



The London Gazette.

Published by Authority.

TUESDAY, NOVEMBER 26, 1872.

St. James's Palace, November 22, 1872.

THE Queen has been pleased to appoint the Honorable and Reverend Francis Edmund Cecil Byng, Vicar of St. Peter's, South Kensington, and Honorary Chaplain to Her Majesty, to be one of the Chaplains in Ordinary to Her Majesty, in the room of the Very Reverend Benjamin Morgan Cowie, B.D., Dean of Manchester.

St. James's Palace, November 22, 1872.

The Queen has been pleased to appoint the Reverend James St. John Blunt, M.A., Vicar of Old Windsor, Berkshire, and Chaplain to Her Majesty's Chapel, Windsor Great Park, to be an Honorary Chaplain to Her Majesty.

By virtue of an Act passed in the twenty-second year of the reign of Her Most Gracious Majesty Queen Victoria, intituled "An Act to extend the Act of the twenty-fourth year of King George the Third, chapter twenty-six, for issuing writs during any recess of the House of Commons, whether by prorogation or adjournment;" and of an Act passed in the twenty-sixth year of the reign of Her present Majesty, intituled "An Act to further limit and define the time for proceeding to Election during the Recess."

I do hereby give notice, that it hath been certified to me in writing, under the hands of two Members serving in this present Parliament, in the manner required by the said Act, that the Honorable Charles Carnegie, late a Member serving in this present Parliament for the county of Forfar, hath accepted the office of Inspector of Constabulary (Scotland), and has been gazetted thereto in the London Gazette, dated the 22nd day of November, 1872, and has thereby vacated his seat; and that I shall issue my Warrant to the Clerk of the Crown, to make out a new writ for the electing of a Member to serve in this present Parliament for the said county of Forfar, at the end of six days after the insertion of this notice in the London Gazette.

Given under my hand this twenty-fifth day of November, 1872.

HENRY BRAND, Speaker.

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

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

I do hereby give notice, that the death of James Dyce Nicol, Esq., late a Member serving in this present Parliament for the county of Kincardine, hath been certified to me in writing, under the hands of two Members serving in this present Parliament; and that I shall issue my Warrant to the Clerk of the Crown to make out a new writ for the electing of a Member to serve in this present Parliament for the said county at the end of six days after the insertion of this notice in the London Gazette.

Given under my hand this twenty-five day of November, 1872.

HENRY BRAND, Speaker.

(M. 12450.)

*Marine Department, Board of Trade,
Whitehall Gardens, November 25, 1872.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs the following translation in French, of a quarantine notice relating to cholera, issued by the Italian Government:—

La Gazette Officielle de ce soir publie l'arrêté suivant :

Le ministre de l'intérieur,

Attendu qu'il résulte des nouvelles officielles que le choléra-morbus a éclaté dans l'empire austro-hongrois ;

Arrête :

Les bâtiments provenant du littoral austro-hongrois, qui n'auront eu aucun cas dans la traversée, seront soumis, à leur arrivée dans les ports et échelles du royaume, à une quarantaine d'observation de dix jours ; s'il y a eu à bord des cas de maladie ou de mort attribuables au choléra-morbus, ils seront soumis à une quarantaine de rigueur de quinze jours, conformément au tableau des quarantaines approuvé par arrêté ministériel du 29 Avril, 1872.

Donné à Rome, le 11 Novembre, 1867.

G. LANZA, Le ministre.

Admiralty, 22nd November, 1872.

The Reverend Charles Edward Hodson has this day been appointed a Chaplain in Her Majesty's Fleet.

Admiralty, 25th November, 1872.

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

Lieutenant Edward C. Royse has this day been placed on the Retired List, with permission to assume the rank of Retired Commander.

Admiralty, 25th November, 1872.

NAVAL KNIGHTS OF WINDSOR.

The Lords Commissioners of the Admiralty do hereby give notice to such Lieutenants in Her Majesty's Navy, and to such Lieutenants of the Royal Navy retired with the rank of Commander, as are desirous of being recommended for the appointment of Naval Knight of Windsor, under the will of the late Samuel Travers, Esq., that they must apply at this office, either personally or by letter, on or before the 31st day of December next, when they will be informed of the nature of the certificates and testimonials which are required to show that they come within the meaning of the will; an extract from which is herewith appended.

"These gentlemen are to be superannuated or disabled Lieutenants of English men-of-war, single men, without children, inclined to lead a virtuous, studious, and devout life; to be removed if they give occasion for scandal."

By the Act 30 and 31 Vict., cap. 100, widowers are deemed single men within the meaning of the will in question.

*War Office, Pall Mall,
26th November, 1872.*

Corps of Royal Engineers, Lieutenant Reginald Frank Morris to be Captain, vice W. J. Engledue, retired on temporary half-pay. Dated 2nd November, 1872.

Lieutenant George Ainslie Lechmere Aston Whitmore resigns his Commission. Dated 27th November, 1872.

The temporary Commissions as Lieutenant of the undermentioned Officers to be made permanent:—

James Edward Gibbs. Dated 23rd July, 1870.

Thomas Ryder Main. Dated 23rd July, 1870.

William Pitt. Dated 23rd July, 1870.

Charles Wilkinson. Dated 23rd July, 1870.

Horatio Holt Hart. Dated 23rd July, 1870.

Charles Burton Henderson. Dated 23rd July, 1870.

Francis John Romilly. Dated 23rd July, 1870.

Edward Dickinson. Dated 23rd July, 1870.

Charles Augustus Rochfort-Boyd. Dated 23rd July, 1870.

Henry Lethbridge Jessep. Dated 23rd July, 1870.

Chaplains' Department, The Reverend Robert Stewart Patterson to be Chaplain of the Fourth Class. Dated 14th April, 1872, such antedate not to carry back allowances.

War Office, 26th November, 1872.

VOLUNTEERS.

21st Aberdeenshire Rifle Volunteer Corps.

Albert Thomson, Gent., to be Ensign. Dated 27th November, 1872.

3rd Cambridgeshire Rifle Volunteer Corps.

Ensign George Frederick Roumieu resigns his Commission. Dated 27th November, 1872.

2nd Cardiganshire Rifle Volunteer Corps.

Lieutenant William Picton Evans to be Captain. Dated 27th November, 1872.

Ensign William Williams Smith to be Lieutenant. Dated 27th November, 1872.

1st Carmarthenshire Rifle Volunteer Corps.

Ensign Richard Shipley Lewis to be Lieutenant. Dated 27th November, 1872.

10th Cornwall Rifle Volunteer Corps.

Henry Durette, Foster, Gent., to be Ensign. Dated 27th November, 1872.

22nd Cornwall Rifle Volunteer Corps.

William Hambly Lower Clark, Gent., to be Ensign. Dated 27th November, 1872.

6th Cumberland Rifle Volunteer Corps.

Thomas William Dickinson, Gent., to be Ensign. Dated 27th November, 1872.

10th Derbyshire Rifle Volunteer Corps.

Frederic Charles Arkwright, Gent., to be Ensign. Dated 27th November, 1872.

6th Devonshire Rifle Volunteer Corps.

Captain Charles Edward Roberts Charter resigns his Commission. Dated 27th November, 1872.

18th Devonshire Rifle Volunteer Corps.

Lieutenant George Pearse to be Captain. Dated 27th November, 1872.

21st Devonshire Rifle Volunteer Corps.

Captain Edward Phillips Charlewood resigns his Commission. Dated 27th November, 1872.

Lieutenant Charles William Hole to be Captain, vice Charlewood, who resigns. Dated 27th November, 1872.

1st Edinburgh Artillery Volunteer Corps.

First Lieutenant Robert Greig resigns his Commission. Dated 27th November, 1872.

George Aikman, Gent., to be Quartermaster. Dated 27th November, 1872.

1st Fifeshire Rifle Volunteer Corps.

Lieutenant William Simpson resigns his Commission. Dated 27th November, 1872.

8th Fifeshire Rifle Volunteer Corps.

Lieutenant Henry Mungall resigns his Commission. Dated 27th November, 1872.

6th Flintshire Rifle Volunteer Corps.

Dashwood Parry, Gent., to be Lieutenant. Dated 27th November, 1872.

3rd Glamorganshire Artillery Volunteer Corps.

First Lieutenant James P. Thompson to be Captain. Dated 27th November, 1872.

First Lieutenant Bickerton Pratt to be Captain. Dated 27th November, 1872.

