or line of pipes (No. 1) commencing in a wood numbered 335 on the tithe commutation map of the parish of Trevethin aforesaid, at a point 1 chain south of the easternmost corner of the field numbered 331 on the said tithe commutation map, and terminating in the old parish road leading from Abersychan to Pontypool, opposite, or nearly opposite the police station in the village of Abersychan.

(b.) The existing conduit or line of pipes (No. 2) commencing at a point near the

centre of the southern side of the field numbered 351 on the same tithe commutation map, and terminating by a junction with the conduit or line of pipes in the reservoir next hereinafter described.

- (c.) The existing reservoir in the stream or brook called or known as Nant-y-Mailor commencing at a point about 5 chains eastward from the westernmost corner of the field, numbered 331 as aforesaid on the said tithe commutation map, and extending about $7\frac{1}{4}$ chains westward along the said stream or brook.

8. To make and maintain the following new conduits or lines of pipes, and all necessary works and conveniences connected therewith, viz. :—

- (d.) A conduit or line of pipes (No. 3) commencing in the parish of Llanover Upper, in the county of Monmouth, in a field called Lower Field, numbered 278 on the tithe commutation map of the parish of Llanover, in the said county, at a point near the centre of the west side of the said field, and terminating in the parish of Trevethin, in the same county, in the parish road leading from Cwmavon Station to the village of Abersychan, at a point immediately opposite the bridge over the Eastern Valleys Railway of the Monmouthshire Railway and Canal Company at Cwmavon Station.

- (e.) A conduit or line of pipes (No. 4) wholly in the said parish of Trevethin, commencing by a junction with the proposed conduit or line of pipes (No. 1) at a point about $2\frac{1}{4}$ chains from and south of the level crossing known as Twynyffrwyd Level Crossing over the Eastern Valley Railway of the Monmouthshire Railway and Canal Company, and terminating in the parish road over which the said railway is carried at the said level crossing at a point about $3\frac{1}{2}$ chains from and northward of the said level crossing.

The conduits or lines of pipes (No. 1 and No. 2), and the existing reservoir of the existing Company are situate in the parishes and places following, or some of them, that is to say, in the parish of Trevethin in the county of Monmouth, and the proposed new conduits or lines of pipes will be made or pass from, in, through, or into the several parishes, townships, extra-parochial, and other places of Llanover Upper and Trevethin, all in the county of Monmouth.

9. To authorise the Company to deviate from the lines of the works to be authorised by the Bill within the limits to be shewn 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.

10. To authorise the Company to collect and divert into the existing reservoirs and works of the existing Company, and into the intended new works hereinbefore described, and therein impound, and thence distribute the waters of the streams and springs on or near such existing and intended waterworks, or on any lands now belonging to or in the occupation of the existing Company, or within the limits of deviation defined on the plans hereinafter mentioned, which streams and springs, or some of them, flow into the river Torfaen, otherwise Avon Llwyd, which flows into the river Usk.

11. To authorise the Company to make and maintain embankments, filtering beds, dams, sluices, cuts, channels, drains, pipes, wells, tanks, engines, and other conveniences necessary in connection with the existing and intended waterworks before-mentioned.

12. To empower the Company to purchase by compulsion or by agreement, and to take on lease, and take grants of easements, over lands, houses, springs, streams, waters, and other hereditaments for any of the purposes aforesaid, or of the Bill, and to vary or extinguish any rights or privileges connected therewith, and to sell, lease, or otherwise dispose of any lands or property now or hereafter belonging to the existing Company or to the Company.

13. To purchase by compulsion or otherwise, all or any outstanding reversions, charges, estates, rights, and interests not already acquired by or vested in the existing Company, of, in, to, or affecting certain lands in the parishes of Trevethin and Llanover Upper, in the county of Monmouth, upon which the existing reservoir, cisterns, and lines of pipes of the existing Company is constructed, or any part of the said lands.

14. To authorise the Company to levy and recover gas rates or rents, meter rents, and rates, rents, and charges for the proposed supply of water, and to vary or extinguish all rights and privileges, which would interfere with the objects of the Bill, and to confer other rights and privileges.

15. To sanction and give effect to contracts and arrangements for the supply of gas or water between the Company and any local board of health, or local board, or sanitary or other public authority, or the trustees of any turnpike or other road, or any highway board, constituted in pursuance of any Act relating to highways in England, or any surveyors of any highway or other corporations, companies, bodies, or persons, and to enable the contracting parties, from time to time, to vary, suspend, or rescind any such contract or arrangement, or to enter into or carry into effect other contracts and arrangements in lieu thereof or in addition thereto, and the Bill will confer all necessary powers in that behalf upon all such boards, authorities, trustees, corporations, companies, bodies, and persons, and will enable them to apply for the purposes of any such contract or arrangement, any funds or moneys from time to time belonging to them or under their control.

16. To make provision for the protection of the works and property of the Company and of their sources of supply, and for defining and regulating the supply of gas and water by them, and to give further rights and remedies to the Company, and to impose penalties, and make other provisions affecting consumers.

17. And the Bill will or may incorporate with itself, the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Gasworks Clauses Act, 1847, the Gasworks Clauses Act, 1871, and the Waterworks Clauses Acts, 1847 and 1863, and sections 30 to 44 (both included) of the Railways Clauses Consolidation Act, 1845, relating to the temporary occupation of lands and roads, or some of those Acts, or some of their respective provisions, and may exempt the Company from certain of the provisions of those Acts respectively.

18. And notice is hereby further given, that on or before the 30th day of November, 1872, plans and sections of such of the existing works of the Company (to be maintained under the Bill) as are particularly described in this notice, and of the intended new works showing the situation and levels thereof, and plans of the lands intended to be taken compulsorily under the powers of the Bill, 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 of Monmouth, at his office at Newport, in that county; 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 and extra-parochial places, from, in, through, or into which the said intended works will be made or pass, or in which any lands to be taken under the Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish, with the parish clerk thereof, at his 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 said 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 11th day of November, 1872.

Alexander Edwards, Pontypool, Solicitor for the Bill.

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

Session 1873.

Swansea and Carmarthen and London and North Western Railway Companies.

Sale or Transfer to London and North Western Railway Company of Swansea Lines Undertaking; Power to make Agreements for that purpose; Merging Powers, Rights, and Privileges of Company having reference to Swansea Lines Undertaking in London and North Western Railway Company; Vesting of Swansea Lines Undertaking in Undertaking of London and North Western Railway Company; Power to London and North Western Railway Company to raise further Capital, or to Apply Funds; Amendments of Acts, &c.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for all or some of the following purposes (that is to say):

To enable the Swansea and Carmarthen Railways Company (in this notice called "the Company") to sell or transfer, and the London and North Western Railway Company (in this notice called "the North Western Company") to buy or to accept a transfer of the Swansea Lines undertaking of the Company, consisting of so much of the Swansea and Carmarthen Lines as is situate between Pontardulais and Swansea, including the property of the Company at those places, together with the Penclawdd Branch and the Gower-road Branch.

To enable the Company and the North Western Company to enter into and carry into effect contracts, agreements, or arrangements with reference to the purchase, sale, or transfer of the Swansea Lines undertaking of the Company (or for the amalgamation of the Swansea Lines undertaking with the undertaking of the North Western Company), and to confirm or give effect to any agreement or agreements for any of those purposes entered into before the passing of the intended Act.

To make provision for the purpose of merging in the North Western Company all the rights, powers, and privileges of the Company, with reference to the Swansea Lines undertaking, or the undertakings of any other Companies or parties appertaining to that undertaking.

To vest or provide for the vesting of the Swansea Lines undertaking of the Company, and the amalgamation thereof with the undertaking

of the North Western Company, upon such terms and conditions as may be agreed upon or as may be provided for or prescribed by the intended Act.

To provide for the exercise and fulfilment by the North Western Company in their own name, and under their own seal, and in the names and under the hands of their directors, officers, or servants, of all the rights, powers, privileges, liabilities, and obligations of the Company appertaining to the Swansea Lines undertaking, whether with reference to the acquisition of lands, the construction or maintenance of works, the levying of tolls, rates, or charges, the granting or issuing of mortgages or bonds, or otherwise, and to provide for the conversion of shares or stock of the Company into shares or stock in the capital of the North Western Company.

To enable the North Western Company to apply to the purposes of the intended Act, or some of them, such portions of their corporate funds as may be necessary for the purpose of the intended Act, and to raise for such purposes additional capital by the creation of shares or stock, with or without a preference or priority, in payment of dividends, and by mortgage, or borrowing, or either of such means.

The Bill will vary or extinguish all rights and privileges which may interfere with its objects, and will for these purposes amend, extend, and, if need be, repeal all or some of the provisions of the Acts following, or some of them, that is to say:—The Llanelly Railway and Dock Act, 1853; the Llanelly Railway and Dock Act, 1860; the Llanelly Railway (New Lines) Act, 1861; the Llanelly Railway and Dock Act, 1862; the Llanelly Railway and Dock Act, 1863; the Llanelly Railway and Dock (Further Powers) Act, 1864; the Llanelly Railway and Dock Company's (Capital) Act, 1864; the Llanelly Railway (Extension to Mumbles) Act, 1865; the Llanelly Railway and Dock (Capital) Act, 1865; the Llanelly Railway and Dock Company (Further Powers) Act, 1866; the Llanelly Railway and Dock Company's Amendment Act, 1867; the Llanelly Railway and Dock Company's Act, 1869; and the Swansea and Carmarthen Railways Act, 1871, or of any other Act or Acts relating to the Company; the Acts directly or indirectly relating to the London and North Western Railway Company, 8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict., cap. 67; 9 and 10 Vict., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 363, 369, 380, and 396; 10 and 11 Vict., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict., caps. 58, 60, and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict., cap. 36; 14 Vict., cap. 28; 14 and 15 Vict., cap. 94; 15 Vict., caps. 98 and 105; 16 and 17 Vict., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict., caps. 201 and 204; 18 and 19 Vict., caps. 172 and 194; 19 and 20 Vict., caps. 52, 69, and 123; 20 and 21 Vict., caps. 64, 98, and 108; 21 and 22 Vict., caps. 130 and 131; 22 and 23 Vict., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict., caps. 77 and 79; 24 and 25 Vict., caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict., caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vict., caps. 5, 108, 177, 208, and 217; 27 and 28 Vict., caps. 194, 226, 263, 273, 288, and 296; 28 and 29 Vict., caps. 333, 334, 22, 72, 110, 193, 260, 267, and 316; 29 and 30 Vict., caps. 168, 249, 189, 190, 134, 276, 311, 87, 233, and 284; 30 and 31 Vict., caps. 94, 95, 113, 144, and 151; 31 and 32 Vict., caps. 21, 38,

49, and 118; 32 and 33 Vict., caps. 78, 108, 109, and 115; 33 and 34 Vict., caps. 79, 84, 112, and 118; 34 and 35 Vict., caps. 12, 64, 86, 114, 183, and 192; and 35 and 36 Vict., caps. 87, 131, and 140.

And notice is also hereby 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 the 8th day of November, 1872.

S. F. Noyes, 1, Broad Sanctuary, Westminster.

R. F. Roberts, Euston Station, and 9 Great George-street, Westminster, Solicitors for the Bill.

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

In Parliament—Session 1873.

Dundalk and Greenore Railway.

(Railway from Newry to Greenore—Additional lands at Greenore—Purchase of Newry and Greenore Railway, and provisions with reference thereto—Cancellation of Bond to the Crown—Running Powers over part of the Newry and Armagh Railway Company's Railway, and Traffic Arrangements with that Company—Change of Name—Purchase or Lease of Reservoir and Works at Mullabane Bog and Supply of Water at Greenore—Additional Capital—Subscription by London and North-Western Railway Company—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, by the Dundalk and Greenore Railway Company (hereinafter referred to as "the Company"), for an Act for the following purposes, or some of them, that is to say:—

To empower the Company to make and maintain a railway, with all proper stations, approaches, conveniences, and works connected therewith, commencing by a junction with the Albert Basin extension of the Newry and Armagh Railway, at a point ten yards or thereabouts from and on the southern side of the public road level crossing of that railway at Bridge-street, in the town of Newry, and passing from, in, through, or into the following townlands, parishes, and extra-parochial places, viz.—Lisdrumiliska, Drumalane, Fathom Lower, Fathom Upper, and the bed and shores of the Newry River, in the parish of Newry, and Clohoge, in the parish of Killeavy, all in the county of Armagh; Cornamucklagh, Lislea, Drummullagh, the bed and shores of the Newry River, Knocknagoran, Ballinteskine, Ballyonan, Liberties of Carlingford, and Mullatee, in the parish of Carlingford, and the extra-parochial shores of Carlingford Lough, all in the county of Louth; and terminating by a junction with the railway of the Company, at or near the point where an accommodation bridge has recently been constructed under said railway, in the extra-parochial shores of Carlingford Lough, to afford access to the said lough for Arthur Hamill and his tenants.

To enable the Company to purchase and acquire, by compulsion or agreement, lands and buildings in the townlands, parishes, and places aforesaid, for the purposes of the intended railway and works, and also, for other purposes connected with their undertaking, certain lands in the townland of Greenore, in the parish of Carlingford and county of Louth, adjoining the lighthouse and Coast-Guard station at the point of Greenore, and in the occupation of the Irish Lights Commissioners, the Coast-Guard, and the Commissioners for the improvement of Carlingford Lough.

To authorize the crossing, stopping up, altering, or diverting, whether, temporarily or permanently, of all turnpike roads, highways, railways, tramways, canals, streams, and rivers within or adjoining to the aforesaid parishes, townlands, or other places, which it may be necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act.

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

To empower the Company to levy tolls, rates, and charges, for or in respect of the intended railway and works, and to grant exemptions from the payment of such tolls, rates, and duties.

To authorize the sale by the Newry and Greenore Railway Company (hereinafter referred to as "the Greenore Company,") to, and the purchase by the Company, of the lands, property, rights, powers, privileges, and undertaking of the Greenore Company, upon such terms and conditions as may be or may have been agreed upon, or as may be provided for or prescribed by the intended Act, so as to vest the same in the Company, freed from all powers, claims, rights, and demands of the Greenore Company, or any other company, body, or person, in, upon, or over the same; and, if thought fit, to dissolve or provide for the dissolution of the Greenore Company, and to provide for the exercise and enjoyment by the Company, in their own name and under the hands of their Directors, officers, and servants, of all the rights, powers, and privileges of the Greenore Company, whether with reference to the acquisition of lands, the construction or maintenance of works, the levying of tolls, rates, and charges, the appointment of Commissioners for the improvement of Carlingford Lough, or otherwise howsoever, and to provide for the retirement from office of the Commissioners appointed by the Greenore Company.

To authorize the Lords Commissioners of Her Majesty's Treasury to cancel the Bond, dated the 4th day of August, 1863, given by the Greenore Company and their sureties to Her Majesty the Queen, with reference to the completion and opening of the Newry and Greenore Railway, and to discharge the said Company and their sureties from all obligations and liabilities under the said Bond.

To empower the Company and all companies and persons working and using their railways, or any part thereof, to run over and use with their engines, carriages, and servants, and for the purposes of traffic of all kinds, and upon and subject to terms and conditions and regulations to be agreed upon or settled by arbitration, so much of the railway of the Newry and Armagh Railway Company as lies between the junction therewith of the intended railway at Newry and Goragh Wood, together with all stations, sidings, junctions, water, watering-places, signals, works, and conveniences connected therewith, including the Edward-street station at Newry of the last-named Company, with all its conveniences and appliances, and to make provision with reference to any future enlargement and alteration of the said portion of railway station and works respectively which may be necessary.

To empower the Company and the Newry and Armagh Railway Company from time to time to enter into agreements with reference to the interchange, accommodation, conveyance, and delivery of traffic passing from the intended railway to and over the railway of the Newry and Ar-

magh Railway Company, and from the railway of the Newry and Armagh Railway Company to and over the intended railway, and the division and appropriation of the revenue arising from such traffic, and to confirm or give effect to any agreement already made, or which previously to the passing of the intended Act may be made, touching any of the matters aforesaid.

To change the corporate name of the Company.

To vest in the Company, or to enable them to acquire by agreement or to take on lease and to hold, certain lands forming part of Mullabane Bog, in the parish of Carlingford aforesaid, with a reservoir thereon, and pipes, aqueducts, and other works connected therewith and now used for supplying with water the Company's premises and works at Gretnore, and to authorize and give effect to agreements and arrangements between the Company and the owners of such lands, reservoirs, pipes, aqueducts, and works, with reference to the transfer or lease thereof to the Company, and the application of the purchase-money or rent for the same, and to confirm any agreement made before the passing of the intended Act with reference to the matters aforesaid.

To empower the Company from time to time to supply from the said reservoir and works water not required for their own purposes to any other companies and persons, and to recover the rents or sums of money from time to time payable in respect of any such supply of water, and also to empower the Company and any such companies and persons to enter into contracts and agreements with reference to the purposes aforesaid, or any of them.

To authorize the Company to raise a further sum of money, for the purposes of the intended Act, by the creation of new shares, with or without a guaranteed or preference dividend attached thereto, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

To empower the London and North-Western Railway Company, if they think fit, to take shares in the capital of the Company, and to subscribe or contribute towards the undertaking of the Company and the objects of the intended Act, and to apply for that purpose any part of their funds or money which may not be required for the purposes of their own undertaking, and, if necessary, to raise additional capital by the creation of new shares or stock in their own undertaking, with or without a guaranteed or preference dividend or other rights and privileges attached thereto.

To alter, amend, extend, enlarge, or repeal all or some of the powers and provisions of the several Acts following, or some of them, that is to say:—The Dundalk and Greenore Railway Act, 1863; the Dundalk and Greenore Railway Act, 1867; and the Dundalk and Greenore Railway Act, 1869; and any other Act or Acts relating to the Company; the Newry and Greenore Railway Act, 1863; the Newry and Greenore Railway Amendment Act, 1864; the Newry and Greenore Railway (Further Powers) Act, 1865; the Newry and Greenore Railway Acts Amendment Act, 1867; and the Newry and Greenore Railway Acts Amendment Act, 1870; and any other Act or Acts relating to the Newry Company; the Newry and Armagh Railway Act, 1857; the Newry and Armagh Railway (Amendment) Act, 1859; the Newry and Armagh Railway (Amendment) Act, 1864; and the Newry and Armagh Railway (Arbitration) Act, 1870; the Newry and Armagh Railway Arbitration Award; and any other Act or Acts relating to the Newry and Armagh Railway Company; the

Act (local and personal) 9 and 10 Vict., cap. 204, and any other Act or Acts relating to the London and North-Western Railway Company; and the Pier and Harbour Orders Confirmation Act, 1864.