Henry Oakden Fisher, Esq., to be Captain. Dated 27th November, 1872.

16th Glamorganshire Rifle Volunteer Corps.
 Captain Henry Oakden Fisher resigns his Commission. Dated 27th November, 1872.

1st Gloucestershire Artillery Volunteer Corps.
 Captain John Henry Hirst resigns his Commission. Dated 27th November, 1872.
 First Lieutenant Henry Cooke resigns his Commission. Dated 27th November, 1872.

2nd Isle of Man Artillery Volunteer Corps.
 Captain Richard Rowe resigns his Commission. Dated 27th November, 1872.
 First Lieutenant Henry Murray Scott resigns his Commission. Dated 27th November, 1872.
 Second Lieutenant Charles McConochie resigns his Commission. Dated 27th November, 1872.

1st Kirkcudbrightshire Artillery Volunteer Corps.
 Second Lieutenant James Cranstown to be First Lieutenant. Dated 27th November, 1872.

1st Lanarkshire Artillery Volunteer Corps.
 James Provan, Gent., to be Assistant-Surgeon, vice Smith resigned. Dated 27th November, 1872.

1st Lanarkshire Engineer Volunteer Corps.
 Archibald Thomas Struthers, Gent., to be Second Lieutenant. Dated 27th November, 1872.

19th Lanarkshire Rifle Volunteer Corps.
 Surgeon Donald Dewar resigns his Commission. Dated 27th November, 1872.
 Honorary Quartermaster David Aitken resigns his Commission. Dated 27th November, 1872.

1st Lancashire Artillery Volunteer Corps.
 The services of First Lieutenant William Charles Shoolbred have been dispensed with. Dated 27th November, 1872.

4th Lancashire Artillery Volunteer Corps.
 Lieutenant-Colonel Henry Hugh Hornby resigns his Commission. Dated 27th November, 1872.

33rd Lancashire Rifle Volunteer Corps.
 Captain Robert W. Collin resigns his Commission. Dated 27th November, 1872.

1st Middlesex Engineer Volunteer Corps.
 Captain James Kenyon Peile to be Major. Dated 27th November, 1872.
 First Lieutenant Edward James Gardiner to be Captain. Dated 27th November, 1872.
 First Lieutenant Frederic Josselyn to be Captain. Dated 27th November, 1872.
 Second Lieutenant Henry Charles Baggallay to be First Lieutenant. Dated 27th November, 1872.
 Second Lieutenant Alfred Howard Vincent Newton to be First Lieutenant. Dated 27th November, 1872.
 Honorary Quartermaster George James Kain resigns his Commission. Dated 27th November, 1872.
 George James Kain, Gent., to be Quartermaster. Dated 27th November, 1872.

20th Middlesex Rifle Volunteer Corps.
 Captain Henry Robbins resigns his Commission. Dated 27th November, 1872.

40th Middlesex Rifle Volunteer Corps.
 Lieutenant Rowles Pattison resigns his Commission. Dated 27th November, 1872.

49th Middlesex Rifle Volunteer Corps.
 Gerald George Liddell, Esq., Captain half-pay, late 23rd Foot, to be Adjutant. Dated 14th November, 1872.
 Adjutant Gerald George Liddell to serve with the rank of Captain, under the provisions of Article 196, Regulations for the Volunteer Force, dated 18th September, 1863.

1st Administrative Battalion Midlothian Rifle Volunteers.
 Surgeon Thomas John Fordyce Messer, M.D., resigns his Commission. Dated 27th November, 1872.

2nd Norfolk Rifle Volunteer Corps.
 John Tolver Waters, Gent., to be Ensign. Dated 27th November, 1872.

1st Administrative Brigade Northumberland Artillery Volunteers.
 Adjutant Frederick Turner to serve with the rank of Captain, under the provisions of Article 196, Regulations for the Volunteer Force, dated 18th September, 1863.

2nd Northumberland Rifle Volunteer Corps.
 Daniel Jackson Gent., to be Acting Assistant-Surgeon. Dated 27th November, 1872.

2nd Pembrokeshire Artillery Volunteer Corps.
 Charles Augustus Christie, Gent., to be First Lieutenant. Dated 27th November, 1872.

3rd Roxburgh Rifle Volunteer Corps.
 Richard Lees, Gent., to be Ensign. Dated 27th November, 1872.

17th Shropshire Rifle Volunteer Corps.
 John Hawley Edwards, jun., Gent., to be Ensign. Dated 27th November, 1872.

1st Somerset Engineer Volunteer Corps.
 Captain James Roger Bramble resigns his Commission. Dated 27th November, 1872.

23rd Staffordshire Rifle Volunteer Corps.
 Ensign Thomas Gatis resigns his Commission. Dated 27th November, 1872.
 Ensign William Arthur Brown resigns his Commission. Dated 27th November, 1872.

28th Staffordshire Rifle Volunteer Corps.
 Ensign Philip Jukes Worthington to be Lieutenant. Dated 27th November, 1872.

11th Surrey Rifle Volunteer Corps.
 Ensign Robert L. Hunter to be Lieutenant. Dated 27th November, 1872.

5th Wiltshire Rifle Volunteer Corps.
 Edward Nicolls Carless, Gent., to be Acting Assistant-Surgeon. Dated 27th November, 1872.

10th Worcestershire Rifle Volunteer Corps.
 John Baily Grencock, Gent., to be Acting Assistant-Surgeon. Dated 27th November, 1872.

20th Worcestershire Rifle Volunteer Corps.
 George William Grosvenor, Gent., to be Lieutenant. Dated 27th November, 1872.

1st East Riding of Yorkshire Rifle Volunteer Corps.
 Major Charles H. Bannister resigns his Commission. Dated 27th November, 1872.
 Ensign John Simpson Hewitt resigns his Commission. Dated 27th November, 1872.

1st North Riding of Yorkshire Artillery Volunteer Corps.

Second Lieutenant Cornelius Magnus Emil Schmitz to be Captain. Dated 27th November, 1872.

Second Lieutenant John Ellerton to be Captain. Dated 27th November, 1872.

7th West Riding of Yorkshire Rifle Volunteer Corps.

Lieutenant John Eddison to be Captain. Dated 27th November, 1872.

Office of Woods, &c., November 25, 1872.

The Commissioners of Her Majesty's Woods, Forests, and Land Revenues, with the concurrence of the Lords Commissioners of the Treasury, hereby give notice, that all situations under the direction and control of the said Commissioners of Woods, Forests, and Land Revenues, the remuneration or salaries whereof are not provided out of moneys voted by Parliament, and also all situations under the direction and control of the Ranger of Windsor Great Park, are included in Schedule B of the Order in Council of 4th June, 1870.

THE FAIRS ACT, 1871.

WATFORD FAIRS, HERTS.

IN pursuance of the above-mentioned Act, I, the Right Honourable Henry Austin Bruce, one of Her Majesty's Principal Secretaries of State, hereby notify as follows:

1. By Memorial, dated the 5th day of November, 1872, a representation has been duly made to me by the Justices sitting in Petty Sessions for the Watford Division of the liberty of Saint Alban, in the county of Herts, that certain Fairs have been annually held on the first Tuesday after Whitsun-week, and on the 9th and 10th days of September, in the town of Watford, in the said Division of the said county, and that it would be for the convenience and advantage of the public that such Fairs should be abolished.

2. On the 23rd day of December, 1872, I shall take the aforesaid representation into consideration, and all persons are to intimate, before that day, any objection they may desire to offer to the abolition of the said Fairs.

(Signed) *H. A. Bruce.*

Whitehall, November 23, 1872.

LOCAL GOVERNMENT ACT, 1858.

NOTICE OF ADOPTION OF ACT IN THE DISTRICT OF STOCKSBRIDGE, YORKSHIRE.

WHEREAS a resolution for the adoption of the Local Government Act, 1858, was, on the 30th day of August, 1872, passed by the owners and ratepayers of the district of Stocksbridge, in the county of York; and notice of such adoption has been given, in writing, to the Local Government Board by the person required to give the same:

Now, therefore, we, the said Local Government Board, do hereby consent to such adoption, and give notice, that the Local Government Act has been adopted within the said district of Stocksbridge. And we do hereby appoint Henry Robertshaw, of Stocksbridge aforesaid, Independent Minister, to be summoning officer in and for the said district, under the provisions of the said

Local Government Act, 1858, for the purposes of conducting the first election of members to act as the Local Board for the said district.