Duplicate plans and sections describing the lines, situations, and levels of the proposed railway and works, and the lands, houses, and other property proposed to be acquired under the 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 such lands, houses, and other property, also an Ordnance map with the said lines of railway delineated thereon, and a copy of this notice will, on or before the 30th November in the present year, be deposited for public inspection with the Clerks of the Peace for the counties of Armagh and Louth, at their respective offices at Armagh and Dundalk; and copies of so much of the said plans and sections as relate to the parishes of Newry Killeavy and the bed and shore of the Newry River in those parishes, with a book of reference thereto, and a copy of this notice will be deposited for public inspection with the Clerk of the Newry Union, at the union workhouse in the town of Newry; and copies of so much as relate to the parish of Carlingford and the bed and shore of the Newry River in that parish and the extra-parochial shore of Carlingford Lough, with a book of reference thereto, and a copy of this notice will be deposited for public inspection with the Clerk of the Union of Dundalk, at the union workhouse of Dundalk, in the town of Dundalk.

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 4th day of November, 1872.

Macrory and Co., Solicitors for the Bill,
Dublin and Belfast.

In Parliament.—Session 1873.

MILLS' PATENT FOR IMPROVEMENTS IN THE MANUFACTURE OF BOOTS AND SHOES, AND IN MACHINERY EMPLOYED THEREIN.

(Confirmation of Patent.)

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 pass an Act for the following purposes:—

To continue and confirm certain letters patent, bearing date the 13th day of April, 1869 (No. 1131), granted to Benjamin Joseph Barnard Mills, of 35, Southampton-buildings, in the county of Middlesex, Patent Agent, for the term of fourteen years for improvements in the manufacture of boots and shoes, and in machinery employed therein.

To enable the said Benjamin Joseph Barnard Mills, or the assignee or assignees of his right and interest in the said letters patent, to pay the stamp duty of £50 on the said letters patent, and upon such payment being made to enable the Commissioners of Patents or their clerk to stamp the said letters patent or a duplicate thereof.

Printed copies of the said 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, 1872.

Wilson, Bristows, and Carpmael, 1, Cothall-buildings, Solicitors for the Bill.

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

In Parliament, Session 1872.

The Brighton Aquarium Company.
(Additional Capital.)

NOTICE is hereby given, that the Brighton Aquarium Company (hereinafter called the Company), intend to apply to Parliament, in the ensuing session for leave to introduce a Bill, and to pass an Act to enable the Company to raise additional capital by the creation of new shares or stock with or without any preference or priority in the payment of dividends or interest, and with other privileges, restrictions, and qualifications, and by borrowing on mortgage or bond, or by any of those means, and generally to make such provisions with respect to the capital of the Company, as they may deem expedient, and so far as may be necessary or expedient for the purposes aforesaid, to repeal, alter, or amend, and to enlarge the powers and provisions of "The Brighton Aquarium and Improvements Act, 1869" (32 and 33 Vic., cap. 88).

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

Dated this 9th day of November, 1872.

R. M. James, Brighton.

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

In Parliament—Session 1873.

Harrow Gas Light and Coke Company (Limited).
(Dissolution and Re-incorporation of Harrow Gas Light and Coke Company (Limited); Increase and Regulation of Capital; Supply of Gas in the Parishes of Harrow, Perivale, Greenford, Northolt, and Pinner, all in the county of Middlesex; Maintenance and Improvement of existing Gas Works; Purchase of Land and erection of New Gas Works; Purchase of Land by Agreement; Power to levy Gas Rates; Contracts with Local Boards and Public Bodies.)

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 dissolve the Harrow Gas Light and Coke Company (Limited), (hereinafter called "the existing Company"), and to annul or alter their present memorandum and articles of association, and to re-incorporate the shareholders, or some of them, with or without other persons, into a Company by the same or another name.

2. To vest in the Company to be incorporated by the Bill (hereinafter called "the Company"), all the lands, works, buildings, rights, powers, interests, privileges, easements, licences, agreements, and property whatsoever, now or hereafter belonging to the existing Company, or any person or persons in trust for them, or for their benefit, and to authorise the Company to exercise all or any of the powers and to effect all or any of the objects hereinafter mentioned.

3. To apply for the purposes of the Bill the capital and funds of the existing Company, to raise further capital by the creation and issue of new shares and stock with or without any preference or priority in payment of interest or dividend and other special privileges; to alter the number and amount of the shares and stock of the existing Company, and to classify and regulate the same, to create debenture stock, to borrow on mortgage bond or otherwise, to alter and regulate the mode of voting, and other

rights and privileges of the shareholders of the existing Company, and to make further provision for the regulation and management of the undertaking and affairs of the existing Company and of the Company.

4. To supply gas for public and private purposes within the parishes, townships, and places of Harrow, Perivale, Greenford, Northolt, and Pinner, all in the county of Middlesex, or some of them or some part or parts thereof; and for the purposes of such supply or other the purposes of the Company, to lay down mains, pipes, culverts, and other works and apparatus, and to cross, divert, break up, alter, or stop up (either temporarily or permanently) any streets, roads, highways, bridges, railways, tramways, sewers, drains, rivers, streams, canals, watercourses, towing paths, passages and places within the parishes, townships, and places aforesaid.

5. To maintain, alter, enlarge, and improve the gas works of the existing Company, situate in the parish of Harrow aforesaid, on two several pieces of land, one of which is bounded on the north by an occupation road leading into a field belonging to Mrs. Maria Clayton, and in her occupation; on the south by land belonging to Mr. Joseph Baker, and in his occupation; on the east by a public road leading from Harrow to Northolt; and on the west by the said land belonging to the said Maria Clayton; and the other of which said two pieces of land is bounded on the west by a public road leading from Harrow to Bushy; on the east by a piece of land belonging to Mr. Beeson, and in his occupation; on the north by a public house and land belonging to the said Mr. Beeson, and in the occupation of Mr. Batten; and on the south by a watercourse running into the river Brent.

6. To purchase and hold the land hereinafter described, that is to say:—A piece of land situate in the parish of Harrow aforesaid, belonging to and in the occupation of Mr. Henry Haines, bounded on the north by a public road leading from Sudbury to Ealing; on the south by the Grand Junction Canal; on the east partly by a public-house, called the Alperton Hotel, and land attached thereto, belonging to and in the occupation of the said Henry Haines, and partly by other land belonging to and in the occupation of Mr. J. F. Smith; and on the west by a wharf, cottages, and buildings, belonging to the said Henry Haines, and to erect, make, and maintain, and renew, or discontinue, additional gas works thereon.

7. To manufacture upon the said lands on which the gas works of the existing Company are situate, and upon the land to be purchased as aforesaid, gas, chemicals, 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, coal, coke, lime, tar, chemicals, and residual products, and to acquire and hold patent rights for the manufacture and distribution of gas and the utilization of residual products from gas; and to manufacture, purchase, or hire gas meters, fittings, and other gas apparatus, and to sell or let the same, and generally to carry on the business usually carried on by gas companies.

8. To demand and take rates, rents, and charges for the sale and supply of gas, and the sale and hire of gas meters and fittings, and to exercise all powers, rights, and privileges usually exercised or enjoyed by gas companies.

9. To purchase by agreement from time to time, and hold lands in any of the parishes or places above mentioned.

10. To enter into and carry into effect contracts and arrangements for the supply of gas.

with any local board or sanitary authority, or the trustees of any turnpike or other road, or any highway board constituted in pursuance of any Act relating to highways in England, or any surveyors of any highway or any other 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 Bill will confer all necessary powers in that behalf upon all such boards, 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 Act of Parliament.

11. The Bill will incorporate with itself, with such variations as may be deemed expedient, all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" and "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Gas Works Clauses Act, 1847;" "The Gas Works Clauses Act, 1871;" and the Acts for regulating measures used in sale of gas; and it will confer on the Company all rights and privileges necessary for carrying into effect the objects of the Bill, and will vary or extinguish all such existing rights and privileges as may interfere with the attainment of any of those objects.

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, 1872.

J. M. Weightman, 2, Guildhall-chambers, Basinghall-street, Solicitor for the Bill.

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

In Parliament.—Session 1873.

Bristol and North Somerset Railway.
(Renewal of Powers for making a Branch Railway to Camerton and taking Lands; Separate Undertaking and Separate Capital for same; Further Money Powers and other Provisions affecting Present Undertaking; Provision for Recouping Advances made for its Completion; Diversion of Road thereon near Pensford; Arrangements with, Contributions by, and other Provisions affecting the Great Western Railway Company; varying Existing Agreements with them; Amendment of Acts.)

APPPLICATION 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 authorize the Bristol and North Somerset Railway Company (hereinafter called "the Company") to make and maintain the railway and diversion of road hereinafter described, together with all necessary and proper works and conveniences connected therewith respectively (that is to say):—

A railway, commencing in the parish of High Littleton, in the county of Somerset, by a junction with the Bristol and North Somerset Railway (now in course of construction there) at a point 14 chains or thereabouts (measuring along that railway) northward of the point where that railway crosses the turnpike road leading from Hallatrow to Farrington Gurney, and terminating in

the parish of Camerton, and county of Somerset, in a field belonging, or reputed to belong, to and occupied by Miss Jarratt, distant about 120 yards (northward) from Camerton new pit, and bounded on the eastward by a tramway from the said new pit to a coal yard there, on the south by the Somersetshire Coal Canal, and on the north by a road leading from Camerton to Timsbury, which said intended railway will be made or pass from, in, through, or into the several parishes, townships, and places following, or some of them, that is to say, High Littleton, Clutton, Paulton, Timsbury, Midsomer-Norton, Radford, and Camerton, all in the county of Somerset.

A diversion of the public carriage road leading from Pensford to Stanton Wick, and which diversion will commence in the parish of Stanton Drew, in the county of Somerset, at a point 6 chains or thereabouts (measuring along the road as now temporarily diverted) to the north-eastward of the eastern end of the temporary bridge now carrying that road over the Bristol and North Somerset Railway, and will terminate in the parishes of Publow and Stanton Drew, or one of them, in the same county, at a point 6 chains or thereabouts (measuring along the road as aforesaid) to the south-westward of the western end of the same temporary bridge, and which said diversion will be made or passed from, in, through, or into the parishes, townships, and places of St. Thomas, Pensford, Stanton Drew, and Publow (all in the county of Somerset), or some of them.

2. To authorize the Company for the purposes of the intended Act to cross, stop up, alter, or divert, temporarily or permanently, roads, highways, footpaths, streets, railways, tramways, telegraphs, canals, water and gas pipes, rivers, streams, bridges, sewers, drains, ways and water-courses in the said parishes, townships, and places, and to purchase and take compulsorily or by agreement lands, houses, and hereditaments thereon, and to levy tolls, rates, and charges on and in respect of the intended railway, and to alter those which the Company are now authorized to take on their other lines, and to confer, vary, or extinguish exemptions from the payment thereof.

3. To authorize the Company to raise for the purposes of the intended railway a separate capital in shares or stock (preferential or otherwise) with special privileges, and to borrow money on mortgages, debenture, stock, or otherwise, on the credit of the undertaking under the intended Act and of its revenue.

4. To constitute the intended railway and works and the property to be acquired for the same under the intended Act into a separate undertaking, and the proprietors therein into a separate proprietary distinct from the other undertaking and proprietary of the Company.

5. To provide for payment or deduction of the working expenses, rates, taxes, and other outgoings of the separate undertaking, and of contributions to the expenses of management and remuneration of officers and servants of the Company, out of the revenues of both the undertakings of the Company, or out of the revenue of either of them.

6. To authorize the Company to grant and guarantee to the proprietary of the said separate undertaking drawbacks and rebates, and other allowances and payments, and for this purpose to apply the revenues of the Company's other undertaking, or part thereof.

7. To sanction and give effect to arrangements between the Company and the Great Western Railway Company with respect to the construction, maintenance, management, working and use of the intended railway and works, the conduct, interchange, accommodation, and transmission of the traffic thereof, and of the traffic passing over the same, to or from other railways, the supply of rolling and other stock, and of service, the fixing, levying, appropriation and division of tolls, rates, and charges for such traffic, and the rents, tolls, drawbacks, rebates, payments, and allowances to be paid and allowed by each or either of the contracting Companies, to or for the other of them, and all incidental matters.

8. To authorize the Great Western Railway Company to contribute towards the capital of both or either of the Company's undertakings or any part thereof, to lend money to the Company on the security of both or either of their undertakings, to take shares, mortgages, or debenture stock of both or either of the undertakings of the Company, to guarantee the principal and interest money borrowed by the Company on both or either of their undertakings, and dividends on both or either of the Company's share capitals or any part thereof, and to appoint Directors of the Company, and to provide for the Great Western Railway Company becoming owners or joint owners of the intended railway and works and of the property to be acquired therefor, or some part thereof, and to exercise or join in exercising the powers of the intended Act for the construction of the said railway and works, and acquisition of the said property, or of some part thereof.

9. To authorize the Great Western Railway Company for all or any of the purposes aforesaid to apply their corporate funds and revenue, and to raise more money, and to create new shares and stock in their capital, with or without preference or priority of dividend or other special privileges, and to borrow on mortgage or otherwise, and to create debenture stock.

10. To authorize the Company for the purposes of their existing works, and of the intended road diversion, and for the completion of their now authorized undertaking, and for recouping moneys advanced for the purposes of that undertaking, to raise more money, and to create new shares and stock with or without preference or priority of dividend or interest or other special privileges, and to borrow on mortgage or otherwise, and to create debenture stock, and to charge such new shares, stock, mortgages, securities and debenture stock on their now authorized undertaking.

11. To provide for the application of the revenues of the Company's now authorized undertaking (subject to the rights of their now authorized debenture stock) in discharge of moneys advanced for the purposes of their now authorized undertaking, and to confirm and give effect to a deed of arrangement entered into between the Company and the Right Honourable the Earl of Warwick with respect to such advances.

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

13. To extend to the railways and undertaking of the Company, as altered by the intended Act, their existing agreements with the Great Western Railway Company.

14. To amend "The Bristol and North Somerset Railway Act, 1863;" "The Bristol and North Somerset Railway (Additional Capital) Act, 1866;" "The Bristol and North Somerset Railway Act, 1868;" "The Bristol and North Somerset Railway Act, 1869;" "The Bristol and

North Somerset Railway Act, 1870;" "The Great Western Railway (various Powers) Act, 1867;" and "The Great Western Railway (Additional Powers) Act, 1871;" and to vary the agreements contained in the schedules to the two last-named Acts.

On or before the 30th day of the present month of November, plans and sections of the intended railway, road diversion, and works, a book of reference to the plans, and an ordnance map with the line of railway delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office in Wells in that county; and a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and extra-parochial places in or through which the intended railway, road diversion, and works will be made, with a similar copy of this notice, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining such extra-parochial place, at his residence.

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 14th day of November, 1872.

*Frere, Cholmeley, Forster and Frere, 28,
Lincoln's Inn Fields, London, Solicitors.
J. Dorington and Co., 29, Great George-
Street, Westminster, Parliamentary
Agents.*

In the Court of the Vice-Warden of the Stannaries
Stannaries of Cornwall.

In the Matter of the Companies Act, 1862, and
of the Drakewalls Mining Company.

NOTICE is hereby given that a petition for the winding up of the above-named Company by the Court was, on the 21st day of November instant, presented to the Vice-Warden of the Stannaries by Alexander Druce, Charles William Nevill, Charles Frederick Devas, Henry Druce, George Treherne Treherne, Morgan Dalrymple Treherne, Edward Brydges Williams, and Arthur Champion Phillips Williams, trading under the style or firm of Sims, Williams, Nevill and Company, at Llanelly, in the county of Carmarthen, in Wales, as Merchants and Copper Smelters, creditors of the said Company; and that the said petition is directed to be heard before the Vice-Warden, at the Princes Hall, Truro, within the Stannaries of Cornwall, on Monday, the 2nd day of December next, at the hour of ten o'clock in the forenoon. Any contributory or creditor of the Company may appear at the hearing and oppose the same, provided he has given at least two clear days' notice to the petitioners, their Solicitor, or his Agents, of his intention so to do, such notice to be forthwith forwarded to P. P. Smith, Esq., Secretary of the Vice-Warden, Truro. Every such contributory or creditor is entitled to a copy of the petition and affidavit verifying the same from the petitioners, their Solicitor, or his Agents, within twenty-four hours after requiring the same, on payment of the regulated charge per folio. Affidavits intended to be used at the hearing, in opposition to the petition, must be filed at the Registrar's Office, Truro, on or before Friday, the 29th day of November

instant, and notice thereof must at the same time be given to the petitioners, their Solicitor, or his Agents.—Dated Truro, 21st day of November, 1872.

F. Hearle Cock, Truro, Solicitor for the Petitioners.

Hooke and Street, 27, Lincoln's-inn-fields, London, Agents of the said Solicitor.

EARTHENWARE (PLATES AND BASINS).

Contract Department, Admiralty,
Whitehall, November 5, 1872.

TENDERS will be received on Thursday, the 28th November instant, at noon, for the supply of

EARTHENWARE

for Training Ships at Portsmouth, Portland, Devonport, and Falmouth.

Their Lordships reserve to themselves an unlimited power of selection, and do not bind themselves to accept the lowest or any tender.

A form of tender containing all particulars may be obtained at this Office.

TIN CANISTERS.

Contract Department, Admiralty,
Whitehall, November 8, 1872.

TENDERS will be received on Thursday, the 28th November instant, at noon, for the supply of

TIN CANISTERS.

Their Lordships reserve to themselves an unlimited power of selection, and do not bind themselves to accept the lowest or any tender.

A form of tender containing all particulars may be obtained and patterns seen at this Office.

PROVISIONS FOR TROOP SHIPS AT PORTSMOUTH AND DEVONPORT.

Contract Department, Admiralty,
Whitehall, November 20, 1872.

TENDERS will be received up to noon, on Tuesday, the 10th December next, for the supply of

Meat and Live Stock,
Poultry, Meat, Butter, and Vegetables,
Bread,

for Her Majesty's Troop Ships,
from the date of the acceptance of the tender to the 30th August, 1873.

A separate tender should be made for each place. Their Lordships reserve to themselves an unlimited power of selection, and do not bind themselves to accept the lowest or any tender.

A form of tender containing all particulars may be obtained at this Office.

The Governor and Company of Copper Miners
in England, A.D. 1691.

NOTICE is hereby given, that an Extraordinary General Court or Meeting of the Proprietors of this Company will be held on Monday, the 16th day of December, 1872, at the Terminus Hotel, Cannon-street, London, at two o'clock in the afternoon precisely, for the purpose of electing a Governor, Deputy Governor, and five Assistants of the said Company, in the place and stead of the present Governor, Deputy Governor, and Assistants, all of whom have, in accordance with the terms of the Charter, been permitted to surrender and resign their respective

offices in the Company, and which they hold only until their successors be appointed.

Any person intending to be proposed at the said Meeting as Governor, Deputy Governor, or Assistant of the said Company, must deliver or leave at the Company's offices, as below, notice in writing of such his intention fourteen days at the least before the said 16th day of December, 1872.

By Order of the Court of Assistants,

Charles Frewer, Secretary.

27, Martin's-lane, Cannon-street,

London, E.C., November 18, 1872.

The Companies Act, 1862.

The Tyne Head Mining Company Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Shareholders of this Company, duly convened and held on Wednesday, the 12th day of June, 1872, at the office of J. C. Fenwick, Esq., Solicitor, in Newcastle-upon-Tyne, it was unanimously resolved, by an Extraordinary Resolution, that the Company should be wound up under the provisions of the Companies Act, 1862; and Mr. George Edwin Swithinbank, of Newcastle-upon-Tyne, Public Accountant, was appointed Liquidator for that purpose.

J. Bowron, Chairman.

Nottingham, November 11, 1872.

NOTICE is hereby given, that pursuant to the resolution of two successive Extraordinary General Courts of the Nottinghamshire and Derbyshire Fire and Life Assurance Company, the said Company will be dissolved on the 30th day of June, 1873.

By order,

Percy, Goodall, and Brown, Solicitors to the Company.

In the Matter of the Companies Acts, 1862 and 1867, and of the Taquaril Gold Mining Company Limited, in Liquidation.

51, Moorgate-street, London.

NOTICE is hereby given, that all creditors and other persons having any debt, claim, or demand against the Taquaril Gold Mining Company Limited, are hereby required to send in the particulars of all such debts, claims, and demands to the Liquidators, on or before the 14th day of March, 1873, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 12th day of November, 1872.

Sam. J. Wilde,

E. J. Bartlett,

Fred. R. Bluett,

} Liquidators.

Companies Acts, 1862 and 1867.

The Taquaril Gold Mining Company Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of this Company, duly convened and held at the London Tavern, Bishopsgate-street Within, London, on the 21st October, 1872, the following Special Resolutions were duly and unanimously passed:—

"That the Taquaril Gold Mining Company be wound up by voluntary liquidation.

"That Samuel John Wilde, Edward John Bartlett, and Frederick Raleigh Bluett be appointed Liquidators thereof.

"That the remuneration of the Liquidators do not exceed 300 guineas."

And notice is hereby further given, that at an Extraordinary General Meeting of the Shareholders held at the office of the Company, 51,

Moorgate-street, E.C., on Wednesday, the 6th day of November, 1872, the foregoing Resolutions were duly confirmed.

Ross D. Mangles, Chairman.

The Corbyn's Hall New Furnaces Company Limited.

A T an Extraordinary General Meeting of the Members of the above Company, duly convened and holden at the Registered Office of the said Company, No. 40, Broad-street-buildings, in the city of London, on Friday, the 1st day of November, 1872, and at a subsequent Extraordinary General Meeting, also duly convened and holden in like manner at the same place, on Monday, the 18th day of November, 1872, the following Resolutions were respectively passed and confirmed:—

“That this Company be and is hereby required to be wound up voluntarily.

“That Mr. Frederick Maynard, of Old Broad-street, in the city of London, Accountant, and Mr. Thomas Strange Hatton, of Oakswell, Wednesday, Broker, be, and they are hereby, appointed Liquidators thereof.”

William Henry Heath, Chairman.

NOTICE is hereby given, that the Partnership heretofore subsisting between us, the undersigned, Thomas Davies, Thomas Lindley, and John Bentley, of Leeds, in the county of York, lately carrying on business there, in copartnership, as Cabinet Makers, under the style or firm of Davies, Bentley, and Co., was on the 7th day of October, dissolved by mutual consent. Dated this 18th day of November, 1872.

John Davies.

Thomas Lindley.

John Bentley.

NOTICE is hereby given, that the Partnership heretofore existing between the undersigned, Frederick Ashwell, of Newlyn, near Penzance, in Cornwall, and Joshua Siddeley, and John Siddeley, and Frederick Noel Mackay, all of Liverpool, in the business of Manufacturers of Ice and Aerated Waters, at Gulval, near Penzance aforesaid, and at Newlyn, near Penzance aforesaid, and elsewhere in Cornwall, by the style or firm of the Newlyn and Gulval Ice Works Company, is dissolved from the date hereof, so far as the said Frederick Ashwell is concerned. And notice is hereby further given, that the said business will in future be carried on, the assets thereof collected, and the debts paid by the said Joshua Siddeley, John Siddeley, and Frederick Noel Mackay.—Dated the 7th day of November, 1872.

Frederick Ashwell. Frederick Noel Mackay.

Joshua Siddeley. John Siddeley.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Charles Richard Landon and William George Offord, as General Art Printers, at No. 55A, late 22A, Abbey-road, Saint John's Wood, in the county of Middlesex, under the firm of Landon and Co., was this day dissolved by mutual consent.—As witness our hands this 20th day of November, 1872.

Charles R. Landon.

William G. Offord.

NOTICE is hereby given, that the Partnership between the undersigned, James Tweedale and Thomas Walker, trading under the firm of Tweedale and Walker, as Cotton Spinners, at Brookside Mill, near Rochdale, in the county of Lancaster, was dissolved by mutual consent, on the 16th day of November, 1872. All debts due to and from the said late firm will be received and paid by the said Thomas Walker, who will continue the said business at Brookside Mill aforesaid.—Dated this 20th day of November, 1872.

James Tweedale.

Thomas Walker.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Simpson and Jonathan Simpson, trading under the style or firm of J. and J. Simpson, at No. 5, Norton-road, Stockton-on-Tees, in the county of Durham, as Boot and Shoe Makers, has this day been dissolved by mutual consent. All debts due and owing to or by the said firm will be received and paid by the said John Simpson by whom the said business will in future be carried on.—Dated the 19th day of November, 1872.

John Simpson.

Jonathan Simpson.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Peter Parry and George O'Connor Holloway, carrying on business at Newhall-street, in Birmingham, as Merchants, under the firm of Parry and Company, was this day dissolved by mutual consent; and that all debts due and owing by the said partnership will be received and paid by the said Peter Parry, who will continue the said business under the same style.—Dated this 20th day of November, 1872.

Peter Parry.

George O'Connor Holloway.

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, William Portman and Edward Wilkinson Holmes, both of Frome, in the county of Somerset, and Thomas Bennett, late of Frome aforesaid, but now of Weymouth, in the county of Dorset, in the trade or business of Hat Manufacturers, carried on by us at Frome aforesaid, under the style or firm of W. Portman and Co., was dissolved on and from the 1st day of May, 1872, by mutual consent. All debts due or owing to or from the late firm will be received and paid by the said William Portman and Edward Wilkinson Holmes, by whom the said trade or business will in future be carried on.—Dated this 15th day of November, 1872.

W. Portman.

E. W. Holmes.

Thos. Bennett.

NOTICE is hereby given that the Partnership lately subsisting between the undersigned, Walter Leschkau and John Meyer, carrying on the business of Commission Agents, under the firm of Leschkau and Meyer, at No. 8, Eastcheap, in the city of London, was dissolved on the 4th day of November instant, by mutual consent. All debts due and owing to or by the said partnership will be paid and received by the said Walter Leschkau, who will continue the said business on his own account, under the firm of W. Leschkau.—Witness our hands this 18th day of November, 1872.

Walter Leschkau.

John Meyer.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Joseph Kinsey George Kinsey, and Henry Turner, carrying on business at Stafford, in the county of Stafford, as Shoe Manufacturers, under the style or firm of Kinsey Brothers and Company, has this day been dissolved by mutual consent. All debts due to and owing by the said firm will be received and paid by the said Joseph Kinsey and George Kinsey, who will in future carry on the same business under the said style or firm of Kinsey Brothers and Company.—Dated this 14th day of November, 1872.

Joseph Kinsey.

George Kinsey.

Henry Turner.

NOTICE is hereby given, that the Partnership hitherto subsisting between us the undersigned, Charles Vineash, Richard Robert Ford, and William Ford, carrying on business as Tea Dealers, at 18, John-street, and 11, Gould-square, in the city of London, in the county of Middlesex, under the style of the Tea Growers' Association; or Vineash and Ford, was, on the 29th day of September, 1872, dissolved by mutual consent, so far as regards the said Charles Vineash.—As witness our hands this 18th day of November, 1872.

Charles Vineash.

Richard Robert Ford.

William Ford.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Ewens, Richard Withers, and Thomas Dummer King, and carrying on business as Grocers, at No. 54, High-street, in the city of Winchester, under the firm of Ewens, King, and Co., is this day dissolved by mutual consent. All debts due to and owing by the said partnership will be received and paid by the said Henry Ewens.—As witness our hands this 11th day of November, 1872.

Henry Ewens.

Richd. Withers.

Thomas Dummer King.

NOTICE is hereby given, that the Partnership between the undersigned, James Tweedale and Robert Taylor Heape, trading under the firm of Tweedale and Heape, as Cotton Spinners and Manufacturers, at Roach Mills, near Rochdale, in the county of Lancaster, was this day dissolved by mutual consent. All debts due to and from the said late firm will be received and paid by the said James Tweedale, who will continue the said business at Roach Mills aforesaid.—Dated this 18th day of November, 1872.

James Tweedale.

Robt. Taylor Heape.

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, Samuel John Hackney and Thomas Jackson, as Oil and Lamp Merchants, and carrying on business at No. 12, China-lane, Piccadilly, in the city of Manchester, under the firm of Hackney and Jackson, was this day dissolved by mutual consent.—Dated the 9th day of November, 1875.

*Samuel John Hackney.
Thomas Jackson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, John Hobart and Frederick Charles Goodwin, as Silk Agents and Importers, at 25, Cannon-street, in the city of London, or elsewhere, was, as from the 16th day of November instant, dissolved by mutual consent. All debts due to and by the late firm will be received and paid by the said John Hobart, by whom alone the said business will in future be carried on.—Dated the 19th day of November, 1872.

*John Hobart.
Fredk. C. Goodwin.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Edwards and Richard Lewis, as Lime Merchants, at the town and county of Haverfordwest, has this day been dissolved by mutual consent. All partnership debts due and owing to and by the concern will be received and paid by the said Richard Lewis, by whom alone the said business will in future be carried on.—As witness our hands this 31st day of October, in the year of our Lord 1872.

*George Edwards.
Richard Lewis.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, William Harris Stretton and Thomas John Thompson, as Surgeons, Accoucheurs, and Apothecaries, under the firm of Stretton and Thompson, at Beverley, in the county of York, was, on the 13th day of November instant, dissolved by mutual consent.—As witness our hands this 16th day of November, 1872.

*W. H. Stretton.
Thos. J. Thompson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Evans and Charles McCaul, both of No. 369, Lower Wandsworth-road, in the parish of Battersea, in the county of Surrey, as Undertakers, has been this day dissolved by mutual consent; and that all debts due to or from the late partnership will be received and paid by the said Joseph Evans.—Dated this 8th day of November, 1872.

*Joseph Evans.
Chas. McCaul.*

NOTICE is hereby given, that the Copartnership heretofore subsisting between us the undersigned, Thomas Hardy, John Spooner Hardy, and Henry Hardy the younger, carrying on business as West India Merchants, at No. 9, Mincing-lane, in the city of London, has been dissolved by mutual consent, so far as regards the undersigned, Thomas Hardy who has retired therefrom.—Dated this 16th day of November, 1872.

*Thomas Hardy.
John Spooner Hardy.
Henry Hardy, junr.*

NOTICE is hereby given, that the Partnership hitherto subsisting between the undersigned, James Jones and John Wild, trading under the firm or style of Jones and Wild, as Tailors, Hatters, and General Outfitters, at Church-street, Great Malvern, in the county of Worcester, was this day dissolved by mutual consent.—Dated this 16th day of November, 1872.

*James Jones.
John Wild.*

[Extract from the Edinburgh Gazette of November 19, 1872.]

Glasgow, November 15, 1872.

THE [Subscriber, George M'Kenzie, ceased, upon the 16th April last to be a Partner of the firms of Walker, Bruce, & Co., and James Bruce & Co., carrying on business as Manufacturers of M'Kenzie's Patent Gas Coal Compound, in Glasgow, Sunderland, and Seaham, in the county of Durham.

George M'Kenzie.

JOHN ROLLAND, Law-Clerk, Glasgow,

Witness.

ANDW. WHITE, Law-Clerk, Glasgow,

Witness.

CAROLINE LEE, Spinster, Deceased.

Pursuant to the Act of Parliament 22 and 23 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 Caroline Lee, late of Enfield Lodge, Enfield, in the county of Middlesex, Spinster, deceased (who died on the 3rd day of November, 1872, and whose will was proved on the 16th day of November, 1872, in the Principal Registry of Her Majesty's Court of Probate, by Francis Jerdone Braikenridge and George John Braikenridge, both of 16, Bartlett's-buildings, in the city of London, Solicitors, the executors named in the said will), are required to send in their debts, claims, or demands to the said executors, at their offices, 16, Bartlett's-buildings, London, on or before the 1st day of January next, at the expiration of which time the said executors will proceed to administer the estate and distribute the assets of the said testatrix among the parties entitled thereto, having regard to the claims only of which the said executors shall then have had notice; and for the assets, or any part thereof, so administered or 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 respectively to the said executors.—Dated this 19th day of November, 1872.

F. J. and G. J. BRAIKENRIDGE, 16, Bartlett's-buildings, Holborn-circus, London, E.C.

THOMAS ALLFREY, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having claims or demands upon or against the estate of Thomas Allfrey, late of Keymer, in the county of Sussex, Builder (who died on the 30th day of March, 1872, and whose will was proved in the Lewes District Registry of Her Majesty's Court of Probate, on the 9th day of May, 1872, by William Meeds, one of the executors named in the said will), are hereby required to send the particulars, in writing, of their claims or demands to us the undersigned, the Solicitors of the said executor, on or before the 18th day of December next. And notice is hereby also given, that after the said 18th 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 and demands of which the said executor shall then have had notice; and further, that the said executor will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claim or demand he shall not then have had notice.—Dated this 18th day of November, 1872.

BLACK, FREEMAN, and GELL, 58, Ship-street, Brighton, Solicitors to the said Executor.

THOMAS TUN, Deceased.

Pursuant to the Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors and all persons having claims or demands against the estate of Thomas Tun, late of Scarisbrick, in the county Palatine of Lancaster (who died, intestate, at Scarisbrick aforesaid, on or about the 25th day of December, 1864, and to whose estate letters of administration were, on the 29th day of October, 1872, granted to me the undersigned, Francis Whitaker, the Solicitor for the affairs of Her Majesty's Duchy of Lancaster, for the use of Her Majesty, in right of Her said Duchy), are to send in the particulars of such claims or demands to me, the said Francis Whitaker, at the Duchy of Lancaster Office, Lancaster-place, Strand, London, on or before the 20th day of February, 1873, at the expiration of which time the assets of the said deceased will be paid over, or otherwise distributed or appropriated, having regard to the claims only of which I, the said Francis Whitaker, shall then have had notice; and that I will not be liable to any person of whose claim I shall not have had notice, for such assets, or any part thereof, so paid over, distributed, or appropriated.—Dated this 20th day of November, 1872.

FRA. WHITAKER, Administrator, Duchy of Lancaster Office, London, W.C.

EDWARD SIMMONS, Deceased.

Pursuant to 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 Edward Simmons, late of No. 1, Elizabeth-place, Leipsic-road, Camberwell, in the county of Surrey, Gentleman, deceased (who died on the 21st day of July, 1858, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 19th day of

August, 1850, by Elizabeth Simmons, Widow, relict of the said deceased (since deceased), and William Ker the elder, of No. 70, Denmark-road, Camberwell, Surrey, executrix and executor, Stephen Shindler, the other executor, and one of the universal legatees in trust named in the said will, having renounced the probate and execution of the said will, and the letters of administration, with the same annexed, of the personal estate and effects of the said deceased, are hereby required to send in the particulars of such debts or claims to the said William Ker, the surviving executor, or to me the undersigned, on or before the 20th day of December, 1872; and that after that date the said executor will proceed to distribute the assets of the said Edward Simmons, deceased, among the parties entitled thereto, having regard only to the claims of which the said executrix and executor shall then have had notice; and that he will not after that time be liable for the said assets, or any part thereof, so distributed to any person of whose claim he shall not then have had notice. And all persons indebted to the said deceased are requested forthwith to pay the amount of their respective debts to the executor, or to me.—Dated this 16th day of November, 1872.

JOHN G. SHEARMAN, of No. 10, Gresham-street, in the city of London, Solicitor to the said William Ker the elder.

SAMUEL WHITEAWAY, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 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 claiming any debt or demand upon or against the estate of Samuel Whiteaway, formerly of Kingskerwell, but late of East Ogwell, both in the county of Devon, Farmer (who died on the 26th day of October, 1871, and whose will was proved on the 10th day of May, 1872, in the Exeter District Registry of Her Majesty's Court of Probate, by John Whiteaway, of Teignharvey, in the county of Devon, Farmer, the surviving executor, according to the tenor of the said will), are hereby required to send the particulars of such claims or demands to Mr. John Whiteaway, of Teignharvey, in the county of Devon aforesaid, Farmer, the said executor, on or before the 20th day of January, 1873, after which time the said executor will proceed to apply the assets according to the directions contained in the said will, having regard to those claims and demands only of which he shall have notice; and the said executor will not be liable for the assets, or any part thereof, so distributed to any person of whose claim or demand he shall not have had notice.—Dated the 20th day of November, 1872.

JOHN DAW and SON, Exeter, Solicitors to the Executor.

The Reverend GEORGE CHETWODE, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, chapter 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 George Chetwode, late of Chilton House, in the county of Buckingham, Clerk (who died on the 4th day of August, 1870, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, by Augustus Littleton Chetwode, late of Chilton House aforesaid, but now of No. 3, Charles-street, Lowndes-square, London, Esquire, the sole executor therein named, on the 29th day of August, 1870), are hereby required to send in the particulars of their claims or demands to the said executor, at the offices of his Solicitors, Messrs. Gold and Son, of No. 1, Serjeants'-inn, Chancery-lane, London, on or before the 16th day of December next. And notice is hereby given, that after the said 16th day of December next, the said executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the debts, claims, or demands only of which he shall then have had notice; and the said executor will not be liable to any person of whose debt, claim, or demand he shall not then have received notice.—Dated this 20th day of November, 1872.