Given under our Seal of Office, this 21st day of November, 1872.



James Stansfeld, President.

John Lambert, Secretary.

NOTICE is hereby given, that a separate building, named Emmanuel Free Church of England, situate in Stanfield-road, in the township of Everton, in the county of Lancaster, in the district of West Derby and Toxteth Park, being a building certified according to law as a place of religious worship, was, on the 15th 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.

W. Cleaver, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Lombard-street Chapel, situate in Lombard-street, in the township of West Derby, in the county of Lancaster, in the district of West Derby and Toxteth Park, 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.

W. Cleaver, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Providence Chapel, situated near Sand-road, in the parish of Great Gransden, in the county of Huntingdon, in the district of Caxton, being a building certified according to law as a place of religious worship, was, on the 19th 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 20th of November, 1872.

Henry Mortlock, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Providence Chapel, situated at Coseley, in the parish of Sedgley, in the county of Stafford, in the district of Dudley, being a building certified according to law as a place of religious worship, was, on the 19th day of November, 1872, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85, being substituted for the building known as Providence Chapel, at Coseley aforesaid, now disused.

Witness my hand this 20th of November, 1872.

Edward Hipkins, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Congregational Chapel, situate at Granville-terrace, Stone, in the parish of Stone, in the county of Stafford, in the district of Stone, being a building certified according to law as a place of religious worship, was, on the 21st day of November, 1872, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85, being substituted for the building known as the Independent Chapel, now disused.

Witness my hand this 22nd of November, 1872.

Wm. T. Middleton, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Wesleyan Methodist Chapel, situate at Earl's Barton, in the parish of Earl's Barton, in the county of Northampton, in the district of Wellingborough, being a building certified according to law as a place of religious worship, was, on the 19th 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.

M. Reid Sharman, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Salem Chapel, situate at North Parade, Halifax, in the county of York, in the district of Halifax, 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, being substituted for the building known as Salem Chapel, now disused.

Witness my hand this 21st of November, 1872.

Chas. Barstow, Superintendent Registrar.

COTTON STATISTICS' ACT, 1868.

RETURN of the Quantities of COTTON Imported and Exported at the various Ports of the United Kingdom during the Week ended 23rd November, 1872.

	American.	Brazilian.	East Indian.	Egyptian.	Miscellaneous.	Total.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Cotton imported during the Week ended the 21st day of November, 1872 ...	25,973	4,502	10,500	8,865	1,106	50,946
Cotton exported during the Week ended the 21st day of November, 1872 ...	4,155	285	9,538	249	1,744	15,971

Dated the 22nd day of November, 1872.

R. VALPY,

Statistical and Commercial Department, Board of Trade.

A RETURN showing the Amount received from, and paid to, Savings' Banks and Post Office Savings' Banks in the United Kingdom by the Commissioners for the Reduction of the National Debt, during the Four Weeks ending 23rd November, 1872.

	Total Amount received by the Commissioners.	Total Amount paid by the Commissioners.
	£ s. d.	£ s. d.
SAVINGS' BANKS—		
In Money and Interest credited	85,562 1 9	37,522 5 4
To Transfer Certificates from Post Office Savings' Banks to Savings' Banks	750 15 5	.....
By Transfer Certificates from Savings' Banks to Post Office Savings' Banks ... ..	.....	663 2 7
Total	£86,312 17 2	£38,185 7 11
POST OFFICE SAVINGS' BANKS—		
In Money and Interest credited	100,000 0 0	.....
To Transfer Certificates from Savings' Banks to Post Office Savings' Banks	663 2 7	.....
By Transfer Certificates from Post Office Savings' Banks to Savings' Banks ... ..	.....	750 15 5
Total	£100,663 2 7	£750 15 5

Total Amount on the 23rd November, 1872, at the credit of—

The Fund for the Banks for Savings	£ 38,980,083 3 9
The Post Office Savings' Bank Fund	19,094,775 1 1
Total	£ 58,074,858 4 10
Ditto—by last Monthly Account	£ 57,926,818 8 5

C. J. BOTT, Check Officer,
National Debt Office, November 25, 1872.

C. REPINGTON,
Assistant-Comptroller.

RECEIPTS into and PAYMENTS out of the EXCHEQUER, between the 1st April and the 23rd November, 1872.

REVENUE AND OTHER RECEIPTS.	Budget Estimate for the Financial Year 1872-73.	Total Receipts into the Exchequer from 1st April, to 23rd November, 1872.	Total Receipts for corresponding Period of last Year.	EXPENDITURE AND OTHER PAYMENTS.	Budget Estimate for the Financial Year 1872-73.	Total Issues from Exchequer to meet pay- ments, from 1st April, to 23rd November, 1872.	Total Issues from Exchequer for corresponding Period of last Year.
	£	£	£		£	£	£
Balance on 1st April, 1872 :—							
Bank of England	—	7,706,924	5,678,915	EXPENDITURE.			
Bank of Ireland	—	1,635,728	1,344,520	Interest of Debt	26,830,000	18,376,581	18,396,843
		9,342,652	7,023,435	Other charges on Consolidated Fund...	1,780,000	1,061,031	1,197,755
REVENUE.				Supply Services voted by Parliament	42,703,000	25,295,771	25,654,075
Customs... ..	20,080,000	13,186,000	12,945,000				
Excise	23,310,000	15,440,000	13,737,000				
Stamps	9,700,000	6,187,000	6,226,000				
Land Tax and House Duty	2,300,000	437,000	415,000				
Income Tax	6,940,000	2,415,000	1,807,000				
Post Office	4,770,000	2,530,000	2,442,000				
Telegraph Service	850,000	525,000	475,000				
Crown Lands	375,000	195,000	195,000				
Miscellaneous	3,300,000	2,691,552	2,798,538				
Revenue	£71,625,000	43,606,552	41,040,538	Expenditure	£71,313,000	44,733,383	45,248,673
Total including Balance ...		52,949,204	48,063,973				
OTHER RECEIPTS.				OTHER PAYMENTS.			
Advances, under various Acts, repaid to the Exchequer		1,768,236	1,641,266	Advances, under various Acts, issued from the Exchequer		2,187,031	1,045,272
Money raised for Fortifications		—	—	Expenses of Fortifications		—	—
Temporary Advances not repaid		—	1,000,000	Exchequer Bills paid off		215,200	145,800
				Surplus Income applied to reduce Debt... ..		1,631,443	739,179
						48,767,057	47,178,924
				Balances on 23rd November, 1872:—			
				{ Bank of England	4,725,163		2,799,115
				{ Bank of Ireland...	1,225,220		727,200
Totals		£54,717,440	50,705,239	Totals		£54,717,440	50,705,239

Treasury, 26th November, 1872.

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES, of the several Banks of Issue in ENGLAND and WALES. in Circulation during the Week ending Saturday, the 16th day of November, 1872.

PRIVATE BANKS.

Name, Title, and Principal Place of Issue.			Average Amount.
			£
Ashford Bank	Ashford	Pomfret and Co.	10695
Aylesbury Old Bank	Aylesbury	Cobb and Co.	18240
Baldock Bank and Baldock and Biggleswade Bank	Biggleswade	Wells, Hogge, and Co.	18741
Barnstaple Bank	Barnstaple	Marshall and Co.	2928
Bedford Bank	Bedford	Barnard and Co.	31816
Bicester and Oxfordshire Bank and Oxford Bank	Bicester	Tubb and Co.	14391
Boston Bank	Boston	Garfit and Co.	72916
Boston Bank	Boston	Gee and Co.	14548
Bridgwater Bank	Bridgwater	Sealy and Prior	6208
Bristol Bank	Bristol	Miles, Miles, and Co.	17630
Broseley and Bridgnorth and Bridgnorth and Broseley Bank	Broseley	Pritchard and Co.	14167
Buckingham Bank	Buckingham	Bartlett, Parrott, and Co.	19889
Bury and Suffolk Bank, Sudbury Bank, and Stowmarket Bank	Bury St. Edmunds	Oakes, Bevan, and Co.	41372
Banbury Bank	Banbury	J. C. and A. Gillett	24283
Banbury Old Bank	Banbury	Cobb and Son	18106
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	Bassett, Son, and Co.	32513
Brecon Old Bank	Brecon	Wilkins and Co.	39791
Brighton Union Bank	Brighton	Hall and Co.	18564
Burlington and Driffield Bank	Burlington	Harding, Smith, and Co.	12617
Bury Saint Edmunds Bank	Bury St. Edmunds	Huddleston and Co.	2088
Cambridge Bank	Cambridge	Mortlock and Co.	12902
Cambridge and Cambridgeshire Bank	Cambridge	Messrs. Fosters	46187
Canterbury Bank	Canterbury	Hammond and Co.	25105
Colchester Bank	Colchester	Round, Green, and Co.	13135
Colchester and Essex Bank, and Witham and Essex Bank, and Hadleigh Suffolk Bank	Colchester	Mills, Bawtree, and Co.	23114
Cornish Bank, Truro	Truro	Tweedy and Co.	33933
City Bank, Exeter	Exeter	Milford and Co.	11120
Craven Bank	Settle	Alcocks, Birkbeck, and Co.	77090
Derby Bank	Derby	W. and S. Evans and Co.	10149
Derby Bank	Derby	Samuel Smith and Co.	26824
Derby Old Bank and Scarsdale and High Peak Bank	Derby	Crompton, Newton, and Co.	26677
Devizes and Wiltshire Bank	Devizes	Locke and Co.	4762
Darlington Bank, Durham Bank, and Stockton-on-Tees Bank	Darlington	Backhouse and Co.	86144
Devonport Bank	Devonport	Hodge and Co.	5093
Dorchester Old Bank and Dorsetshire Bank	Dorchester	Williams and Co.	40045
East Cornwall Bank	Liskeard	Robins, Foster, and Co.	88211
East Riding Bank	Beverley	Bower and Co.	54106
Essex Bank and Bishop's Stortford Bank	Chelmsford	Sparrow, Tufnell, and Co.	34901
Exeter Bank	Exeter	Sanders and Co.	16545
Farnham Bank	Farnham	Knight and Sons	7350
Faversham Bank	Faversham	Rigdon, Hilton, and Co.	5015

Name, Title, and Principal Place of Issue.				Average Amount
				£
Godalming Bank	Godalming	Mellersh and Co.	5287	
Guildford Bank	Guildford	Haydon and Co... ..	11637	
Grantham Bank	Grantham	Hardy and Co.	22110	
Hull Bank and Kingston-upon-Hull } Bank	Hull	Smith, Brothers, and Co.	20326	
Huntingdon Town and County Bank	Huntingdon	Veasey and Co.	29595	
Harwich Bank	Harwich...	Cox, Cobbold, and Co.	4047	
Hertfordshire, Hitchin Bank ...	Hitchin ...	Sharples and Co... ..	29779	
Ipswich Bank	Ipswich ...	Bacon and Co.	14601	
Ipswich and Needham Market Bank, } Suffolk, Hadleigh Bank, Man- } ningtree and Mistley Bank, and } Woodbridge Bank... ..	Ipswich ...	Alexanders and Co.	42524	
Kentish Bank	Maidstone	Wigan, Mercers, and Co. ...	17264	
Kington and Radnorshire Bank ...	Kington ...	Davies and Co.	27059	
Knarborough Old Bank and Ripon } Old Bank	Knarborough ...	Harrison and Co.	21097	
Kendal Bank	Kendal ...	Wakefield, Crewdson, & Co. ...	45011	
Leeds Bank	Leeds ...	Beckett and Co... ..	126275	
Leeds Union Bank	Leeds ...	W. Williams Brown and Co. ...	36600	
Leicester Bank	Leicester...	T. and T. T. Paget	28781	
Lewes Old Bank	Lewes ...	Whitfeld and Co.	28109	
Lincoln Bank	Lincoln ...	Smith, Ellison, and Co....	89105	
Llandovery Bank, Lampeter Bank, } and Llandilo Bank	Llandovery	D. Jones and Co.	Not received.	
Loughborough Bank	Loughborough	Middleton, Cradock, and Co. ...	7725	
Lymington Bank	Lymington	St. Barbe and Co.	2715	
Lynn Regis and Lincolnshire Bank...	Lynn Regis	Gurneys and Co... ..	28521	
Lynn Regis and Norfolk Bank ...	Lynn Regis	Jarvis and Co.	11010	
Macclesfield Bank	Macclesfield	Brocklehurst and Co.	10515	
Merionethshire Bank	Dolgelly ...	Williams and Son	7482	
Miners' Bank	Truro ...	Willyams and Co.	18488	
Monmouth Old Bank	Monmouth	Bromage and Co.	2967	
Newark Bank	Newark ...	Godfrey and Riddell	25436	
Newark and Sleaford Bank, and } Sleaford and Newark Bank	Sleaford ...	Handley, Peacock, and Co. ...	47220	
Newbury Bank	Newbury	Matthews, Slocock, and Co. ...	11668	
Newmarket Bank	Newmarket	Hammond and Co.	14799	
Norwich and Norfolk and Fakenham } Banks	Norwich ...	Gurneys, Birkbecks, & Co. ...	72551	
Naval Bank, Plymouth	Plymouth	Bulteel, Harris, and Co.	22104	
New Sarum Bank	Sarum ...	Pinckney, Brothers	5537	
Nottingham Bank	Nottingham	Samuel Smith and Co.	32064	
Oswestry Bank and Oswestry Old Bank	Oswestry	Croxon and Co.	9130	
Oxford Old Bank	Oxford ...	Parsons and Co.	29229	
Old Bank, Tonbridge, Tonbridge and } Tonbridge Wells Old Bank, Ton- } bridge and Tonbridge Wells and } Sevenoaks Bank	Tonbridge	Beeching and Co.	9249	
Oxfordshire Witney Bank	Witney ...	J. W. Clinch and Sons	7456	
Pease's Old Bank, Hull, the Hull } Old Bank and Beverley Bank	Hull ...	Peases and Co.	48952	
Penzance Bank	Penzance	Batten and Co.	7971	
Pembrokeshire Bank	Haverfordwest	J. and W. Walters	12107	
Reading Bank	Reading ...	Simonds and Co.	19488	
Reading Bank	Reading ...	Stephens, Blandy, and Co. ...	20527	
Richmond Bank	Richmond	Roper and Co.	6969	
Royston Bank	Royston ...	Fordham and Co.	8597	
Rye Bank	Rye ...	Curteis, Pomfret, and Co. ...	9937	

Name, Title, and Principal Place of Issue.			Average Amount.
			£
Saffron Walden and North Essex Bank	Saffron Walden ...	Gibson, Tuke, and Co. ...	18482
Salop Bank	Shrewsbury ...	Burton, Lloyd, and Co. ...	5934
Scarborough Old Bank	Scarborough ...	Woodall and Co. ...	24545
Shrewsbury Old Bank and Shrewsbury and Ludlow Bank ...	Shrewsbury ...	Rocke, Eyton, and Co. ...	28332
Sittingbourne and Milton Bank ...	Sittingbourne ...	Vallance and Co. ...	2647
Southampton Town and County Bank	Southampton ...	Maddison, Atherley, and Co. ...	7595
Southwell Bank	Southwell ...	Wylde and Co. ...	9494
Stamford and Rutland Bank ...	Stamford ...	Eaton, Cayley, and Co. ...	15655
Shrewsbury and Welsh Pool Bank ...	Shrewsbury ...	Beck, Downward, and Co. ...	24055
Taunton Bank	Taunton ...	H., H. J., and D. Badcock ...	11949
Tavistock Bank	Tavistock ...	Gill, Sons, and Co. ...	8635
Thornbury Bank	Thornbury ...	Harwood and Co. ...	6434
Tiverton and Devonshire Bank ...	Tiverton ...	Dunsford and Co. ...	7501
Thrapston and Kettering Bank, Northamptonshire	Thrapston ...	Eland and Eland ...	11150
Tring Bank and Chesham Bank ...	Tring ...	Butcher and Sons ...	11691
Towcester Old Bank	Towcester ...	Mercer and Co. ...	5405
Union Bank, Cornwall	Helston ...	Vivian and Co. ...	13066
Uxbridge Old Bank	Uxbridge ...	Hull, Smith, and Co. ...	5616
Wallingford Bank	Wallingford ...	Hedges, Wells, and Co. ...	4134
Warwick and Warwickshire Bank ...	Warwick ...	Greenway and Co. ...	21799
Wellington Somerset Bank	Wellington ...	Fox, Brothers, and Co. ...	2981
West Riding Bank, Wakefield, and Pontefract Bank	Wakefield ...	Leatham, Tew, and Co. ...	43277
Whitby Old Bank	Whitby ...	Simpson, Chapman, and Co. ...	14172
Winchester, Alresford, and Alton Bank	Winchester ...	Bulpett and Co. ...	9279
Weymouth Old Bank and Dorchester Bank	Weymouth ...	Eliot, Pearce, and Co. ...	11125
Wirksworth and Ashbourne Derbyshire Bank	Wirksworth ...	Arkwright and Co. ...	35943
Wisbech and Lincolnshire Bank ...	Wisbech ...	Gurney and Co. ...	42370
Wiveliscombe Bank	Wiveliscombe ...	W. Hancock ...	2027
Worcester Old Bank and Tewkesbury Old Bank	Worcester ...	Berwick, Lechmere, and Co. ...	39537
Yarmouth and Suffolk Bank, and Halesworth and Suffolk Bank	Yarmouth ...	Gurneys, Birkbeck, and Co. ...	31105
Yarmouth, Norfolk, and Suffolk Bank	Great Yarmouth ...	Sir E. H. K. Lacon, Bt., and Co. ...	7705
York Bank	York ...	Swann, Clough, and Co. ...	35208

JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.			Average Amount.
			£
Bank of Westmorland	Kendal ...	...	11862
Barnsley Banking Company	Barnsley ...	...	9101
Bradford Banking Company	Bradford ...	...	49895
Bilston District Banking Company ...	Wolverhampton ...	...	8615
Bank of Whitehaven Limited	Whitehaven ...	...	32341
Bradford Commercial Banking Company ...	Bradford ...	...	19570
Burton, Uttoxeter, and Ashbourn Union Bank ...	Burton-upon-Trent ...	...	46090
Chesterfield and North Derbyshire Banking Company ...	Chesterfield ...	...	9796
Cumberland Union Banking Company Limited ...	Carlisle ...	...	34224
Coventry and Warwickshire Banking Company ...	Coventry ...	...	17727

Name, Title, and Principal Place of Issue.							Average Amount.
							£
Jovenry Union Banking Company	...	...	...	Coventry	...	...	12831
County of Gloucester Banking Company	...	...	...	Cheltenham	...	...	93995
Carlisle and Cumberland Banking Company	...	...	...	Carlisle	...	...	25083
Carlisle City and District Bank	...	...	...	Carlisle	...	...	19355
Dudley and West Bromwich Banking Company	...	...	...	Dudley	...	...	30878
Derby and Derbyshire Banking Company	...	...	...	Derby	...	...	19023
Darlington District Joint Stock Banking Company	...	...	...	Darlington	...	...	28300
Gloucestershire Banking Company	...	...	...	Gloucester	...	...	141923
Halifax Joint Stock Bank	...	...	...	Halifax	...	...	17643
Huddersfield Banking Company	...	...	...	Huddersfield	...	...	33240
Hull Banking Company	...	...	...	Hull	...	...	26820
Halifax Commercial Banking Company Limited	...	...	...	Halifax	...	...	13059
Halifax and Huddersfield Union Banking Company	...	...	...	Halifax	...	...	40535
Helston Banking Company	...	...	...	Helston	...	...	1498
Knarborough and Claro Banking Company	...	...	...	Knarborough	...	...	26247
Lancaster Banking Company	...	...	...	Lancaster	...	...	63457
Leicestershire Banking Company	...	...	...	Leicester	...	...	60841
Lincoln and Lindsey Banking Company	...	...	...	Lincoln	...	...	54186
Leamington Priors and Warwickshire Banking Company	...	...	...	Leamington Priors	...	...	12321
Ludlow and Tenbury Bank	...	...	...	Ludlow	...	...	8745
Moore and Robinson's Nottinghamshire Banking Company Limited	...	...	...	Nottingham	...	...	32396
Nottingham and Nottinghamshire Banking Company	...	...	...	Nottingham	...	...	27670
North Wilts Banking Company	...	...	...	Melksham	...	...	32748
Northamptonshire Union Bank	...	...	...	Northampton	...	...	65518
Northamptonshire Banking Company	...	...	...	Northampton	...	...	23676
North and South Wales Bank	...	...	...	Liverpool	...	...	65650
Pares's Leicestershire Banking Company	...	...	...	Leicester	...	...	52847
Sheffield Banking Company	...	...	...	Sheffield	...	...	35055
Stamford, Spalding, and Boston Banking Company	...	...	...	Stamford	...	...	53853
Stuckey's Banking Company, Bristol Somersetshire Bank, and Somersetshire Bank	...	...	...	Langport	...	...	309570
Shropshire Banking Company	...	...	...	Shiffnal	...	...	36271
Stourbridge and Kidderminster Banking Company	...	...	...	Stourbridge	...	...	52841
Sheffield and Hallamshire Banking Company	...	...	...	Sheffield	...	...	23235
Sheffield and Rotherham Joint Stock Banking Company	...	...	...	Sheffield	...	...	53641
Swaledale and Wensleydale Banking Company	...	...	...	Richmond	...	...	53178
Wolverhampton and Staffordshire Banking Company	...	...	...	Wolverhampton	...	...	16907
Wakefield and Barnsley Union Bank	...	...	...	Wakefield	...	...	14039
Whitehaven Joint Stock Banking Company	...	...	...	Whitehaven	...	...	31674
West of England and South Wales District Bank	...	...	...	Bristol	...	...	82158
Wilts and Dorset Banking Company	...	...	...	Salisbury	...	...	75170
West Riding Union Banking Company	...	...	...	Huddersfield	...	...	38465
Whitchurch and Ellesmere Banking Company	...	...	...	Whitchurch	...	...	4890
Worcester City and County Banking Company Limited	...	...	...	Worcester	...	...	1151
York Union Banking Company	...	...	...	York	...	...	71879
York City and County Banking Company	...	...	...	York	...	...	90967
Yorkshire Banking Company	...	...	...	Leeds	...	...	119089

W. H. COUSINS, Registrar of Bank Returns.

Inland Revenue Office, November 23, 1872.

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, conformably to the Act of the 27th and 28th Victoria, cap. 87, in the Week ended 23rd November, 1872.

	QUANTITIES SOLD.		AVERAGE PRICE.	
	Qrs.	Bus.	s.	d.
Wheat	46,984	7	56	9
Barley	72,676	3	42	1
Oats	3,864	7	22	1

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1868 to 1871.

Corresponding Week in	QUANTITIES SOLD.						AVERAGE PRICES.					
	WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1868	64,060	6	81,916	6	3,989	2	51	0	47	0	27	4
1869	48,960	3	75,736	5	3,539	7	45	6	38	1	23	5
1870	77,637	3	88,554	5	5,038	4	50	5	36	2	23	7
1871	68,652	7	95,623	3	4,747	2	55	10	36	8	23	8

Statistical and Corn Department, Board of Trade,
November 25, 1872.

B. VALPY.

CORN IMPORTED AND EXPORTED.

AN ACCOUNT showing the Quantities of the several kinds of Corn and Meal Imported into each division of the United Kingdom; and the Quantities of British and Foreign Corn and Meal, of the same kinds, Exported from the United Kingdom, in the week ended the 23rd November, 1872.

	QUANTITIES IMPORTED INTO—				QUANTITIES EXPORTED FROM THE UNITED KINGDOM.		
	England.	Scotland.	Ireland.	The United Kingdom.	British.	Colonial and Foreign.	Total Exported.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheat	827,524	361,720	189,329	1,378,573	80	2,814	2,894
Barley	402,286	54,755	29,280	486,321	489	...	489
Oats	158,712	13,995	...	172,707	641	555	1,196
Rye	5,100	...	...	5,100	...	...	...
Pease	23,374	603	...	23,977	391	...	391
Beans	40,732	533	...	41,265	...	...	...
Indian Corn	348,523	27,301	191,435	567,259	...	...	...
Buckwheat	5	...	...	5	...	...	...
Bere or Bigg ... ..	...	...	...	...	...	...	...
Total of Corn (exclusive of Malt) ... }	1,806,256	458,907	410,044	2,675,207	1,601	3,369	4,970
Wheatmeal or Flour ...	86,141	89,733	11,125	186,999	484	230	714
Barley Meal ... ..	...	...	...	...	...	...	...
Oat Meal	6	222	...	228	312	...	312
Rye Meal ... ..	...	...	...	...	...	...	...
Pea Meal	220	...	...	220	...	...	...
Bean Meal ... ..	...	...	...	...	...	...	...
Indian Corn Meal ...	18	...	...	18	...	...	...
Buckwheat Meal ...	...	...	...	...	...	...	...
Total of Meal ...	86,385	89,955	11,125	187,465	796	230	1,026
Total of Corn and Meal (exclusive of Malt) ... }	1,892,641	548,862	421,169	2,862,672	2,397	3,599	5,996
Malt (entered by the Quarter) ... }	Quarters. ...	Quarters. ...	Quarters. ...	Quarters. ...	Quarters. 808	Quarters. ...	Quarters. 808

Statistical Department, Custom House, London,
November 25, 1872.