GOLD and SON, 1, Serjeants'-inn, Chancery-lane, London, Solicitors for the said Executor.

ANDREW BOYD, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors or other persons having any debts, claims, or demands against or affecting the estate or effects of Andrew Boyd, late of Hope-street, Liverpool in the county of Lancaster, Merchant and Ship Owner (who died on the 14th day of September, 1872, and whose will was proved in the District Registry at Liverpool of Her Majesty's Court of Probate, by Andrew Boyd, son of the deceased, Alexander Stewart, and Shadrach Breeze, the executors therein named), are hereby required

to send particulars, in writing, of their debts, claims, or demands to us, the undersigned, on or before the 7th day of January next, after which day the executors will proceed to apply and dispose of the assets of the said Andrew Boyd, having regard only to debts, claims, or demands of which they shall then have had notice; and further that they will not be liable afterwards for the assets to any person of whose debt, claim, or demand they shall not then have had notice.—Dated this 19th day of November, 1872.

MILLER, PEEL, and HUGHES, 4, Harrington-street, Liverpool, Solicitors to the said Executors.

MARY WALLER, Deceased.

Pursuant to the Act of Parliament passed in the 22nd and 23rd years of the reign of Her present Majesty, chapter 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 Mary Waller, late of No. 2, Royal-terrace, Weymouth, in the county of Dorset, Spinster, deceased (who died on the 13th day of July, 1872, and whose will, with one codicil, was proved on the 9th day of August, 1872, in the Principal Registry of Her Majesty's Court of Probate, by Eldred Harry Littlehales, of the city of Winchester, Banker, and Charles Rose Lucas, of No. 2, Albert-villas, Clifton, in the city of Bristol, Esquire, the executors therein named), are hereby required to send the particulars of such claims, debts, and demands, in writing, to us, the undersigned, the Solicitors of the said executors, on or before the 31st day of December, 1872, after which date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims, debts, or demands of which they shall then have had notice; and the said executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claim, debt, or demand they shall not then have had notice.—Dated this 20th day of November, 1872.

MEREDITHS, ROBERTS, and MILLS, 8, New-square, Lincoln's-inn, London, Solicitors to the said Executors.

RICHARD DEWDNEY WORTHY, Esquire, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vict., cap. 35, section 29.

THE creditors and all persons having any claims against the estate of Richard Dewdney Worthy, formerly of Pennsylvania, Exeter, but late of Stoke Canon, in the county of Devon, Gentleman, deceased (who died on the 29th day of April last, and whose will was proved by Thomas Worthy Dewdney, and William Richard Dewdney, of Stoke Canon aforesaid, Paper Manufacturers, and Bruton John Ford, of the city of Exeter, Gentleman, the executors therein named, in the Exeter District Registry of Her Majesty's Court of Probate, on the 7th day of June last), are required to send the particulars of their claims to Messrs. H. and B. J. Ford, of No. 25, Southernhay, Exeter, the Solicitors for the said executors, on or before the 25th day of March next. And notice is hereby given, that immediately after that day the said executors will proceed to apply or distribute the assets of the said Richard Dewdney Worthy, deceased, pursuant to the trusts of his will in favour of the beneficiaries, having regard only to the claims of which they shall then have received notice; and will not remain liable in respect of such assets to any person of whose claim they shall not then have received notice.—Dated this 19th day of November, 1872.

H. and B. J. FORD, 25, Southernhay, Exeter, Solicitors for the said Executor.

HENRY CURTIS otherwise HENRY HARRIS, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, sec. 29.

THE creditors and all persons having any claims against the estate of Henry Curtis, of Broadcliff, in Devon, Yeoman, otherwise called Henry Harris, deceased (who died on the 3rd day of August last, and whose will was proved by Bruton John Ford, of Exeter, Gentleman, and Mary Holmes, the wife of William Holmes, Labourer, the executors therein named, in the Exeter District Registry of Her Majesty's Court of Probate, on the 3rd day of September last), are required to send the particulars of their claims to Messrs. H. and B. J. Ford, of No. 25, Southernhay, Exeter, the Solicitors for the said executors, on or before the 25th day of March next. And notice is hereby given, that immediately after that day the said executors will proceed to apply or distribute the assets of the said Henry Curtis otherwise Henry Harris, deceased, pursuant to the trusts of his will in favour of the beneficiaries, having regard only to the claims of which they shall then have received notice; and will not remain liable in respect of such assets to any person of whose claim they shall not then have received notice.—Dated this 19th day of November, 1872.

H. and B. J. FORD, 25, Southernhay, Exeter, Solicitors for the said Executors.

Re EDWARD STEPHENSON, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors and others having claims or demands against or upon the estate of Edward Stephenson, late of Radford, in the county of Nottingham, Builder, deceased (who died on or about the 28th day of May, 1858, and whose will, with one codicil thereto, was proved by Samuel John Walker, of the town of Nottingham, Builder, and James Lacey, of Radford, in the county of Nottingham, Lacemaker, the executors thereof, on the 30th day of April, 1870, in the District Registry at Nottingham of Her Majesty's Court of Probate), are to send in to the said executors, at our offices, in Weekday Cross, in the said town of Nottingham, the particulars of their claims or demands against or upon the estate of the said testator on or before the 30th day of December next. And notice is hereby further given, that at the expiration of the above-mentioned time the said executors will distribute the assets of the said testator amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice, and, pursuant to the above-mentioned statute, such executors will not be liable for the assets, or any part thereof, so distributed to any person of whose claim or demand they shall not have had notice at the time of such distribution.—Dated this 20th day of November, 1872.

HUNT and SON, Weekday Cross, Nottingham,
Solicitors to the said Executors.

JOHN POLLARD, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors of John Pollard, late of Fallow Corner, Finchley, in the county of Middlesex, Clerk to the Metropolitan Board of Works, deceased (who died on the 23rd day of October, 1872, at Fallow Corner aforesaid, and of whose estate and effects letters of administration were, on the 7th day of November, 1872, granted by the Principal Registry of Her Majesty's Court of Probate to Hannah Pollard, of Fallow Corner aforesaid (are hereby required, on or before the 29th day of December, 1872, to send by post prepaid to the undersigned, the Solicitors for the said administratrix, at their office, No. 39, Jermyn-street, Middlesex, the particulars of their claims or demands; and notice is hereby given, that after that day the said administratrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which the said administratrix has then had notice; and that the said administratrix will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt or claim she shall not then have had notice.—Dated this 14th day of November, 1872.

DOLMAN and COLGRAVE, 39, Jermyn-street,
Solicitors for the said Administratrix.

WILLIAM EDWARD STUBBS, Esquire, Deceased.
Pursuant to the Act of Parliament 22nd and 23rd Vict., 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 William Edward Stubbs, formerly of Furnival's-inn, in the city of London, Solicitor, but late of Rosenau Villa, Spring Grove, Isleworth, in the county of Middlesex, Esquire, deceased (who died on the 6th day of February, 1872, and to whose effects letters of administration were, on the 8th day of March, 1872, granted by the Principal Registry of Her Majesty's Court of Probate to Francis Drake Stubbs, Captain in the Mercantile Marine), are hereby required to send the particulars, in writing, of their respective debts, claims, and demands to me the undersigned, William Horsley the younger, the Solicitor of the said administrator, on or before the 31st day of December, 1872, after which date the said administrator will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, and demands of which he shall then have had notice; and that the said administrator will not be answerable or liable for such assets, or any part thereof, to any person of whose claim he shall not then have had notice.—Dated this 12th day of November, 1872.

WM. HORSLEY, Junr., 2, Gresham-buildings,
Basinghall-street, in the city of London, Solicitor
to the said Administrator.

GEORGE TODD, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and others having any claims or demands upon or against the estate of George Todd, deceased, of Auckland, Wands-worth Common, in the county of Surrey, Gentleman (who

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died on the 5th day of September, 1872, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 7th day of November, 1872, by John Todd, Thomas Osborn Todd, and Thomas Alder, the executors named in the said will), are hereby required to send in particulars of their respective debts or claims to the said executors, at the office of the undersigned, Edmund Newman, Solicitor to the said executors, No. 15, Clifford's-inn, Fleet-street, in the city of London, on or before the 25th day of December next; and that after the said 25th day of December next the said executors will proceed to distribute the assets of the said George Todd amongst the parties entitled thereto, having regard only to the debts or claims of which the said executors shall have had notice; and the said executors will not be liable for the said assets, or any part thereof, so distributed to any person of whose debts or claims they shall not then have had notice.—Dated this 20th day of November, 1872.

EDMUND NEWMAN, 15, Clifford's-inn, Fleet-street, London, E.C., Solicitor for the said Executors.

The Reverend JAMES LINTON, M.A., J.P., Clerk in Holy Orders, Deceased.

Pursuant to the Statute 22nd and 23rd 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 upon or against the estate of the Reverend James Linton, M.A., J.P., late of Hemingford House, in the county of Huntingdon, Clerk (who died on the 16th day of October, 1872, and whose will was proved by his eldest son and heir-at-law, James Henry Linton, of Hemingford House aforesaid, Esquire, J.P., late a Captain in Her Majesty's 44th Regiment of Foot, the sole executor therein named, on the 2nd day of November instant, in the Principal Registry of Her Majesty's Court of Probate), are hereby required to send, in writing, particulars of their debts, claims, and demands to Mr. Robert Emmott Large, of No. 13, South-square, Gray's-inn, London, Solicitor for the said executor, on or before the 31st day of December next, after which day the said executor will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the debts, claims, and demands of which he shall then have had notice; and that the said executor will not after that time be liable for the assets, or any part thereof, so distributed to any person or persons of whose claim he shall not then have had notice. And all persons indebted to the said deceased are requested forthwith to pay the amount of their respective debts to the said Robert Emmott Large.—Dated this 16th day of November, 1872.

R. E. LARGE, 13, South-square, Gray's-inn,
London, Solicitor to the said Executor.

MARY ROAN, Widow, Deceased.

Pursuant to 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 claims against the estate of Mary Roan, formerly of Union-street, Plymouth, in the county of Devon, and afterwards of Edgbaston, near Birmingham, in the county of Warwick, Widow (who died on the 25th day of August, 1872, and whose will was duly proved by the executors therein named), are requested to send their claims to the executors, on or before the 1st day of January next, at the office of Messrs. Whitford and Bennett, their Solicitors, Courtenay-street, in Plymouth aforesaid, after which time the executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which they shall have received notice; and that they will not be liable for the assets, or any part thereof, so applied to any person of whose debt or claim they shall not then have had notice.—Dated this 18th day of November, 1872.

WHITEFORD and BENNETT, Courtenay-street,
Plymouth, Solicitors to the Executors.

RANDALL WARD, 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 the estate of Randall Ward, late of Wymondham, in the county of Norfolk, Gentleman (who died on the 20th day of September, 1872, and of whose will probate was granted by the District Registry at Norwich attached to Her Majesty's Court of Probate, on the 19th day of October, 1872, to Randall King, of Mulbarton, in the said county of Norfolk, Farmer, and Thomas Curtis Ward, of No. 10, Mostyn-terrace, Brixton, in the county of Surrey, Commission Agent, the executors therein named), are hereby required to send particulars of their claims to Messrs. Whites, Renard, and Co., at the office of the late Messrs. Mitchell and Clarke, in Wymondham aforesaid, the Solicitors of the

said executors, on or before the 31st day of January, 1873, after which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which they shall then have received notice; and that they will not be liable to any person of whose claim notice shall not have been given to them on or before the said 31st day of January, 1873.—Dated this 21st day of November, 1872.

WHITES, RENARD, and CO., Wymondham,
Solicitors of the said Executors.

WILLIAM TRETOWAN the Elder, Deceased.

Pursuant to the Statute 22 and 23 Vict., c. 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 William Tretowan the elder, late of Constantine, in the county of Cornwall, Yeoman, deceased, who died at Constantine aforesaid, on the 18th day of December, 1871, and letters of administration of whose goods, chattels, and effects (with his will annexed) were granted to Esther Bray, of 6, Trennick-row, Truro, in the Bodmin District Registry of Her Majesty's Court of Probate, on the 22nd day of January, 1872, are hereby required to send to me the undersigned particulars in writing of their debts, claims, or demands, on or before the 18th day of December next at the expiration of which time I shall proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the debts, claims, and demands only of which I shall then have had notice; and that I will not be answerable or liable for the assets, or any part thereof, so distributed, to any person or persons of whose claim or demand I have not had notice at the time of such distribution.—Dated this 18th day of November, 1872.

ESTHER BRAY.

Re JAMES WHITTLE GODBER, Deceased.

Pursuant to the Act of Parliament, 22 and 23 Vict., chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debt or claim against or upon the estate of James Whittle Godber, late of the town of Nottingham, Gentleman, formerly Hosier (who died on the 28th day of August, 1872, and whose will, with two codicils, was proved in Her Majesty's Court of Probate at the District Registry of Nottingham, on the 29th day of October, 1872, by Henry Massey, of Villa-road, in the town of Nottingham, Gentleman, one of the executors named and appointed in and by the said will), are required to send to the said executor, or to Mr. Robert Henry Speed, of Nottingham, solicitor to the said executor, the particulars of their respective debts or claims upon the estate of the said James Whittle Godber, deceased, with the nature of their respective securities (if any) on or before the 28th day of February, 1873, or in default thereof, the said executor will, at the expiration of that time, proceed to administer the estate and distribute the assets of the said James Whittle Godber, deceased, among the parties entitled thereto, having regard to the debts and claims only of which he shall then have had notice, and he will not be liable for the assets so distributed to any person of whose debt or claim he shall not then have had notice.—Dated the 18th day of November, 1872.

R. H. SPEED.

NATHANIEL COBB, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vict., cap. 35.

NOTICE is hereby given, that all persons having any claims upon the estate of Nathaniel Cobb, late of Colchester, in the county of Essex, Auctioneer and Sheriff's Officer, who died intestate, on the 14th day of February, 1872, are requested to send particulars thereof on or before the 31st day of December, 1872, to Mr. Frederick Thomas Veley, of Chelmsford, in Essex, the administrator to the estate and effects of the deceased, after which date he will proceed to distribute the whole of the assets of the said intestate among the parties entitled thereto or will otherwise deal therewith, having regard only to the claims of which he shall then have had notice. And all persons indebted to the said estate are requested to pay the amount of such debts to the said Mr. F. T. Veley, on or before the said 31st day of December.—Dated this 19th day of November, 1872.

GEPP and SONS, Chelmsford, Solicitors to the Administrator.

Re EDWIN JONES, deceased.

NOTICE is hereby given (pursuant to the statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law and to relieve Trustees"), that all persons claiming to be creditors, or otherwise to have

claims or demands against or affecting the estate of Edwin Jones, late of Rhyl, in the county of Flint, Surgeon, deceased (who died on the 9th day of January last, and whose will was proved in the District Registry attached to Her Majesty's Court of Probate at St. Asaph, on the 12th day of November following, by Eliza Jones, the widow and relict of the said testator, and the executrix named in the will) are hereby required, on or before the 28th day of December next, to send to the said executrix, at the office of her Solicitor, Mr. John Davies, situate in Vale-street, Denbigh, the particulars of such debts, claims, and demands, or in default thereof the said executrix will, at the expiration of the time above mentioned, distribute the assets of the said Edwin Jones, deceased, among the parties entitled thereto, having regard only to the debts, claims, and demands of which we shall then have notice.—Dated this 15th day of November, 1872.

JOHN DAVIES, Denbigh, Solicitor to the Executrix.

THOMAS SHILVOCK, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vict., 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 or affecting the estate of Thomas Shilcock, late of Witton, in the borough of Droitwich, in the county of Worcester, Gentleman, who died on the 20th day of July, 1872, and whose will was proved on the 25th day of October, 1872, in the Worcester District Registry of Her Majesty's Court of Probate by John Shilcock, of Droitwich aforesaid, Builder, and Frederick Wagstaff, of the same place, Grocer, the executors of the said will, are requested to send in the particulars of their debts, claims, or demands to me, John Holyoake, of Droitwich aforesaid, the Solicitor of the said executors at my office in Droitwich aforesaid, on or before the 26th day of December, 1872, at the expiration of which time the said executors will proceed to administer the estate and distribute the assets of the said testator among the parties entitled thereto, having regard to the claims or demands only of which the said executors shall then have had notice, and that the said executors will not be liable for the assets so distributed, or any part thereof, to any person of whose claim or demand they shall not then have had notice.—Dated this 21st day of November, 1872.

JOHN HOLYOAKE.

WIGHTWICK KELLY, deceased.

Pursuant to the provisions of an Act of Parliament passed in the 22nd and 23rd years of the reigns of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given that all persons having any debts, claims, or demands upon or against the estate of the said Wightwick Kelly, late of Teignmouth, in the county of Devon, Solicitor's Clerk, deceased, who died on the 25th day of September, 1872, intestate, and letters of administration of whose personal estate and effects were, on the 11th day of November, 1872, granted by the District Registry of Her Majesty's Court of Probate at Exeter, to Annie Hext Kelly, of Bridgetown, Totnes, in the said county of Devon, his lawful widow and relict, are hereby required to send in particulars of their respective debts, claims, or demands upon or against the said estate, to us the undersigned, at the Solicitors of the said Annie Hext Kelly, at our offices in Teignmouth aforesaid, on or before the 31st day of December, 1872. And notice is hereby further given that after the said 31st day of December, 1872, the said Annie Hext Kelly, hereinafter called "the said administratrix," will proceed to pay over and distribute the assets of the said Wightwick Kelly, deceased, to and amongst the parties entitled thereto, having regard to those debts, claims, and demands only of which she shall then have notice, and that the said administratrix will not be liable for or in respect of the assets of the said deceased or any part thereof so paid over or distributed to any person or persons of whose debt, claim, or demand the said administratrix shall not then have had notice.—Dated this 16th day of November, 1872.

WHIDBORNE and TOZER, Teignmouth, Devon,
Solicitors to the said Administratrix.