S. SELDON,
Principal.

India Office, November 22, 1872.

THE Secretary of State for India in Council hereby gives notice, that he has received a Bombay Gazette, containing the following Notice that the undermentioned Insolvents filed their Petitions in the Court for the relief of Insolvent Debtors there, under the provisions of the Act 11 Vict., cap. 21 :—

Petitions filed praying for relief.

Date of Gazette containing Notice, October 24, 1872.

Names.	Profession or Occupation.	Denomination.	Place of Residence in Bombay.	Dates of Petitions filed.
Syeboo Ashenna (alias Dadul Synoo), Dhondeebae (alias Bhimabae), widow of Sāgia, and Sambae, widow of Cassum Peerbhoy	The first-named Insolvent is a Bricklayer, and the second and third Labourers	The first and third-named Insolvents are Mahodans, and the second a Hindoo	The first and second named Insolvents are residing in Camateepoora, and the third in Ghogaree Molla, without the Fort	1872. 3rd October
Chimnajee Peerajee and his wife, Fatmabae, Sullamon Chimnajee, and Abdool Chimnajee	Butchers	Mahomedan ...	In Khara Tulow, without the Fort	4th October
Meerya Hussonkan Ally Akburkham	A Moonshee in the Secretariat Department	Mahomedan ...	In Oomercarry, without the Fort	5th October
Vinoba Heerajee ...	Unemployed ...	Hindoo ...	At Girgaum-road, without the road	Ditto
Dhunjeebhoy Byramjee	Unemployed ...	Parsee ...	On Grant-road, without the Fort	Ditto
Vincent de Silva ...	A Fitter in the Service of Messrs. Fraser and Miller, Contractors	Christian ...	At Mazagon, without the Fort	7th October
Dhunjeebhoy Jamssetjee	At present Unemployed	Parsee ...	In Nanabhoy - lane, within the Fort	Ditto
Doorgajee Mankojee and Lingoo Mankojee	Bricklayers ...	Hindoo ...	In Camateepoora, without the Fort	Ditto
Mohundass Radhikadass	A Mendicant ...	Ditto ...	At Picket-road, without the Fort	8th October
Gowroba Ramchunder	Unemployed ...	Ditto ...	In Candawady, without the Fort	Ditto
Bhanjee Ruttonsey ...	A Meeta in the Service of one Damjee Ruttonsey	Ditto ...	At Māndvi Bunder, without the Fort	Ditto
Cursetjee Shapoorjee ...	Formerly a Broker and Tavern-keeper, now unemployed	Parsee ...	In Girgaum-road, without the Fort	Ditto
Abdool Guffoor bin Moobaruck	A Teacher to the Persian School (as Moolna)	Mahomedan ...	In Bhoossaree Molla, without the Fort	9th October
Withul Govind, Ramjee Wittul, and Luxumon Wittul	Dealers in Betelnuts and Tobacco	Hindoo ...	At Dongree-road, without the Fort	Ditto
Damjee Megjee ...	A Muccadam ...	Ditto ...	In Hollee Chuckla, within the Fort	Ditto
Cassum Currim ...	Formerly a Dealer in Fireworks, at present unemployed	Mahomedan ...	Near Two Tanks, without the Fort	10th October
Cursonjee Godawjee ...	Formerly a Dealer in Coir-yarn, and now a Guzerathee Metta	Hindoo ...	Lately at Goolalwady, without the Fort, (at present in the Bombay Gaol)	Ditto
Gose Santana Pinto ...	A Painter, now unemployed	Christian ...	At Mazagon, without the Fort	Ditto
Pacharya Putramull ...	A Labourer ...	Hindoo ...	Lately at Thacoor-dwar - lane, without the Fort (at present in the Bombay Gaol)	Ditto

Names.	Profession or Occupation.	Denomination.	Place of Residence in Bombay.	Dates of Petitions filed.
Antone Marian Fernandes and Minguel [Pereira	The first-named Insolvent is a Compositor in the Press, and the second a Sailmaker	Portuguese ...	In Mahim, without the Fort	1872. 10th October
Bhagoobai, widow, Govind Wittoo, and Gopall Wittoo	Milk Vendors ...	Hindoo ...	At Old Sonapore-road, without the Fort	Ditto
Becher Doolla ...	A Muccadum of Sweepers in the Bombay Municipality	Ditto ...	Lately at Khetwady, without the Fort (at present in the Bombay Gaol)	12th October
Oogoo, wife of Becher Doolla	A Sweeper ...	Ditto ...	In Khetwady, without the Fort	Ditto
Zeena Vurmallee ...	A Carpenter ...	Ditto ...	Lately within the Fort (at present in the Bombay Gaol)	Ditto
Mahadoo Babajee ...	A Shopkeeper ...	Ditto ...	Lately at Girgaum, without the Fort (at present in the Bombay Gaol)	Ditto
Hussoon Babun ...	A Servant in a Shop	Mahomedan ...	Lately at New Nagpada, without the Fort (at present in the Bombay Gaol)	Ditto
Ismael Gumlal ...	A Bricklayer ...	Mahomedan ...	In Ghogaree Molla, without the Fort	Ditto
Bazonjee Hormusjee ...	Formerly a Dealer in Cloth, at present unemployed	Parsee ...	In Bhendy Bazaar, without the Fort	14th October
Ameerally Sungayally and Sha Mahomed Bapoobhaee	Farriers ...	Mahomedan ...	At Byculla, without the Fort	16th October
Nazar Mahomed Budobhoy (alias Nazar Mahomed Lall Mahomed)	A Tinmaker ...	Mahomedan ...	In Chiboor Gully, without the Fort	Ditto

Orders in the matters of the above-named Insolvents' Petitions, that the real and personal Estates and Effects of the said Insolvents be vested in the Official Assignee of this Honourable Court, under Section VII of the said Act, have been duly made.

LONDON CHARTERED BANK OF AUSTRALIA.

STATEMENT of Average LIABILITIES and ASSETS, from 31st December, 1871 to 31st March, 1872.

	£	s.	d.		£	s.	d.
Notes in circulation—				Gold and Silver and other			
Not bearing Interest ...	120,877	3	8	Coined Metals, also Gold and Silver in Bars, Bullion, or Gold Dust, or Gold Ore ...	469,683	11	0
Bearing Interest ...	—			Landed Property ...	115,992	1	10
Bills in circulation—				Notes and Bills of other Banks	15,667	18	9
Not bearing Interest ...	161,798	18	3	Balances due from other Banks	100,421	13	6
Bearing Interest ...	—			Amount of all Debts, including Notes, Bills of Exchange, Stocks, and Funded Debts (excepting Balances due to the Company from other Banks)	2,268,815	6	10
Balances due to other Banks ...	1,361	6	9				
Cash deposited—							
Not bearing Interest ...	350,426	12	10				
Bearing Interest ...	1,159,798	18	3				
Total Liabilities ...	£1,794,262	19	9	Total Assets ...	£2,970,580	11	11

W. M. Young, Secretary.
W. N. Tomkins, Accountant.

Wm. Fane De Salis, Chairman.

THE Crown Agents for the Colonies have been requested by the Government of the Cape of Good Hope to publish the following Notice:—

CAPE TOWN, CAPE OF GOOD HOPE.

*Master's Office (late Orphan Chamber),
4th October, 1872.*

Unknown and Foreign Heirs.

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

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

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

	£	s.	d.
Benjamin Ricardo	37	5	3½
Lt.-Col. William Back Spry	20	0	9
Absolon	7	7	6
Children of Samuel and William Elligood	508	10	3
David Fidlar	10	16	3
Lendor, of the Cape, formerly Slave of the widow W. C. Coenradie	10	1	2½
Willem Albrecht	9	1	1
Gerrit Hendrik Willem de Labat... ..	147	7	2½
François de Necker	5	0	0
Windvogel Uithaalterd	21	1	8
Kieviet	12	8	0
Dina Elizabeth Huysheer	38	11	0
Johanna Elizabeth Kotze	50	10	0
George Gough	70	9	3½
Fredrik Wyzel	6	13	5½
Maria Elizabeth Oberholster, widow of Gerrit Jacobus Koekemoer	77	15	3
Isaac Johannes Meyer, Isaac's Son	17	6	9½
August	16	18	10
William Conn	12	8	11
Six unknown Children of Elizabeth Pelser, deceased, married to Gerrit Johannes Kruger	10	17	9
Four do. of Hilletje Pelser, deceased, married to Stephanus Jacobus Kruger	10	17	9
William Jones	6	12	3
Hugh Millan	114	7	7
William Mott	11	12	0
Archibald Clarke	13	5	8
Louis Egbertus Greeff	5	4	4
James McGurn	11	15	9
Saphier	32	17	1
Abraham Thwaites	14	4	0
Daniel Malan, sr.	13	15	2
Belle, widow of John Raboula	24	6	9
Anna Elizabeth Arentz, widow of Godlieb Lourentz	29	19	4
Mary Reynolds, 2, Paradise-row, Lambeth	72	8	6
George Alexander Walker	7	5	2

	£	s.	d.
Anna Steyn, widow of Gerhardus Scheepers	45	8	2
William Jan Kolver	58	2	0
The three absent Heirs of the late Martha Maria Visser, wife of Jacob van Wyk	34	9	1
The absent Heirs of the late Hercules Jacobus Visser	34	9	1
Thomas Phillips	24	17	11
Winefred Ford, married to Jeremiah Costello	13	14	11
John Hartley Sowerby	41	3	7
William Dunn	6	9	10
Barbara Christina Hanekom, wife of William Meintjes van den Berg	121	8	11
Jose Baptiste, alias Baptista, son of Joao Pinto, native of Oporto	5	13	9
Joseph Pedley	22	8	10
Willem Carlsdorff	8	17	1
Peter Roberts	8	15	11
Susannah Cronfee, widow of Lodewyk de Jager	16	8	0
Hendrik Christoffel van der Vyver	115	18	9
Sophia Bebbler	30	17	4
Corneilus Con Coughlan	214	12	9
John Julian	20	10	10
Johan Philip Barchfeld	17	0	6
James Baker	10	17	6
Christoph Lenage	212	16	4
William Blanks	5	11	9
James Baker	7	19	10
Willem (alias William), liberated African	5	0	0
Nicolaas Malmquist	29	0	0
William Walsh	78	12	7
Henry Rowe	46	14	2
Michael Finnegan	100	17	1
Johannes Jacobus Mans	34	19	6
Antonio Morera	9	10	9
Joachim Hendrik Maarteps	19	5	2
Widow Daniel O'Flinn, M.D.	211	15	7
Henry Buckton	465	10	11
Adonis	15	3	2
Thomas Kateringham	34	17	7
Francis Dawson	56	1	10
Andries, Zara, and Sabiena	26	8	3
August (a Mantatee)	16	14	6
George Whitaker	16	0	10
Michael Morris	20	8	3
The four absent Daughters of the late James Griffiths	18	14	7
Luke Sangar	5	0	0
James Garrett	18	14	3
William Christie	31	18	1
Jan Willem Lutgens	189	11	5
Henry Haylett	20	2	7
William Newman	13	0	0
Josia Marianna	203	19	2
Simon, of Malmesbury, a labourer	20	9	0
Petrus Wilhelmus Brits	17	14	10
Thomas Wells	502	8	4
Catherine Gibson, married to Hurst	14	17	6
B. Leuring	19	18	0
George Paddock	51	3	7
Johan Adriaan Roscher	15	15	2
George Good	15	8	7
James, alias Jim James	12	9	10
The eight absent Children of the late Johannes Petrus Heymans	8	8	5
Thomas Cook	8	10	8
Anna Francina Viljoen, married to Bart Van Aswegen	6	18	4
Jacomina Elizabeth Adriana Viljoen, married to Albert Liebenberg	6	18	5
Charles Cumbers	33	0	0

	£	s.	d.		£	s.	d.
Nehemiah Facer	22	1	3	Johanna Elizabeth Schoeman, mar-			
William Williamson	16	13	7	ried to Petrus Johs. van der			
C. P. M. Henry	8	12	10	Westhuysen	5	11	10
John Samuel Parlby	991	12	9	Marthina Johanna Schoeman, mar-			
Africaner	5	15	0	ried to Marthinus J. Schoeman	5	11	10
Heirs of the late Carel Fredrik				Sarah Maria Schoeman, married to			
Hendrik Altensteedt and Alida				Johannes Otto	5	11	10
Maria Altensteedt	15	13	0	Marthinus Johannes Schoeman ...	5	11	11
Hannah McDonald, widow of the				The unknown Heirs of David			
late Alex. McDonald	60	0	0	McDonald	14	0	0
Relations of Frances Cornish				The unknown Heirs of Jacobus			
(widow of C. Mutory), and of				Gerrit Hendrik Stander	6	4	4
James Batten	604	0	3	The unknown Heirs of William			
Ruiter	14	19	3	Taylor	32	10	8
Harry Williams	14	5	10	The unknown Heirs of Charles			
Andrew Williamson	5	19	0	Allen	11	19	4
Mary Kew	5	6	0	The unknown Heirs of George			
Elizabeth Kew	5	6	0	Everitt	10	1	4
George Kelley	11	4	0	The unknown Heirs of Mary Miller	22	8	10
William Knowles	216	0	0	The unknown and foreign Heirs of			
Edwin Webb Norton	8	13	4	Joseph Lightfoot	7	13	8
William Anderson	110	14	0	The unknown and foreign Heirs of			
William Holmes	10	10	0	Edward Horneman	5	0	0
Mjweli (a Mantatee)	62	16	0	The unknown and foreign Heirs of			
Mina Clarke	29	15	3	Alexander McIntyre	9	6	11
The unknown Heirs of Lavinia				The unknown and foreign Heirs of			
Banbury Waters	242	15	4	Jane Athorn (born Wilson) ...	197	14	10
The unknown Heirs of James Scobie	32	15	3	Hilletje Myburgh	12	9	7
The unknown Heirs of John, alias				Maria Magdalena van der West-			
Jan Baker	84	4	4	huyzen	12	9	7
The unknown Heirs of William				C. Exton (born Aston)	17	10	9
Moore	582	2	9	The unknown Heirs of Mietje Prins	32	5	0
The unknown Heirs of John Lee...	42	10	0	The unknown Heirs of John			
The unknown Heirs of Murray ...	5	18	10	Vaughan	9	16	8
The unknown Heirs of Cornelus				The three children of Theunis and			
Vetman	10	1	0	Johanna Kruger	55	2	1
The unknown Heirs of James Dunne	8	9	0	The unknown Heirs of Jan (a Kafir)	15	13	8
The unknown Heirs of Ernst Fred-				The absent Heirs of Andrew Hosic	13	3	0
rick Schlacke	52	7	1	The unknown Heirs of Gert (a			
Glaudina Catherina van der Hever	18	2	8	Hottentot)	7	6	10
The unknown Heirs of Catharina				Hester Susanna Margaretha Coetzee	10	11	5
Johanna Elz. Groen	12	3	9	The unknown Heirs of William			
The unknown Heirs of Pompey ...	31	0	0	Matthew Schimmens	99	5	1
The unknown Heirs of Anna Maria				Susanna Christina Rossouw, mar-			
Minne, deceased Spouse of D. J.				ried to J. Klaasen	56	12	10
Blom	6	4	6	The Children of Elizabeth Hurter,			
The unknown Heirs of Pieter				married to Jan A. Dafel	11	6	0
Erasmus... ..	5	11	1	The Children of John Collison ...	223	18	2
Henry Howard	10	11	3	The unknown Heirs of James			
The unknown heirs of Lazaar ...	17	6	11	Bryant	5	17	6
The unknown heirs of Philip Jaco-				Thomas Jan Brengeman	70	18	2
bus Manuts	7	15	9	The unknown Heirs of Adam			
The unknown Heirs of Gert Jacobus				Rumboldt	20	13	8
Koekemoer	36	4	6	Petronella Jacoba Vorster	6	13	0
The unknown Heirs of Job Jo-				The unknown Heirs of Daniel			
hannes Bantam	41	2	8	McLoughlin	7	13	9
Philip Uithaolder	23	15	8	Gerhard J. Keyser	125	13	8
The unknown and foreign Heirs				The unknown Heirs of Alexander			
of George Ludwig Engelhard				McDonald	20	5	8
Krebs	8	8	7	The unknown Heirs of Jacobus			
The Representatives of Jacobus				Russouw... ..	180	9	0
Christoffel Steenkamp, J. H. son	52	2	0	The unknown Heirs of Charles			
Christoffel Johannes de Wet ...	20	16	10	O'Hara, Private, Border Police	10	12	3
Maria Petronella de Wet	20	16	9	The unknown Heirs of Fredrik			
..... de Wet	20	16	9	Bingley, Private, Border Police	6	1	0
The unknown and foreign Heirs of				The unknown Heirs of William			
John Swan McLean	111	7	11	Parker	30	3	9
The unknown heirs of Danster ...	109	11	10	The unknown and foreign Heirs of			
The unknown and absent Heirs of				Robert Veriall	90	15	1
John Drowney	14	18	3	The absent Son of Joseph Johannes			
Anne Stone, married to W. Romey	25	4	10	Hartman	27	18	0
The unknown heirs of Francis				The unknown Heirs of John Henry			
Wallis	54	19	2	Goldschmidt	15	13	11
Martha Salomina Dorothea Schoe-				David Hof de Jager	5	2	3
man, married to Johannes Fred-				The unknown Heirs of Elizabeth			
rik Schutte	5	11	10	Aletta Jacoba van Zyl	22	15	9