Mrs. CHRISTIANA JONES, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 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 the estate of Mrs. Christiana Jones, formerly of Gwynfryn, in the county of Cardigan, but late of Dovey-bank, in the same county, Widow (who died on the 26th day of September, 1872, and whose will was proved in the Principal

Registry of Her Majesty's Court of Probate, on the 31st day of October, 1872, by Dorothea Jones and Catherine Emily Jones, the executrixes therein named), are hereby required to send full particulars of their claims and demands to Mr. Charles Francis, of the undersigned firm of Messrs. Francis and Bosanquet, the Solicitors of the said executrixes, at No. 22, Austin-friars, in the city of London, on or before the 1st day of January, 1873, after which day the said executrixes will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and the said executrixes will not be liable for the assets so distributed, or any part thereof, to any person of whose claim or demand they shall not then have had notice.—Dated this 21st day of November, 1872.

FRANCIS and BOSANQUET, No. 22, Austin-friars, London, Solicitors to the said Executrixes

WILLIAM FRANCIS DOBSON, Esq., Deceased.
Pursuant to the Act 22nd and 23rd Victoria, cap. 25.
NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of William Francis Dobson, late of No. 135, Gower-street, Bedford-square, in the county of Middlesex, and formerly of Bearsted House, near Maidstone, in the county of Kent, Esquire, deceased (who died on the 29th day of June, 1872, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 28th day of October, 1872, by Emma Dobson, of 135, Gower-street, aforesaid, Widow, and Edward Wates, of Gravesend, in the county of Kent, Solicitor, the executors named in the said will), are hereby required to send in the full particulars of such claims or demands, and of the securities (if any) held by them, in writing to Messrs. Hooke and Street, the Solicitors of the said executors, at No. 27, Lincoln's-inn-fields, London, on or before the 25th day of December next, after which day the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which they shall have had notice at the time of such distribution, and that they will not be liable for the assets or any part thereof, after such distribution to any persons of whose claims or demands they shall not have had notice.—Dated the 18th day of November, 1872.

HOOKE and STREET, 27, Lincoln's-inn-fields, London.

In Chancery.

In the Matter of the Act 19th and 20th Victoria, c. 120 intituled "An Act to facilitate Leases and Sales of Settled Estates;" and of the Act 21st and 22nd Vict., c. 77, intituled "An Act to amend and extend the Settled Estates Act of 1856;" and of the Act 27th and 28th Vict., c. 45, intituled "An Act to further amend the Settled Estates Act of 1856;" and in the Matter of certain Pieces or Closes of Land, containing in the whole 200 acres, or thereabouts, situate in the several townships of Askham, in the parish of Askham, Colton, in the parish of Bolton Percy, Bramham Newton, in the parish of Newton, and Oxton Stutton and Tadcaster East and West, respectively, in the parish of Tadcaster and in the parish of Aberford, all in the county of York, devised by the Will of the late John Allenby, Esquire, deceased.

NOTICE is hereby given, that a Petition in the above-mentioned matters was, on the 5th day of November, 1872, presented to the Right Honourable the Master of the Rolls, by Robert Allenby, of Brinkworth Hall, in the county of York, Esquire, praying that the pieces or closes of land, messuages, and hereditaments in the said Petition mentioned, situate in the several townships of Askham, Colton, Oxton, Bramham Newton, Stutton, and Tadcaster East and West, in the respective parishes of Askham, Bolton Percy, Newton, Tadcaster, and Aberford, in the said county of York, devised by the said testator to the said petitioner for life, with remainder over, as in the said Petition mentioned, may be sold under the direction of the Court, and that all proper inquiries may be made and directions given for effecting such purpose; and that the costs, as between Solicitor and client, of and incident to the said Petition, may be provided for; or that such other Order may be made as shall be just. And notice is hereby also given, that the petitioner may be served with any Order of the Court, or of the Judge in Chambers, or any notice relating to the subject of the said Petition, at the office of Messrs. Emmet and Son, No. 14, Bloomsbury-square, in the county of Middlesex.—Dated this 15th day of November, 1872.

GEORGE W. EMMET, jr., for Emmet and Son, 14, Bloomsbury-square, Middlesex; Agents for Messrs. LEBMAN, WILKINSON, and LEBMAN, of York, Solicitors for the Petitioner.

TO be sold, pursuant to an Order of the High Court of Chancery, made in a cause Cook v. Brutey, with the approbation of the Vice-Chancellor Sir Richard Malins, the Judge to whose Court the said cause is attached, by Mr. Mr. Robinson Cruso, the person appointed by the said Judge, at the Lamb Hotel, Ely, on Thursday, the 12th day of December, 1872, at four for five o'clock in the afternoon, in three lots:—

Two freehold cottages, situate in the parish of Little Downham, in the count of Cambridge, with barn, stable and other outhouses, and yard.

Two copyhold cottages with outbuildings and garden ground, situate in Downham aforesaid.

Also a piece of valuable freehold pasture land and orchard ground, containing about 1A. 1R. 2P.

Particulars and conditions of sale may be had (gratis) in London, of Messrs. Hayes, Twisden, Parker, and Co., 60, Russell-square, Bloomsbury, Solicitors; Messrs. Boulton and Sons, 21A, Northampton-square, Clerkenwell, Solicitors; and Messrs. Tompson and Co., 4, Stone-buildings, Lincoln's-inn, Solicitors; and in the country, of Messrs. J. O. Taylor and Son, Old Bank-buildings, Norwich, Solicitors; Mr. T. G. Archer, King's-Lynn, Solicitor; and of Messrs. Cruso and Hawkins, Lynn, and Little Downham, and at the place of sale.

Causton v. Holdich.

PURSUANT to a Decree of the High Court of Chancery, made in this cause, and with the approbation of the Vice-Chancellor Sir John Wickens, Messrs. Waiters, Lovejoy, and Miles, the persons appointed by the said Judge, will sell by auction, in two lots, at Garraway's Sale Rooms, Change-alley, Cornhill, in the city of London, on Thursday, the 12th day of December, 1872, at one o'clock in the afternoon precisely:—

The two leasehold brick-built messuages, situate Nos. 91 and 93, Angell-road, Brixton, in the county of Surrey, for a term of 98 years from Christmas, 1860, at a ground rent of £10 10s.

Particulars whereof may be had (gratis) of Mr. Wm. Sparling, of No. 1, King's-road, Bedford-row; Messrs. Davidson and Co., of No. 70, Easinghall-street; Mr. T. H. Bolton, of No. 11, Gray's-inn-square, Solicitors; Messrs. Waiters, Lovejoy, and Miles, of No. 55, Chancery-lane, the Auctioneers; and at the place of sale.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Robert James McGhee, late of Holywell, in the county of Huntingdon, Clerk in Holy Orders, deceased, and in a cause Margaret Blanche Baines against Mary Letitia McGhee, 1872, M., No. 197, the creditors of Robert James McGhee, late of Holywell, in the county of Huntingdon, Clerk in Holy Orders, who died on or about the month of April, 1872, are, on or before the 21st day of December, 1872, to send by post, prepaid, to Mr. Cuthbert Edward Greene, of St. Ives, in the county of Huntingdon, the Solicitor of the defendant, Mary Letitia McGhee, the executrix 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 Order. 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 Friday, the 10th day of January, 1873, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 19th day of November, 1872.

PURSUANT to a Decree of the High Court of Chancery, made in the cause of Simpson against Walton and others, the creditors of Joseph Walton, late of Tetney, in the county of Lincoln, Shopkeeper, deceased, who died on or about the 22nd day of January, 1871, are, on or before the 26th day of December, 1872, to send by post, prepaid, to Mr. George Brownlow Bower, of 63, Lincoln's-inn-fields, London, the Solicitor of the defendant, Jane Walton, the executrix of the said Joseph Walton, deceased, their Christian and surnames, addresses and descriptions, with 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 Decree. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situate in the Rolls-yard, Chancery-lane, in the county of Middlesex, on Wednesday, the 15th day of January, 1873, at eleven of the clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated the 19th day of November, 1872.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Kent against Moore and others, the creditors of Joseph Vincent the younger, late of West Lynn, St. Peter's, in the county of Norfolk, Yeoman, who

died in or about the month of October, 1871, are, on or before the 16th day of December, 1872, to send by post, prepaid, to James Nurse, Esq., of the firm of Nurse and Son, of Lynn, in the county of Norfolk, Solicitor, and one of the executors of the said Joseph Vincent the younger, 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 at No. 3, Stone-buildings, Lincoln's-inn, in the county of Middlesex, on the 20th day of December, 1872, at twelve o'clock at noon, being the time appointed for adjudicating upon the claims.—Dated this 13th day of November, 1872.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Wilkes against Norman, 1872, W., 202, the creditors of William Wilkes, late of No. 9, Hopewell-street, near the city, but in the county of Gloucester, who died in or about the month of February, 1872, are, on or before the 20th day of December, 1872, to send by post, prepaid, to Messrs. Barrup and Coren, of the city of Gloucester, the Solicitors of George Norman and John Mann, the executors, their Christian and surnames, in full, their addresses and descriptions, with the Christian and surnames, in full, 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 Vice-Chancellor Sir Richard Malins, at his chambers, No. 3, Stone-buildings, Lincoln's-inn, on Thursday, the 16th day of January, 1873, at twelve o'clock at noon, being the time appointed for adjudicating upon the claims.—Dated this 15th day of November, 1872.

PURSUANT to an Order of the High Court of Chancery, made in a matter and cause Re Watkin Thomas, Sarah Thomas, plaintiff, against David Morgau, defendant, the creditors of Watkin Thomas, late of Cwm Carno Farm, in the parish of Gelligaer, in the county of Glamorgan, Farmer, deceased, who died in or about the month of February, 1871, are, on or before the 20th day of December, 1872, to send by post, prepaid, to Messrs. Simons and Plews, of Merthyr Tydfil, in the said county of Glamorgan, the Solicitors of the above-named defendant, 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 Malins, at his chambers, situated at No. 3, Stone-buildings, Lincoln's-inn, Middlesex, on Wednesday, the 15th day of January, 1873, at twelve o'clock at noon, being the time appointed for adjudicating upon the claims.—Dated this 19th day of November, 1872.

PURSUANT to a Decree of the High Court of Chancery, made in the cause Burton against Farrar, the creditors of John Webb Roche, late of Roche Mount, in the county of Cork, and of Tregunter, in the county of Brecon, South Wales, who died in or about the month of January, 1869, are, on or before the 31st day of December 1872, to send by post, prepaid, to Mr. Robert Burton Johnson, of No. 48, Bedford-row, in the county of Middlesex, the Solicitor of the defendant, their Christian and surnames, in full, with the Christian and surnames of any partners, their addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir James Bacon, at his chambers, situated No. 11, New-square, Lincoln's-inn, Middlesex, on Friday, the 17th day of January, 1873, at twelve o'clock at noon, being the time appointed for adjudicating upon the claims.—Dated this 19th day of November, 1872.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Catherine Speary, deceased, and in a cause William Deverill Smith, plaintiff, against James Speary, defendant, the creditors of Catherine Speary, late of Clarence-place, in the borough of Newport, in the county of Monmouth, Widow, trading under the style of the New Tredegar Boat Company, at Cinder-hill-wharf, in the borough of Newport aforesaid, Shipowner and Carrier by Water, deceased, who died in or about the month of January, 1871, are, on or before the 15th day of December, 1872, to send by post, prepaid, to Messrs. Prothero and Fox, of Newport, Monmouthshire, the Solicitors of the defendant, 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 Wickens, Knight, at his chambers, situated No. 11, Old-square, Lincoln's-inn, in the county of Middlesex, on Saturday, the 21st day of December, 1872, at twelve o'clock at noon, being the time appointed for adjudicating upon the claims.—Dated this 11th day of November, 1872.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Robertson and others against Fraser and others, 1870, R., No. 163, the next of kin of Henry Richardson, late of No. 10, Oxford-terrace, Paddington, in the county of Middlesex, Gentleman, who died in or about the month of December, 1869, are, by their Solicitors, on or before the 16th day of December, 1872, to come in and prove their claims, at the chambers of the Vice-Chancellor Sir John Wickens, No. 12, Old-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Friday, the 20th day of December, 1872, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 19th day of November, 1872.

England.

In Chancery.—Wakefield v. Mattock.

John Davies Wakefield.

PURSUANT to an Order of the Court made in the above cause dated the 13th July, 1872, John Davies Wakefield, the person above-named, a legatee under the will of Agnes Watson, late of Brixton, in the county of Surrey, Spinster, deceased, for the sum of £500 on attaining the age of 21 years (viz. on the 8th of January, 1852), who left England in the ship Charles Richard in the year 1849, and deserted from the said ship at New York on the 31st May, 1850, and subsequently resided in Mulberry-street, New York, and all persons claiming to be entitled to the said legacy of £500, as the legal personal representatives of the said John Davies Wakefield, if he be dead, or otherwise, are, by their Solicitors, on or before the 31st day of January, 1873, to come in and prove their claims, at the chambers of the Vice-Chancellor Sir John Wickens, No. 13, Old-square, Lincoln's-inn, London, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Monday, the 24th day of February, 1873, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 4th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York.

A DIVIDEND of 1s. 1d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by John Darley Grange and Thomas Grange, both of Gillygate, in the city of York, Stone Masons, trading under the name or style of John and Thomas Grange, and will be paid by me, at my office, No. 73, Petergate, in the city of York, on and after the 1st day of December, 1872.—Dated this 20th day of November, 1872.

JOSEPH HOLLINS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York.

A DIVIDEND of 7s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by John Darley Grange and Thomas Grange, both of Gillygate, in the city of York, Stone Masons, trading under the name or style of John and Thomas Grange, and will be paid by me to the creditors of John Darley Grange, at my office, No. 73, Petergate, in the city of York, on and after the 1st day of December, 1872.—Dated this 20th day of November, 1872.

JOSEPH HOLLINS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York.

A DIVIDEND of 2s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by John Darley Grange and Thomas Grange, both of Gillygate, in the city of York, Stone Masons, trading under the name or style of John and Thomas Grange, and will be paid by me to the creditors of Thomas Grange, at my office, No. 73, Petergate, in the city of York, on and after the 1st day of December, 1872.—Dated this 20th day of November, 1872.

JOSEPH HOLLINS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool.

A SECOND and Final Dividend of 3½d. in the pound has been declared in the matter of proceedings for liquidation by arrangement of the affairs of Charles Cole and Griffith Jones, both of No. 18, Brunswick-street, Liverpool,

in the county of Lancaster, and carrying on business there in copartnership as Ship Brokers, under the style or firm of Cole and Jones, and will be paid by me, at the office of Messrs. Hughes and Co., Menai Bridge, in the county of Anglesea, on and after Saturday, the 30th November, 1872.—Dated this 18th day of November, 1872.

R. C. JONES, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Bedfordshire, holden at Bedford.

A FIRST and Final Dividend of 2s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Henry Jeeves, of Sandy, in the county of Bedford, Gardener, and will be paid at the office of Mr. Edward Thurlow Leeds Smith, in Sandy aforesaid, on and after the 23rd day of November, 1872.—Dated this 18th day of November, 1872.

JOHN SARJEANT, Sandy, Beds, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol.

A FIRST and Final Dividend of 8d. in the pound has been declared of the joint estate in the matter of a special resolution by arrangement of the affairs of James Croydon and Ebenezer Croydon, of No. 16, Little Ann-street, St. Jude's, in the city of Bristol, Curriers and Copartners, and will be paid by me, at my offices, Back Hall, Baldwin-street, Bristol, on and after the 2nd day of December, 1872.—Dated this 18th day of November, 1872.

THEODORE HUNT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.

A FIRST and Final Dividend of 3s. 6d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Daniel Wood, of No. 1, College-buildings, Hare-lane, in the city of Gloucester, Brewer, and will be paid by us, at the offices of Mr. John Fittler Hughes, Beaufort House, College-green, Gloucester, on and after the 27th day of November, 1872.—Dated this 19th day of November, 1872.

CHARLES GARDNER,
DAVID FEAR, 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 John Hatton, late of the Duke of Edinburgh Public-house, Albany-road, Camberwell, in the county of Surrey, but now of No. 2, Wickwood-street, Gordon-grove, Brixton, in the said county of Surrey, Licensed Victualler.

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. 6, South-square, Gray's-inn, in the county of Middlesex, on the 2nd day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 15th day of November, 1872.

J. PERRY GODFREY, Attorney for the said John Hatton.

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 Welham, of the Swiss Nursery, Loughborough-road, Brixton, and Herne-hill Nursery, Herne-hill-road, Camberwell, Nurseryman.

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. Chaundler, Crouch, and Spencer, No. 8, Gray's-inn-square, London, on the 9th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1872.

JAMES W. CROUCH, 8, Gray's-inn-square, London, Attorney for the said Debtor, William Welham.

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 William Ansell, of 111, St. John's-road, Hoxton, and of 83, New North-road, Hoxton, Middlesex, Plumber, Painter, and Glass Cutter, and Registrar of Births and Deaths.

NOTICE is hereby given, that a New First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. James Geaussen, at 9d, New Broad-street, London, E.C., on the 30th day of November 1872, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1872.

EAUSSENT, 9d, New Broad-street, E.C., Attorney for the 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 William Henry Godfrey, of 14, Albany-street, Regent's Park, in the county of Middlesex, Grocer and Italian Warehouseman.

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. J. M. Henderson, Accountant, 72, Basinghall-street, in the city of London, on the 3rd day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 5th day of November, 1872.

ALBERT S. GODFREY, 2, Gresham-buildings, Basinghall-street, Attorney for the said William Henry Godfrey.

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 Smart, of No. 14, High-street, Kingsland, in the county of Middlesex, Cheesemonger.

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. G. F. Parker, 27, Finsbury-pavement, in the city of London, on the 3rd day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 16th day of November, 1872.

GEORGE FRANCIS PARKER, 27, Finsbury-pavement, City, 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 Oliver Askew, of No. 46, Edith-road, Peckham, in the county of Surrey, 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 Mr. Alexander Kerly's offices, No. 98, London-wall, in the city of London, on the 2nd day of December, 1872, at twelve o'clock at noon precisely.—Dated this 14th day of November, 1872.

ALEXR. KERLY, Solicitor for the 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 Nathan Allen Chapman, of No. 7, Mincing-lane, in the city of London, trading under the style or firm of John Fox and Company, 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 London Tavern, Bishopsgate-street, in the city of London, on the 12th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 14th day of November, 1872.

STOCKEN and JUPP, 134, Leadenhall-street, 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 James Edmunds, of Norfolk House, Globe-road, Mile-end-road, in the county of Middlesex, Mineral Water Manufacturer and Glass Merchant, late of the King's Arms Tavern, Mile-end-road, in the said county of Middlesex, Licensed Victualler.

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. Henry Arthur Unbois, 2, Gresham-buildings, Basinghall-street, in the city of London, Public Accountant, on the 2nd day of December, 1872, at twelve o'clock at noon precisely.—Dated the 15th day of November, 1872.

HENRY SYDNEY, 139, Leadenhall-street, E.C., 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 George Young Simon, of 4½, Warrford-court, late of 32, Mark-lane, both in the city of London, 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 offices of Messrs. Cape and Harris, of 8, Old Jewry, in the city of London, Accountants, on the 5th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

ALBERT MICHAEL, 2, Gresham-buildings, Basinghall-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 Thomas Bradberry, of 5, Orchard-street, Portman-square, in the county of Middlesex, Upholsterer and Furniture 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 Mr. Herbert Henry Poole, 58, Bartholomew-close, in the city of London, on the 5th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

H. H. POOLE, 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 George Edwin Watson, of No. 157, Saint John-street, Clerkenwell, in the county of Middlesex, Manager of an Eating House, formerly of No. 66, Falkland-road, Kentish-town, in the said county of Middlesex, Licensed Victualler.

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. Henry Wordsworth Nethersole, Solicitor, No. 15, New-inn, Strand, in the county of Middlesex, on the 2nd day of December, 1872, at one o'clock in the afternoon precisely.—Dated this 13th day of November, 1872.

HENRY W. NETHERSOLE, 15, New-inn, Strand, Attorney for the said G. E. Watson.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Chester, of 8, St. Andrew's-hill, in the city of London, Hat and Cap 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 15, South-street, Finsbury-square, in the county of Middlesex, on the 10th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1872.

TAYLOR and JAQUET, 15, South-street, Finsbury-square, 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 Richard Herbert, of No. 1, Young-street, Kensington, in the county of Middlesex, Cheesemonger.

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. Nash, Field, and Layton's offices, No. 2, Suffolk-lane, in the city of London, on the 11th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1872.

NASH, FIELD, and LAYTON, 2, Suffolk-lane, E.C., Attorneys for the said Richard Herbert.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Middleton Marshall, of No. 257, New North-road, in the county of Middlesex, of no occupation, but late of the Nags' Head, Tower-hill, in the city of London, and formerly of the Coach and Horses, Carnaby-street, Regent-street, in the county of Middlesex, Licensed Victualler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been held at No. 10½, Ironmonger-lane, Cheapside, in the city of London, on the 5th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 19th day of November, 1872.

WILD, BARBER, and BROWNE, Attorneys for the said Thomas Middleton Marshall.

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 Marshall, of 302, Clapham-road, and previously of 2, Market-street, Croydon, both in the county of Surrey, Butcher.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 12, Hatton-garden, in the county of Middlesex, on the 29th day of November, 1872, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

E. F. MARSHALL, 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 Henry Edwin Cooper, of No. 281, Bethnal Green-road, in the county of Middlesex, Sewing Machine Manufacturer and General Machinist.

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. 3, Funnival's-lane, Holborn-hill, in the city of London, on the 7th day of December, 1872, at half-past ten o'clock in the forenoon precisely.—Dated this 20th day of November, 1872.

R. H. DAVIES, 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 James Marley the younger, of No. 17, Goding-street, Vauxhall, in the county of Surrey, Clothier's Assistant.

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. A. G. Ditton, No. 9, Ironmonger-lane, in the city of London, on the 5th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

A. G. DITTON, 9, Ironmonger-lane, London, Attorney for the said James Marley the younger.

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 Mercer Moon, of 99, Belsize-road, Saint John's Wood, in the county of Middlesex, Secretary.

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 Samuel Smith Seal, 8, Serjeant's-inn, Fleet-street, in the city of London, on the 5th day of December, 1872, at one o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

S. SEAL, 8, Serjeant's-inn, Fleet-street, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Salisbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Eli Thick, of 31, Fisherton-street, Salisbury, in the county of Wilts, Butcher and Beerhouse 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 my office at the Market House, Salisbury, on the 10th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1872.

FRANCIS HODDING, Salisbury, Attorney for the said Eli Thick.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edgar Follwell, of No. 14, Bridge-street, in the city of Bristol (having a warehouse for the reception of goods at Falcon-chambers, No. 7, Falcon-street, in the city of London), Wholesale London, Birmingham, Sheffield, and Foreign Fancy Warehouseman, trading as Edgar Follwell 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 Mr. William Plummer, of Bristol-chambers, Nicholas-street, in the city of Bristol, Solicitor, on the 9th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1872.

WILLIAM PLUMMER, Bristol-chambers, Nicholas-street, Bristol, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Highman Willey, late of Waterloo House, King-street, Westminster, in the city of Bristol, Licensed Victualler, but now residing at Albert-terrace, in the parish of Saint Paul, in the said city of Bristol, and 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. Henderson and Salmon, Solicitors, No. 50, Broad-street, in the city of Bristol, on the 9th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1872.

E. EVERARD SALMON, 50, Broad-street, Bristol, Attorney for the said James Highman Willey.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Louis Desgardins, of No. 2, Upper Berkeley-place, Clifton, in the city and county of Bristol, General Merchant and Commission Agent.

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. H. H. Beckingham, Solicitor, Albion-chambers, Bristol, on the 6th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1872.

H. H. BECKINGHAM, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Newport.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Luce Hosking, of No. 1, Church-street, Ventnor, in the Isle of Wight, Jeweller.

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. Scard and Son, No. 66, Bishopgate-street Within, in the city of London, on the 29th day of November, 1872, at two o'clock in the afternoon precisely.—Dated this 11th day of November, 1872.

SCARD and SON, 66, Bishopgate-street Within, Attorneys for the Debtor.

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 Charles Sampson Payne, of 68, High-street, in the town and county of the town of Southampton, and of Hurst House, Freemantle, in the county of Southampton, Glass and China 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 Guildhall Coffee House, King-street, Cheapside, in the city of London, on the 3rd day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 13th day of November, 1872.

WM. A. KILLBY, J., Portland-street, Southampton, Attorney for the said Charles Sampson Payne.

The Bankruptcy Act, 1869.

In the County Court of Bedfordshire, holden at Luton.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Monro the elder, of Lea Bridge Nursery, Crawley Green-road, Luton, in the county of Bedford, Nurseryman.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 12, Hutton-garden, in the county of Middlesex, on the 29th day of November, 1872, at twelve o'clock at noon precisely.—Dated this 15th day of November, 1872.

GEORGE MONRO the Elder.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Windsor.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Dunn, of Penscod-street, New Windsor, in the county of Berks, Photographer.

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. Benjamin Chandler Durant, 3, Clarence-villas, New Windsor, in the county of Berks, on the 10th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1872.

B. C. DURANT, Attorney for the said George Dunn.

The Bankruptcy Act, 1869.

In the County Court of Carmarthenshire, holden at Carmarthen.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Williams, of 13, Nott-square, Carmarthen, in the county of the borough of Carmarthen, Clockmaker, Watchmaker, and Jeweller.

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 Thomas Arms Hotel, in the town of Llanelly, in the county of Carmarthen, on the 5th day of December, 1872, at a quarter after ten o'clock in the forenoon precisely.—Dated this 16th day of November, 1872.

W. MORGAN GRIFFITHS, 3, Spilman-street, Carmarthen, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hertfordshire, holden at St. Albans.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Emily Sophia Dumbleton, of Bushey Heath, Watford, in the county of Herts, Widow, Butcher.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 12, Hutton-garden, in the county of Middlesex, on the 9th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1872.

E. F. MARSHALL, Attorney 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 Walter Griffiths, of 22, Gildart's-gardens, Liverpool, in the county of Lancaster, Public House Manager and Dealer in Wines and Spirits and Ales.

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 Etty, Attorney-at-Law, 22, Lord-street, Liverpool, on the 6th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1872.

T. ETTY, 22, Lord-street, Liverpool, 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 Louis Kaufmann, of 15, Market-street, and 151, York-street, Cheetham, both in the city of Manchester, General 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 offices of Mr. Edwin Storer, Solicitor, 89, Fountain-street, in the city of Manchester, on the 9th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1872.

EDWIN STORER, 89, Fountain-street, Manchester, 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 William Henry Ibberson, of Old Garratt, Manchester, in the county of Lancaster, Mason and Contractor.

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. John William Addleshaw, Solicitor, 67, King-street, Manchester, on the 6th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

J. W. ADDLESHAW, 67, King-street, Manchester, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Preston.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Monks, of 1, Hermon-terrace, Ashton-upon-Ribble, in the county of Lancaster, Grocer and Provision 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 office of Messrs. Plant and Abbott, Solicitors, 5, Cannon-street, Preston, on the 5th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1872.

PLANT and ABBOTT, 5, Cannon-street, Preston, Attorneys for the said William Monks.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Preston.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Ormerod Crompton, of No. 32, Abingdon-street, Blackpool, in the county of Lancaster, Tea Dealer and Lodging-house 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. James Ryley, situate and numbered 26, Mawdsley-street, Bolton, in the county of Lancaster, on the 5th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

JAMES RYLEY, Attorney for the said William Ormerod Crompton.

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 Sampson Bagnall, of No. 7, Polygon, Broughton, Manchester, and James Thomson Paton, of Huyton, near Liverpool, both in the county of Lancaster, trading at Manchester, under the style of S. Bagnall and Co., and at Liverpool, under the style of Bagnall, Paton, and Co., as Oil and Commission Merchants.

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 Parsons Harris, Solicitor, 7, Union-court, Castle-street, Liverpool, on the 5th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

J. P. HARRIS, 7, Union-court, Castle-street, Liverpool, Attorney 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 Sampson Bagnall, of No. 7, Polygon, Broughton, Manchester, and James Thomson Paton, of Huyton, near Liverpool, both in the county of Lancaster, trading at Manchester, under the style of S. Bagnall and Co., and at Liverpool, under the style of Bagnall, Paton, and Co., as Oil and Commission Merchants.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Sampson Bagnall has been summoned to be held at the office of Mr. John Parsons Harris, Solicitor, 7, Union-court, Castle-street, Liverpool, on the 5th day of December, 1872, at four o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

J. P. HARRIS, 7, Union-court, Castle-street, Liverpool, Attorney 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 Sampson Bagnall, of No. 7, Polygon, Broughton, Manchester, and James Thompson Paton, of Huyton, near Liverpool, both in the county of Lancaster, trading at Manchester under the style of S. Bagnall and Co., and at Liverpool under the style of Bagnall, Paton, and Co., as Oil and Commission Merchants.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named James Thompson Paton has been summoned to be held at the office of Mr. John Parsons Harris, Solicitor, 7, Union-court, Castle-street, Liverpool, on the 5th day of December, 1872, at four o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

J. P. HARRIS, 7, Union-court, Castle-street, Liverpool, 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 Frederick Illingworth, of Wortley-lane, New Wortley, near Leeds, in the county of York, Provision 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 Lee Hardwick, Solicitor, 25, Boar-lane, Leeds, in the county of York, on the 29th day of November, 1872, at two o'clock in the afternoon precisely.—Dated this 13th day of November, 1872.

LEE HARDWICK, 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 Thomas Braysshaw, of Abbey-street Mill, Rickstall-road, in Leeds, in the county of York, Woollen 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 Joseph Scott, 27, Albion-street, in Leeds, in the county of York, Solicitor, on 6th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1872.

JOSEPH SCOTT, Attorney for the said Thomas Braysshaw.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Scarborough.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Margaret Charlotte Ellerington, of Scarborough, in the county of York, Lodging-house 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 No. 30, Queen-street, Scarborough,

on the 5th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1872.

JAMES FREDERICK SPURR, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Horsley, of Market-place, in the borough of Kingston-upon-Hull, Cabinet Maker and 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 offices of Messrs. Stead and Sibree, Solicitors, No. 13, Bishop-lane, Kingston-upon-Hull, on the 5th day of December, 1872, at twelve o'clock at noon, precisely.—Dated this 14th day of November, 1872.

STEAD and SIBREE, 13, Bishop-lane, Hull, 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 John Rothwell, of Mold-green, Huddersfield, in the county of York, Reed and Heald Maker, and also trading in copartnership with Henry Edmondson Rothwell, at Dewsbury, in the said county, as Reed and Heald Makers, under the style or firm of J. Rothwell and Son.

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. Scholes and Son, Solicitors, Leeds-road, Dewsbury, in the county of York, on the 10th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1872.

SCHOLES and SON, Leeds-road, Dewsbury, Yorkshire, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddersfield.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Abel Hellawell, of Viaduct-street, Huddersfield, in the county of York, Coal 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 offices of Messrs. Craven and Sunderland, Solicitors, 21, King-street, Huddersfield, on the 5th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1872.

CRAVEN and SUNDERLAND, 21, King-street, Huddersfield, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Birkenhead.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Cottrill, of No. 20, Cardigan-street, Birkenhead, in the county of Chester, Hydraulic Man, and lately carrying on the business of Draper, at No. 81, Beckwith-street, and No. 27, the Market, both in Birkenhead 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 office of Mr. John Gordon Byron Mawson, Public Accountant, 8, Duncan-street, Birkenhead, on the 4th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1872.

GEORGE COTTRILL.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Macclesfield.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Buckley Cocker, of Rood Hill, Congleton, in the county of Chester, Bookkeeper.

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. William Cooper, Solicitor, 22, Mill-street, Congleton, Cheshire, on the 27th day of November, 1872, at half-past twelve o'clock in the afternoon precisely.—Dated this 16th day of November, 1872.

WILLIAM COOPER, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Macclesfield.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Watson Blundell, of No. 44, Chester-gate, Macclesfield, in the county of Chester, Jeweller.

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. 4, Exchange-street,

in Macclesfield aforesaid, on the 9th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

HIGGINBOTHAM and BARCLAY, 4, Exchange-street, Macclesfield, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Northampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Taylor, of Gold-street, Northampton, in the county of Northampton, Printer, Bookseller, and Stationer, trading under the style of Taylor and Son.

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 Chamber of Commerce, Corn Exchange, Northampton, on the 3rd day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

WALTER WALKER, 45, St. Giles'-street, Northampton, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George John Stevens, of Sidcup, in the county of Kent, General 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 Messrs. May, Sykes, and Raven, 2, Adelaide-place, London Bridge, City, on the 2nd day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 15th day of November, 1872.

MAY, SYKES, and RAVEN, 2, Adelaide-place, London Bridge, E.C., Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Eade, of Epsom, in the county of Surrey, Watch-maker and Jeweller.

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. William Oliver Reader, situate No. 151, Strand, in the county of Middlesex, on the 5th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

WM. O. READER, 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 John Barley, late of Blaythorn's Farm, Stoulton, in the county of Worcester, Farmer, but now in lodgings at 3, Oughton-place, Kyrwick's-lane, Birmingham, in the county of Warwick.

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. William Cottrell, Solicitor, 104, Newhall-street, Birmingham, on the 9th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1872.

WILLIAM COTTRELL, 104, Newhall-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 William Pearman, of 13, Ashted-row, Birmingham, in the county of Warwick, Butcher.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John Copson Fowke, of 21, Watatloo-street, Birmingham, in the county of Warwick, Solicitor, on the 6th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1872.

JOHN C. FOWKE, Solicitor for the 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 Robert Thomas, of 32, Navigation-street, Birmingham, in the county of Warwick, Corn 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 office of Mr. Edwin Allen, Solicitor, 46, Union-passage, Birmingham, on the 10th day

of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1872.

EDWIN ALLEN, 46, Union-passage, Birmingham, Attorney for the 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 Francis Joseph Cocks, of Noel-road, Birmingham, in the county of Warwick, Manufacturer'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 office of Mr. Alfred Baldwin East, Solicitor, No. 9, Colmore-row, Birmingham, on the 30th day of November, 1872, at ten o'clock in the forenoon precisely.—Dated this 6th day of November, 1872.

ALFRED BALDWIN EAST, 9, Colmore-row, Birmingham, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Shropshire, holden at Madeley. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Hall, of Much Wenlock, in the county of Salop, Licensed Victualler.

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 Charlton Arms Hotel, Church-street, Wellington, Salop, on the 5th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

KNOWLES and SON, Wellington, Salop, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Colchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Harvey, of Wivenhoe, in the county of Essex, Ship and Yacht 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 George Hotel, High-street, Colchester, on the 6th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1872.

PHILBRICK and SON, Church-street North, Colchester, Essex, Attorneys for the said John Harvey.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Swindon. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Washbourn, of Wroughton, in the county of Wilts, 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 offices of Messrs. Kinneir and Tombs, Solicitors, High-street, Swindon, on the 4th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 19th day of November, 1872.

KINNEIR and TOMBS, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesbrough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Trees, of Middlesbrough, in the county of York, Furniture 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 office of Thomas Addenbrooke, Solicitor, Zetland-road, Middlesbrough, on the 3rd day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 16th day of November, 1872.

THOMAS ADDENBROOKE, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Montgomeryshire, holden at Newtown.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Greenstreet, of Coleman's Hotel, Llandrindod Wells, in the county of Radnor, 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 offices of Mr. John Ducker Ewing, Broad-street, Newtown, in the county of Montgomery, on the 9th day of December, 1872, at one o'clock in the afternoon precisely.—Dated this 19th day of November, 1872.

JOHN D. EWING, Attorney for the said Thomas Greenstreet.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Yeovil.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Child, of Wincanton, in the county of Somerset, Brewer.

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 Greyhound Hotel, in Wincanton aforesaid, on the 4th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1872.

S. HOBBS, Jun., Wells, Somerset, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Burton upon-Trent.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Spooner, of Derby-street, Burton-upon-Trent, in the county of Stafford, Land Agent and Surveyor.

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. William Briggs, Solicitor, 18, High-street, Burton-upon-Trent aforesaid, on the 4th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 16th day of November, 1872.

WM. BRIGGS, 18, High-street, Burton, Attorney for the said Thomas Spooner.

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 William Beardall, of Beardall-street, Hucknall Torkard, in the county of Nottingham, Lime Burner, Grocer, 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 our offices, 3, Low-pavement, in the town of Nottingham, on the 9th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1872.

CRANCH and ROWE, Attorneys for the said Debtor.

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 Levi Thompson, of the Market-place, and of 31, Greyhound-street, both in the town of Nottingham, Fish Salesman.

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, 3, Low-pavement, in the town of Nottingham, on the 6th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1872.

CRANCH and ROWE, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Dorsetshire, holden at Dorchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Chedd, of Rampisham, in the county of Dorset, Farmer and Mason.

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 Edwin Burnett, Solicitor, South-street, Dorchester, on the 30th day of November, 1872, at eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1872.

EDWIN BURNETT, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Oxford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Walter Frederick Shrubbs, of Winterbrook, in the parish of Cholsey, in the county of Berks, Corn 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 Masons' Hall Tavern, Masons'-avenue, Coleman-street, in the city of London, on the 4th day of December, 1872, at half-past three o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

JOHN T. DODD, Wallingford, Berks, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Taunton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Sandford, of Ilminster, in the county of Somerset, Draper and Outfitter.

NOTICE is hereby given, that a 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., situate at the Exchange, in the city of Bristol, on the 5th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

SAML. H. COLLINS, Ilminster, Attorney for the said John Sandford.

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 Caroline Watmore, of Holt, in the parish of Bradford, in the county of Wilts, Widow, and Licensed Victualler.

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. Pocock and Son, at No. 24, Union-street, Bath, on the 5th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1872.

HENRY SHRAPNELL, Bradford, Wilts, 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 James Johnson, of North Walsham, in the county of Norfolk, Linen Draper's Assistant.

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, 329, High Holborn, London, on the 30th day of November, 1872, at ten o'clock in the forenoon precisely.—Dated this 14th day of November, 1872.

GEORGE JOHNSON, 329, High Holborn, London, Attorney for the said James Johnson.

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 John Parker, of Thorpe St. Andrew's, in the county of Norfolk, Grocer and 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 Albert John Collins, Solicitor, Willow-lane, Norwich, on the 3rd day of December, 1872, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1872.

ALBERT JOHN COLLINS, Willow-lane, Norwich, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Suffolk, holden at Bury St. Edmund's.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George John Septimus Gage, of Buxhall, in the county of Suffolk, Butcher and 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 Fox Hotel, Stowmarket, Suffolk, on the 16th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1872.

JAMES GUDGEON, Attorney for the said George John Septimus Gage.

The Bankruptcy Act, 1869.

In the County Court of Suffolk, holden at Bury St. Edmund's.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Smith Gage, of Stonham Aspal, in the county of Suffolk, Butcher.

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 Fox Hotel, Stowmarket, Suffolk, on the 16th day of December, 1872, at one o'clock in the afternoon precisely.—Dated this 20th day of November, 1872.

JAMES GUDGEON, Attorney for the said George Smith Gage.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Christopher Hewetson Barnes, of 59, Cathcart-road, West Brompton, in the county of Middlesex, Doctor of Medicine.

THE creditors of the above-named Christopher Hewetson Barnes who have not already proved their debts, are required, on or before the 30th day of January, 1873, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edmund Charles Chatterley, of 25, Old Jewry, 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.—Dated this 14th day of November, 1872.

EDWD. C. CHATTERLEY, 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 Ann Elizabeth Page, of No. 23, Coventry-street, in the county of Middlesex, Widow, Carver and Gilder and Dealer in Plate Glass.

THE creditors of the above-named Ann Elizabeth Page, who have not already proved their debts, are required, on or before the 4th day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, George Frederick Andrews, of No. 77, Holland-road, Kensington, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1872.

GEO. F. ANDREWS, 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 John Cowan McKay, lately of Clifton-road, Sheffield, in the county of Bedford, and now of Whetstone, in the county of Middlesex, Credit Draper.

THE creditors of the above-named John Cowan McKay, who have not already proved their debts, are required, on or before the 30th day of November, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Haigh, jun., of 13, King-street, Cheapside, London, Solicitor for Alexander McGaw, 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 28th day of October, 1872.

WILLIAM HAIGH, Jr., Solicitor for the Trustee.

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 James Hughes Ingram, of No. 1, Ordnance-terrace, Chatham, previously of Bickley, in the county of Kent, and formerly of Much Wenlock, in the county of Shropshire, Station Master and Commission Agent.

THE creditors of the above-named James Hughes Ingram who have not already proved their debts, are required, on or before the 5th day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry William Banks, of No. 23, Coleman-street, in the city of London, 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, 1872.

HENRY W. BANKS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cumberland, holden at Whitehaven.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Nicholson, of Ulpha Bobbin Mill, in the county of Cumberland, Bobbin Turner, and Joseph Satterthwaite, of Ulpha School House, in the parish of Kirkby Ireleth, in the county of Lancaster, Bobbin Turner, carrying on business under the style or firm of Nicholson and Satterthwaite.

THE creditors of the above-named Joseph Nicholson and Joseph Satterthwaite, who have not already proved their debts, are required, on or before the 4th day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Casson, of Broughton-in-Furness, in the county of Lancaster, Wood 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 16th day of November, 1872.

THOS. CASSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Suffolk, holden at Bury St.

Edmunds.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Betts, of Bury St. Edmund's aforesaid, Upholsterer.

THE creditors of the above-named James Betts, who have not already proved their debts, are required, on or before the 4th day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Comben Harvey, of 18, Coleman-street, in the city of London, 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 20th day of November, 1872.

W. C. HARVEY, Trustee.

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 Robert Guy, of Corporation Oaks, in the town of Nottingham, Lace Manufacturer's Assistant.

THE creditors of the above-named Robert Guy who have not already proved their debts, are required, on or before the 30th day of November, 1872, to send their names and addresses and the particulars of their debts or claims, to me, the undersigned, John Thornton, of Saint Peter's Gate, Nottingham, 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 19th day of November, 1872.

JOHN THORNTON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Lancashire, holden at Ashton-under-Lyne.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Miller and Henry Hampson, of Hyde-road, Houghton, near Manchester, in the county of Lancaster, Hat Manufacturers, carrying on business in copartnership under the style or firm of Miller and Hampson.

THE creditors of the above-named William Miller and Henry Hampson who have not already proved their debts, are required, on or before the 30th day of November, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry Vaughan, of 61, Princess-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 20th day of November, 1872.

HENRY VAUGHAN, Trustee.

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 Moses Price and John Price, trading in copartnership as Bricklayers and Contractors, in Little Bolton, in the county of Lancaster, under the style or firm of Moses and John Price.

THE creditors of the above-named Moses Price and John Price who have not already proved their debts, are required, on or before the 16th day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to me the undersigned Bold Aldred, 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, 1872.

BOLD ALDRED, Mawdsley-street, Bolton, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Mercer and John Calvert, of Albion Mill, Clayton-le-Moors, in the county of Lancaster, Cotton Manufacturers, carrying on business under the style of Thomas Mercer and Co., and previous to the 3rd of January last carrying on business at Albion Mill, aforesaid, as Cotton Manufacturers in copartnership with Henry Walmsley, of the same place, under the same style.

THE creditors of the above-named Thomas Mercer and John Calvert who have not already proved their debts, are required, on or before the 7th day of December, 1872, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, George Hampson, of Church, in the said county, Cotton Manufacturer, one of the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 20th day of November, 1872.

GEORGE HAMPSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Bolton.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Robert Pickup, of No. 14, Victoria-street, Chorley, in the county of Lancaster, Builder and Contractor.

THE creditors of the above-named Robert Pickup, who have not already proved their debts, are required, on or before the 4th day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Peter Hodgkinson, of Chorley, in the county of Lancaster, Auctioneer, 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, 1872.

PETER HODGKINSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Yeates, of Cudham, in the county of Kent, Grocer, General Dealer, and Postmaster.

THE creditors of the above-named Richard Yeates, who have not already proved their debts, are required, on or before the 30th day of November, 1872, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Edward Isard, of Market-square, Bromley, in the county of Kent, 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 20th day of November, 1872.

EDWARD ISARD, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Ruffe Messent, of No. 93, North End, Croydon, in the county of Surrey, Outfitter, trading as Charles Messent and Co.

THE creditors of the above-named Charles Ruffe Messent who have not already proved their debts, are required, on or before the 29th day of November, 1872, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Richard Rabbidge, of 18, King-street, Cheapside, in the city of London, 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, 1872.

RICH. RABBIDGE, Trustee.

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 Emma Mary Brown, of No. 12, Holland-road, Hove, in the county of Sussex, Boarding House Keeper.

THE creditors of the above-named Emma Mary Brown who have not already proved their debts, are required, on or before the 5th day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Croucher Penfold, of No. 20, Middle-street, Brighton aforesaid, Solicitor to 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, 1872.

JNO. C. PENFOLD, Solicitor to the Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Astridge, of Westbourne, in the county of Sussex, Grocer.

THE creditors of the above-named William Astridge who have not already proved their debts, are required, on or before the 3rd day of December, 1872, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, William Edmonds, of 46, Saint James-street, Portsea, in the county of Hants, 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 19th day of November, 1872.

WM. EDMONDS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwick, holden at Birmingham.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Norman McLeod, of Camden-terrace, Camden-street, Birmingham, in the county of Warwick, Draper.

THE creditors of the above-named Norman McLeod, who have not already proved their debts are required on or before the 30th day of November, 1872, to send their names and addresses, and the particulars of their debts

or claims; to me, the undersigned, Peter Kerr Chesney, of No. 4, Old Market, Bradford, 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 19th day of November, 1872.

PETER KERR CHESNEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Lowe, of Long Acre, Nechells, near Birmingham, in the county of Warwick, Wire Manufacturers.

THE creditors of the above-named James Lowe, who have not already proved their debts, are required, on or before the 30th day of November, 1872, to send their names and addresses, and the particulars of their debts or claims, to Luke Jesson Sharp, Accountant, of Argyle-chambers, Colmore-row, Birmingham, 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, 1872.

SAUNDERS and BRADBURY, 41, Cherry-street, Birmingham, Solicitors to the 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 William Allinson, of Skipton, in the county of York, Grocer and Flour Dealer.

THE creditors of the above-named William Allinson who have not already proved their debts, are required, on or before the 3rd day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, James Horsfall, of Leeds, in the said county, Corn Miller, 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 20th day of November, 1872.

JAMES HORSFALL, 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 or the affairs of Midgley Marsden, of Cleckheaton, in the parish of Birstal, in the county of York, Yarn Spinner, trading under the style or firm of Midgley Marsden and Co.

THE creditors of the above-named Midgley Marsden who have not already proved their debts, are required on or before the 7th day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Alexander Atkinson, of 20, Fountain-street, Bradford, in the said county, Accountant, and Trustee in Bankruptcy, 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, 1872.

ALEXANDER ATKINSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Great Yarmouth.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Rolfe, of Henham, in the county of Suffolk, Farmer.

THE creditors of the above-named John Rolfe, who have not already proved their debts, are required, on or before the 4th day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Charles Dunkin Smith, of Halesworth, in the county of Suffolk, Auctioneer, 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, 1872.

C. D. SMITH, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Thomson and John Upton, both of Nottingham-road, in the borough of Derby, Machinists and Agricultural Engineers, trading as Thomson and Upton.

THE creditors of the above-named John Thomson and John Upton who have not already proved their debts, are required, on or before the 30th day of November, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Henry Harrison, of No. 1, Becket-well-lane, Derby, 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 19th day of November, 1872.

T. H. HARRISON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Brindley, of Corn-market, in the borough of Derby, Ironmonger.

THE creditors of the above-named Edward Brindley who have not already proved their debts, are required, on or before the 30th day of November, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Henry Harrison, of No. 1, Becket-well-lane, Derby, 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 20th day of November, 1872.

T. H. HARRISON, 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 George Richmond and Francois Loens, trading in co-partnership under the name, style, or firm of Richmond and Loens, of No. 15, Saint Mary-axe, in the city of London, Cigar Merchants and Importers.

JOSEPH BLUM, of No. 21, Lime-street, in the city of London, Cigar Importer, and William Lewis Clifton Browne, of No. 25, Old Jewry, in the said city of London, Public Accountant, have been appointed Trustees of the joint property of the debtors. All persons having in their possession any of the effects of the debtors must deliver them to the trustees, and all debts due to the debtors 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 18th day of November, 1872.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Hall Osborne, of the Army and Navy Public House, St. Matthias-road, Stoke Newington-green, in the county of Middlesex, Licensed Victualler.

EDWARD MOORE, of 3, Crosby-square, in the city of London, Accountant, 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 18th day of November, 1872.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alexander Clapperton, of Nos. 1 and 2, Little Compton-street, Soho, in the county of Middlesex, Baker and Flour Factor.

HENRY WYNDHAM PETTIS, of 5, Guildhall-chambers, Basinghall-street, in the city of London, Public Accountant, and Alfred Eves, of the Old Corn Exchange, Mark-lane, in the city of London, Accountant, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor 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 18th day of November, 1872.

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 Nightingale Holson, of Clinton-road, Bow, in the county of Middlesex, Advertising Agent.

FREDERICK KENT, of 35, Cannon-street, in the city of London, Solicitor, 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 18th day of November, 1872.

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 Thomas Gibbens, of 34, East-road, City-road, in the county of Middlesex, Soda Water Manufacturer, trading under the style or firm of Gibbens and Coy.

JOHAN JOSEPH OLLEY, of 22, Chamber-street, Minorities, Cork Manufacturer, 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 16th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Benjamin Jeffery and John Jeffery, of Cuckfield, in the county of Sussex, Builders, Undertakers, Wheelwrights, and Smiths.

HENRY WOOLLETT, of Brighton, Wholesale Ironmonger, in the county of Sussex, 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 18th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Chelmsford.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Edward Walter Simons, of Duke-street, Chelmsford, in the county of Essex, Butcher.

ALFRID DARBY, of Chelmsford, in the county of Essex, Auctioneer, 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 19th day of November, 1872.

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 Peter James Clementson, of No. 30, Saint George's-street, in the city of Canterbury, Eating-house Keeper and Licensed Victualler.

JOHAN GEORGE DRURY, of the city of Canterbury, Ironfounder, 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 19th day of November, 1872.

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 Robert Guy, of Corporation Oaks, in the town of Nottingham, Lace Manufacturer's Assistant.

JOHAN THORNTON, of the town of Nottingham, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtors 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 19th day of November, 1872.

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 George Oldham Gunn, of Bestwood Park, in the county of Nottingham, Farmer.

ROBERT MELLORS, of the town of Nottingham, Accountant, 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 19th day of November, 1872.

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 Herbert Horatio Gain, of No. 5, Eton-villas, Southsea, in the parish of Portsea, in the county of Southampton, a Paymaster in the Royal Navy.

JOHAN PRIDDY PAICE, of Commercial-road, Landport, in the parish of Portsea aforesaid, Accountant, 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 16th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.
In the Matter of a Special Resolution for Liquidation by Arrangement of the Affairs of John Holmes, of Guiseley, in the county of York, Cloth Manufacturer.

WILLIAM WESTERMAN, of Ossett, in the county of York, Mungo Manufacturer, 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 debt to the trustee.—Dated this 12th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Cheltenham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Dawes Pegg, of Tewkesbury, in the county of Gloucester, Coal Dealer.

HENRY BROWETT, of Tewkesbury, Printer, 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, 1872.

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 George Bryan, of No. 45, Todd-street, Manchester, in the county of Lancaster, Iron Merchant.

ALFRED EBENEZER WENHAM, of No. 50, Ann-street, Birmingham, in the county of Warwick, Public Accountant, 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 18th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.
In the Matter of a Special Resolution for Liquidation by Arrangement of the Affairs of William Routledge, of No. 6, Bury New-road, Manchester, in the county of Lancaster, Furniture Broker and Joiner.

GEORGE WHITT, of 64, Lower King-street, Manchester, in the county of Lancaster, Accountant, 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 18th day of November, 1872.

In the County Court of Lancashire, holden at Liverpool.

A DIVIDEND is intended to be declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Joseph Minors Gibbs and Ormond Butler, of 34, St. John's-lane, and Batavia-buildings, Hackin's Hey, Liverpool, in the county of Lancaster, Printers and Stationers. Creditors who have not proved their debts by the 30th day of November, 1872, will be excluded.—Dated this 20th day of November, 1872.
ASTRUP CARISS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Burton-upon-Trent.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Herbert Blood, of Uttoxeter, in the county of Stafford, Fishmonger and Fruit Dealer.

A SECOND General Meeting of the Creditors of the above-named person is hereby summoned to be held at the Midland Hotel, Burton-upon-Trent, in the county of Stafford, on Thursday, the 28th day of November, 1872, at eleven o'clock in forenoon precisely. A majority in number and value of the creditors then assembled may confirm the resolution come to at the first general meeting, or a majority in number, representing three-fourths in value of such creditors, may by resolution declare that the affairs of the above-named person may be liquidated by arrangement and not in bankruptcy.—Dated the 19th day of November, 1872.

EDWD. JNO. BLAIR, Uttoxeter, Attorney for the said Herbert Blood.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the Affairs of Henry Smith, of No. 25, Essex-road, Islington, in the county of Middlesex, Tailor and Draper.

NOTICE is hereby given, that a Meeting of the Creditors of the above-named debtor will be held at my offices, No. 12, Moorgate-street, in the city of London, on Tuesday, the 10th day of December, 1872, at twelve o'clock in the forenoon precisely, for the purpose of sanctioning the sale by the Trustee of the stock, book debts, and all other effects belonging to the estate of the debtor or any other person. Also for the purpose of hearing an application by the debtor for his order of discharge, and for the release of the Trustee.—Dated this 18th day of November, 1872.

GEO. EMDIN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Yeovil.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Isaac Mead, of Sherborne, in the county of Dorset, Innkeeper.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named person is hereby summoned to be held at the Mermaid Hotel, Yeovil, in the said county of Somerset, on the 7th day of December, 1872, at three o'clock in the afternoon precisely, for the purpose of passing a special resolution for auditing the accounts of the Trustee, for declaring a Dividend, and fixing the close of liquidation, the discharge of the debtor, the release of the Trustee, and for transacting any other business that may be necessary for the purposes of the said liquidation.—Dated this 20th day of November, 1872.

JAMES ADAMS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Portsmouth.
To Robert Ware, of No. 336, Commercial-road, Landport, in the parish of Portssea, and of No. 10, Middle-street, Southsea, in the parish of Portssea, Wine and Spirit Merchant.

TAKE notice, that a Bankruptcy Petition has been presented against you and your copartner, Thomas William Rutter, to this Court, by William Thomas Hore and Joseph Bolton Doe, of No. 1, Osborne-street, White-chapel, in the county of Middlesex, Wine and Spirit Merchants and Brandy Distillers, and this 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 9th day of December, 1872, 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 15th day of November, 1872.

In the County Court of Herefordshire, holden at Hereford.

A SECOND Dividend of 5d. in the pound has been declared in the matter of Thomas Roberts, late of Miles Higgins, in the parish of Much Dewchurch, in the county of Hereford, Farmer, who was adjudicated bankrupt on the 17th day of August, 1871, and will be paid by me, at the offices of Mr. Thomas Llanwarne, Solicitor, 8, Saint John-street, Hereford, on and after the 27th day of November, 1872.—Dated this 13th day of November, 1872.

HENRY ROGERS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn.

A FINAL Dividend of 9d. in the pound, has been declared in the matter of Joseph Lord, of Ainsworth-street, in Blackburn, in the county of Lancaster, Draper, adjudicated bankrupt on the 8th day of December, 1870, and will be paid by me, at 7, Saint John's-place, Blackburn aforesaid, on and after the 11th day of November, 1872.—Dated this 11th day of November, 1872.

ROBT. D. BROADBENT, Trustee.

The Bankruptcy Act, 1861.

In the County Court of Hertfordshire, holden at Hertford.
In the Matter of James Mason, of Ware, in the county of Hertford, Mat Factor, a Bankrupt.

WHEREAS the above named James Mason was adjudicated a bankrupt on the 20th day of October, 1863. This is to give notice, that the said adjudication was, by order of the said Court, annulled on the 9th day of February, 1864.—Dated this 16th day of November, 1872.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Walton Webster and Henry Brown, of Lorne House, No. 163, City road, in the county of Middlesex, Bedding Manufacturers, Upholsterers, and General Dealers, trading under the style or firm of Walton, Webster, and Company.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioners, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said Walton Webster and Henry Brown having been given, it is ordered that the said Walton Webster and Henry Brown be, and they are hereby, adjudged bankrupts.—Given under the Seal of the Court this 20th day of September, 1872.

By the Court,

Wm. Hazlitt, Registrar.

A Further First General Meeting of the creditors of the said Walton Webster and Henry Brown is hereby summoned to be held at the London Bankruptcy Court, Basinghall-street, in the city of London, on the 6th day of December, 1872, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupts to attend thereat for examination, and to produce thereat a statement of their affairs as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupts must deliver them, and all debts due to the bankrupts must be paid, to William Hazlitt, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Basinghall-street. 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 Isabella Carter, of No. 50, Addison-road North, Notting-hill, in the county of Middlesex, a Spinster, Fancy Dealer.

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 Isabella Carter having been given, it is ordered that the said Isabella Carter be, and she is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1872.

By the Court,

James Rigg Brougham, Registrar.

The First General Meeting of the creditors of the said Isabella Carter is hereby summoned to be held at the London Bankruptcy Court, Basinghall-street, in the city of London, on the 6th day of December, 1872, 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 James Rigg Brougham, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Basinghall-street. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool.

In the Matter of a Bankruptcy Petition against Edward Smith, of 20, Temple-street, Liverpool, in the county of Lancaster, Commission Agent.

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 Smith having been given, it is ordered that the said Edward Smith be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 19th day of November, 1872.

By the Court,

James F. Watson, Registrar.

The First General Meeting of the creditors of the said Edward Smith is hereby summoned to be held at the office of the Court, No. 80, Lime-street, Liverpool, on the 4th day of December, 1872, 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 Kent, holden at Greenwich.

In the Matter of a Bankruptcy Petition against Harry Sydney Boate, of No. 19, Egerton-road, and of the Mercury Steam Printing Works, Church-passage, Skelton-street, both in the parish of Greenwich, in the county of Kent, Printer and Newspaper Proprietor.

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 Harry Sydney Boate having been given, it is ordered that the said Harry Sydney Boate be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 19th day of November, 1872.

By the Court,

W. Farnfield, Deputy-Registrar.

The First General Meeting of the creditors of the said Harry Sydney Boate is hereby summoned to be held at this Court on the 10th day of December, 1872, 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 Oxfordshire, holden at Oxford.

In the Matter of a Bankruptcy Petition against Edward P. Palmer, of Oxford House, Sturt-street, Abingdon, in the county of Berks, Draper.

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 Edward P. Palmer having been given, it is ordered that the said Edward P. Palmer be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 14th day of November, 1872.

By the Court,

Charles Bishop, Registrar.

The First General Meeting of the creditors of the said Edward P. Palmer is hereby summoned to be held at the office of this Court, 1, Brewer-street, Oxford, on the 3rd day of December, 1872, 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 Cumberland, holden at Carlisle.

In the Matter of a Bankruptcy Petition against William Ingledew, of Sceugh Farm and Penrith, both in the county of Cumberland, Farmer and Agent for and Dealer in Manures and other Agricultural Wares.

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 William Ingledew having been given, it is ordered that the said William Ingledew be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1872.

By the Court,

H. J. Halton, Registrar.

The First General Meeting of the creditors of the said William Ingledew is hereby summoned to be held at the County Court Office, Laws-lane, Carlisle, on the 4th day of December, 1872, 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 Wiltshire, holden at Swindon.

In the Matter of a Bankruptcy Petition against Thomas Bridges, of Cirencester, in the county of Gloucester, formerly Builder and Contractor, and since of no occupation.

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 Thomas

Bridges having been given, it is ordered that the said Thomas Bridges be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 20th day of November, 1872.

By the Court,
Jas. Copleston Townsend, Registrar.

The First General Meeting of the creditors of the said Thomas Bridges is hereby summoned to be held at the office of the Registrar, High-street, Swindon, on the 4th day of December, 1872, 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 Cambridgeshire, holden at Cambridge.

In the Matter of a Bankruptcy Petition against Richard Brazier, of No. 8, Park-street, in the borough of Cambridge, Fellmonger.

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 Richard Brazier having been given, it is ordered that the said Richard Brazier be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 20th day of November, 1872.

By the Court,
John Eaden, Registrar.

The First General Meeting of the creditors of the said Richard Brazier is hereby summoned to be held at the County Court Office, 15, Sidney-street, Cambridge, on the 5th day of December, 1872, 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 John Langton, of 117, Cannon-street, in the city of London, Timber Merchant, a Bankrupt.

Thomas Walter Yarroll, of 17, Gracechurch-street, in the city of London, 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, in the county of Middlesex, on the 12th day of December, 1872, 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 the 15th day of November, 1872.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Stephen Carlton, of No. 7, Swan-place, Old Kent-road, in the county of Surrey, Cab Proprietor, a Bankrupt.

George Philipps Keely, of No. 32, Cheapside, 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, in the county of Middlesex, on the 4th day of December, 1872, at half-past 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 7th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.

In the Matter of Henry Newman, of Saint John's-common, Keymer, in the county of Sussex, Malman, a Bankrupt.

Ludd Christian, of No. 17, Prince Albert-street, Brighton, in the county of Sussex, 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 Court-house, Church-street, Brighton, on the 23rd day of January, 1873, 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 20th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of Robert Tucker Babbage, of No. 5, Byron-place, Clifton, in the city of Bristol, Butcher, a Bankrupt.

Walter Gustavus Smith, of the city of Bristol, 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 Guildhall, Bristol, on the 6th day of December, 1872, 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 18th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Stourbridge.

In the Matter of William Watson Oldershaw, of Halesowen, in the county of Worcester, Attorney-at-Law, a Bankrupt.

Alfred Ebenezer Wenham, of 50, Ann-street, Birmingham, 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 Court-house, Stourbridge, on the 19th day of December, 1872, 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 20th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of James Chappelle, of Willenhall, in the county of Stafford, Builder, a Bankrupt.

William George Dixon, of Birmingham, in the county of Warwick, 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 this Court, on the 5th day of December, 1872, 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 18th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Preston.

In the Matter of William Tingle, of 9, St. Peter's-street, in Preston, in the county of Lancaster, of no occupation, a Bankrupt.

James Andrew, of Preston, 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 Sessions-hall, Preston, on the 17th day of December, 1872, 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 8th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Southampton.

In the Matter of Aaron Withers, of Lyndhurst, in the county of Hants, Dealer in Hay, a Bankrupt.

Richard Seward Withers, of Warren Farm, near Romsey, in the county of Hants, Yeoman, 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, Southampton, on the 9th day of December, 1872, 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 debt to the trustee.—Dated this 13th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter.

In the Matter of Nathaniel Bagg, of Thornecombe, in the county of Dorset, Baker, a Bankrupt.

Arthur Zealley, of Hawkechurch, in the county of Dorset, 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 Castle of Exeter, at Exeter, on the 11th day of December, 1872,

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 20th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of George Wood, late of Bishop Auckland, in the county of Durham, and now of Gladstone-street, in the borough and county of Newcastle-upon-Tyne, Contractor, a Bankrupt.

John Martin Winter, of Newcastle-upon-Tyne, 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 Officers, Newcastle-upon-Tyne, on the 20th day of December, 1872, 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 16th day of November, 1872.

In the County Court of Monmouthshire, holden at Newport.

On the 17th day of December, 1872, at one o'clock in the afternoon, Benjamin Mathews, of Pentwynmawr, in the parish of Mynyddislwyn, and of Gellydeg Colliery, in the parish of Bedwas, in the county of Monmouth, Tailor and Colliery Proprietor, and John Rees Mathews, of Gellydeg Colliery aforesaid, and of Gwerna Colliery, in the said parish of Bedwas, Colliery Proprietor, adjudicated bankrupts on the 27th day of May, 1871, will apply for Orders of Discharge.—Dated this 20th day of November, 1872.

In the County Court of Lancashire, holden at Bolton.

On the 18th day of December, 1872, at one o'clock in the afternoon, Matthew Hulme and John Hulme, of Farnworth, in the county of Lancaster, Ironfounders and Copartners, adjudicated bankrupts on the 12th day of October, 1870, will apply for an Order of Discharge.—Dated this 20th day of November, 1872.

In the County Court of Monmouthshire, holden at Newport.

On the 17th day of December, 1872, at one o'clock in the afternoon, John Barrett, of Chepstow, in the county of Monmouth, adjudicated bankrupt on the 11th day of August, 1871, will apply for an Order of Discharge.—Dated this 26th day of October, 1872.

In the County Court of Norfolk, holden at Norwich.

On the 18th day of December, 1872, at twelve o'clock at noon, Gibbs Howes Murrell, of the liberty of the Town Close, in the county of the city of Norwich, carrying on business at Bank-street, in the said city of Norwich, as a Licensed Auctioneer, Land Estate Agent, Agent, and Valuer, adjudicated bankrupt on the 3rd day of March, 1871, will apply for an Order of Discharge.—Dated this 20th day of November, 1872.

In the County Court of Norfolk, holden at Norwich.

On the 18th day of December, 1872, at twelve o'clock at noon, Benjamin Ireland, of Heydon, in the county of Norfolk, Farmer and Limeburner, adjudicated bankrupt on the 5th day of March, 1870, will apply for an Order of Discharge.—Dated this 20th day of November, 1872.

In the County Court of Lancashire, holden at Ashton-under-Lyne.

A Second and Final Dividend is intended to be declared in the matter of James Collinge, of Ashton-under-Lyne, in the county of Lancaster, Doctor of Medicine and Apothecary, adjudicated bankrupt on the 1st day of February, 1872. Creditors who have not proved their debts by the 26th day of November, 1872, will be excluded.—Dated this 18th day of November, 1872.

R. J. Fletcher, Trustee.

In the County Court of Staffordshire, holden at Wolverhampton.

A Dividend is intended to be declared in the matter of John Gaunt, of Dunstall Mill, near Wolverhampton, in the county of Stafford, Miller, adjudicated a bankrupt on the 4th day of September, 1872. Creditors who have not proved their debts by the 30th day of November, 1872, will be excluded.—Dated this 20th day of November, 1872.

Wm. Geo. Dixon, 3, Newhall-street, Birmingham, Trustee.

In the County Court of Cumberland, holden at Carlisle.

A Dividend is intended to be declared in the matter of John Wilson Willis, of Caldew-street, Silloth, in the county

of Cumberland, Draper and Dealer in Fancy Goods, adjudicated bankrupt on the 5th day of July, 1872. Creditors who have not proved their debts by the 2nd day of December, 1872, will be excluded.—Dated this 20th day of November, 1872.

James Willoughby, Trustee.

In the County Court of Hampshire, holden at Southampton.

A Dividend is intended to be declared in the matter of Henry Thomas Bath, of 80, High-street, Lymington, in the county of Hants, Seedsman and Nurseryman, adjudicated bankrupt on the 27th day of July, 1872. Creditors who have not proved their debts by the 29th day of November, 1872, will be excluded.—Dated this 19th day of November, 1872.

William Edmonds, 29, High-street, Southampton, Trustee.

In the County Court of Carmarthenshire, holden at Carmarthen.

A Dividend is intended to be declared in the matter of Thomas Forder, of Water-street and Pembroke-street, Pembroke Dock, near Pembroke, in the county of Pembroke, Grocer and Tea Dealer, adjudicated bankrupt on the 15th day of June, 1872. Creditors who have not proved their debts by the 4th day of December, 1872, will be excluded.—Dated this 14th day of November, 1872.

R. Graham, Solicitor, Newport, Monmouthshire, 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 time and place hereinafter mentioned; that is to say:—

At the Court of Bankruptcy, Basinghall-street, in the city of London, before Henry Philip Roche, Esq., Registrar:

John Nicoll, of 5, Upper East Smithfield, in the county of Middlesex, Cabinet Maker, adjudicated bankrupt on the 19th day of January, 1869. A Dividend Meeting will be held on the 12th day of December next, at eleven o'clock in the forenoon precisely.

John Court, of 5, Belverine-villas, Merton-road, Wandsworth, in the county of Surrey, Barrack Clerk, employed in the War Office, Pall Mall, adjudicated bankrupt on the 1st day of February, 1869. A Dividend Meeting will be held on the 12th day of December next, at eleven o'clock in the forenoon precisely.

Kay Dinsdale, late of 10, Devonshire-road, Islington, in the county of Middlesex, not in any business, adjudicated bankrupt on the 18th day of May, 1868. A Dividend Meeting will be held on the 12th day of December instant, 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.

In the County Court of Lancashire, holden at Liverpool.

THE Registrar authorised to act under a Petition for adjudication of bankruptcy, filed on the 11th day of May, 1853, against Henry Dodd, of Liverpool, in the county of Lancaster, Dealer in Paper Hangings, will sit on the 17th day of December, 1872, at eleven o'clock in the forenoon, at the Court House, No. 80, Lime-street, Liverpool aforesaid to audit the accounts of the Assignees of the estate and effects of the said bankrupt.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

Before Mr. Registrar Spring Rice.

In the Matter of Joseph Charles Haines, of 34, Duke-street, Manchester-square, and of 100, Wigmore-street, and of 25, Oakley-road, Essex-road, Islington, in the county of Middlesex, Auctioneer and Estate Agent.

UPON reading a report of the Trustee of the property of the Bankrupt, dated the 7th day of March, 1872, reporting that the trustee and committee of inspection of the above bankruptcy are jointly of opinion that so much of the property of the bankrupt has been realized as can be, without needlessly protracting the bankruptcy, and that there will be nothing further to realise under this estate, and to the best of their belief there is no outstanding estate available for distribution amongst the creditors, and the affidavit of James Alfred Hills, the report of the Official Assignee, and the certificate of the Trustee, the Court being satisfied that so much of the property of the bankrupt has been realized as can be, without needlessly protracting the bankruptcy, and that there will be nothing further to realize under this estate, and that there is no outstanding estate available for distribution amongst the creditors, doth order and declare that the bankruptcy of the said Joseph Charles Haines has closed.—Given under the Seal of the Court this 20th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter.

In the Matter of John Martyn, late of the Union Hotel, Newton Abbott, in the county of Devon, Innkeeper and Omnibus Proprietor, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 18th day of November, 1872, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and a Dividend to the amount of three shillings and eight pence in the pound has been paid, and upon hearing the Trustee, the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and a Dividend of three shillings and eight pence in the pound has been paid, doth order and declare that the bankruptcy of the said John Martyn has closed.—Given under the Seal of the Court this 19th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter.

In the Matter of Edmund Ryder Davies, of Halberton, in the county of Devon, Clerk in Holy Orders, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 18th day of November, 1872, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and upon hearing the Trustee, the Court being satisfied that the whole of the property has been realized for the benefit of his creditors, doth order and declare that the bankruptcy of the said Edmund Ryder Davies has closed.—Given under the Seal of the Court this 19th day of November, 1872.

The Bankruptcy Act, 1869.

In the Court Court of Staffordshire, holden at Oldbury.

In the Matter of William Mason, of Oldbury-road, West Smethwick, in the parish of Harbourn, in the county of Stafford, Provision Dealer, a Bankrupt.

UPON reading a report of the Trustees of the property of the bankrupt, dated the 19th day of November, 1872, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and a dividend to the amount of one shilling and sixpence in the pound has been paid, the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and a dividend to the amount of one shilling and sixpence in the pound has been paid, doth order and declare that the bankruptcy of the said William Mason has closed.—Given under the Seal of the Court this 20th day of November, 1872.

THE estates of John Drysdale, sometime John Drysdale Junior, Contractor, in Glasgow, carrying on business there under the firm of John Drysdale and Son, of which firm he is the sole Partner, were sequestrated on the 18th day of November, 1872, by the Sheriff of Lanarkshire.

The first deliverance is dated the 18th day of November, 1872.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Wednesday, the 27th day of November, 1872, within the Faculty Hall, Saint George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debts must be lodged on or before the 18th day of March, 1873.

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.

MACGEORGE, COWAN, and GALLOWAY.
Writers, 91, West Regent-street, Glasgow, Agents.

THE estates of Alexander Macdonald, Advocate, in Aberdeen, were sequestrated on 16th November, 1872, by the Sheriff of Aberdeen and Kincairdine.

The first deliverance is dated 16th November, 1872.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on the 30th day of November, 1872, within the Queen's Hotel, in Aberdeen.

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 16th March, 1873.

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.

NORVAL CLYNE, Advocate, in Aberdeen,
Agent.

November 18, 1872.

THE estates of James McPherson and Son, Shipbuilders in Perth, as a Company, and James McPherson and John McPherson, both residing in Perth, the Individual Partners of that Company, as Partners, and as Individuals, were sequestrated by the Sheriff of Perthshire.

The first deliverance is dated the 19th November, 1872.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Saturday, the 30th day of November, 1872, within the Solicitors' Library, County-buildings, Perth.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 19th March, 1873.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette only.

ALEX. WILSON, Solicitor, Perth, Agent.

THE estates of William Neilson Dickson, Yarn Merchant and Agent, in Glasgow, were sequestrated on the 20th day of November, 1872, by the Court of Session.

The first deliverance is dated the 29th day of October, 1872.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Friday, the 29th day of November 1872, within the Faculty Hall, Saint George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 20th day of March, 1873.

The Sequestration has been remitted to the Sheriff of Lanarkshire.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

J. and R. D. ROSS, W.S.,
38, Frederick-street, Edinburgh, Agents.

All Letters must be Post paid, and all communications on the business of the London Gazette to be addressed to the Office, Princes Street, Storey's Gate, Westminster.

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Price One Shilling.