	£	s.	d.
Johannes David Daniel de Villiers	10	13	8
The unknown Heirs of George Gibbins	153	6	0
The unknown Heirs of Henry Shaver	22	15	10
The unknown and foreign Heirs of Bridget Kanane... ..	23	7	2
The unknown and foreign Heirs of Henry H. Avery	21	16	8
Catharina Johanna Stofberg (wife of Gert Theron)	14	7	10
The unknown Heirs of John Smith, Private, Mounted Police	21	6	8
The unknown and foreign Heirs of Thomas Callaghan	114	3	5
The absent Heirs of Carl August Winsell	198	8	10
The absent Heirs of Alexander Trayne	918	7	1
Hendrina Oostwaldina Laubscher, married to David Griffith	43	7	6
The unknown and foreign Heirs of John Ramsey	22	1	2
The unknown Heirs of Pieter Davids	20	2	1
The unknown Heirs of Henry Kell or Kerl	29	8	10
The absent Heirs of Philimon and pre-deceased wife, Roset	7	8	0
Anna Sophia Buys, married to Theunis G. Kruger	8	3	1
Jacob Jacobus Olivier	9	1	4
Johannes Jacobus Vorster	5	8	9
Louisa Maria Pretorius, wife of Willem van Heerden	5	8	9
Frans Petrus Stapelberg	13	12	0
The unknown Heirs of J. B. Panssegrouw	14	13	11
Michiel Andries Aucamp	12	1	9
Bernardus Gerhardus Venter	12	1	9
Engela van Niekerk, wife of G. Olivier	14	15	3
The unknown Heirs of Johannes Zacharias Elof	11	16	4
Cornelia Sophia Elof	29	10	6
Laurens van Niekerk	7	15	4
Susanna G. Olivier, wife of Lodewyk Olivier	6	16	0
C. cilia Jacoba, wife of S. A. van Niekirk	6	16	0
Wilhelmina Magdalena Roos	6	16	0
Gert Lucas Roos	6	15	11
Johannes Lodewyk Olivier	15	10	10
Carolina Papenfus, married to Du Plessis	7	10	6
Simon Papenfus	7	10	6
The unknown Heirs of Alexander Milne	8	7	8
Elizabeth Gowar	9	5	7
The Legal Representatives of William S. White	22	12	4
The foreign Heirs of the late James Black Miller	136	18	7
Michael Burke, married to the late Martha M. Barkhuys	6	10	9
The unknown Heirs of R. Rand	426	12	0
The unknown Heirs of John Blake	22	0	0
Isabella Maria Breitenbach, married to Muller	7	4	6
The unknown Heirs of Johannes Fredrik Rauch	15	13	0
The absent Children of Susannah Maria and P. Nell	50	0	0
The unknown Heirs of Hendrik, a Hottentot	7	14	10
The unknown Heirs of Henry Nelslin	26	14	8

	£	s.	d.
The unknown Heirs of James Davin	14	11	9
The unknown and foreign Heirs of Mutter	13	3	9
The unknown and absent Heirs of William Armstrong	7	11	5
The unknown Heirs of Robert Blair	33	2	0
The unknown Heirs of John Moore	22	7	6
William Moffat	15	1	4
The unknown Heirs of Robert Taylor	30	15	4
The unknown Heirs of Andries Johannes Ludik	126	11	2
The unknown Heirs of Andrew Haxton	34	11	9

Since Last Return.

The unknown Heirs of William H. Wathen	119	5	8
The unknown Heirs of Charles Brown	23	3	6

J. Stewart, Master.

Master's Office, 2nd October, 1872.

NOTICE is hereby given, that an agreement authorized by 18 and 19 Vict., c. 63, s. 13, for the dissolution of a Friendly Society, called the Royal South Gloucester Militia Burial and Auxiliary Society, held at the Barracks, Gloucester, in the county of Gloucester, was transmitted to the Registrar of Friendly Societies in England on the 19th day of November, 1872.

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

London, 21st day of November, 1872.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that—

2091. Frederick Cole, of No. 136, Albany-road, Camberwell, in the county of Surrey, out of business, and Ralph George Acton, of No. 99, Thames-street, Greenwich, in the county of Kent, Engineer, have given notice at the Office of the Commissioners, of their intention to proceed with their application for letters patent for the invention of "an apparatus, by means of which compressed air may be used instead of steam as a motive power for working engines." As set forth in their petition, recorded in the said office on the 11th day of July, 1872.

2112. And William Stansfield Sutcliffe, Builder, of Shepperton, in the county of Middlesex, has given the like notice in respect of the invention of "improvements in shutters, metal or wood, doors, sashes, windows, metal curtains or covers and blinds."

As set forth in his petition, recorded in the said office on the 13th day of July, 1872.

2130. And William Robert Lake, of the firm of Haseltine, Lake, & Co., Patent Agents, Southampton-buildings, London, has given the like notice in respect of the invention of "an improved screw-bolt chiefly designed for carriage work."—A communication to him from abroad by George Chapman Bell, of Buffalo, New York, United States of America.

2131. And William Robert Lake, of the firm of Haseltine, Lake, & Co., Patent Agents, Southampton-buildings, London, has given the like notice in respect of the invention of "improvements in machinery for manufacturing bolts, rivets, spikes, and other like articles."—A communication to him from abroad by George Chapman Bell, of Buffalo, New York, United States of America.
- As set forth in his respective petitions, both recorded in the said office on the 15th day of July, 1872.
2133. And Henri Adrien Bonneville, of the British and Foreign Patent Offices, 18, Rue de la Chaussee d'Antin, Paris, France, and 6, Piccadilly, in the county of Middlesex, Patent Agent, has given the like notice in respect of the invention of "improvements in the manufacture of imitations of tapestry."—A communication from Edouard Charton, a person resident at Paris, Rue d'Antin, 15, Printer.
- As set forth in his petition, recorded in the said office on the 16th day of July, 1872.
2136. And John Brodie Robertson, of Manchester, in the county of Lancaster, Engineer, has given the like notice in respect of the invention of "improvements in steam-traps."
2137. And John Dale, of the city of Manchester, in the county of Lancaster, Chemist, has given the like notice in respect of the invention of "improvements in the manufacture of oxalates of soda and potash."
2138. And Robert Morellet Montgomerie Alloway, Esquire, of Torquay, in the county of Devon, Master of Arts, has given the like notice in respect of the invention of "an improved process for dessicating oakbark, flax, hemp, tobacco, peat, mustard, and other substances by atmospheric evaporation, and in apparatus therefor."
2139. And George Newsum, of Hunslet, near Leeds, in the county of York, has given the like notice in respect of the invention of "improvements in machinery for lithographing and letter press printing."
2141. And Henry Syed Copland, of No. 1A, Duke-street, Adelphi, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "improved apparatus for mixing precipitating materials with sewage and removing deposits, which apparatus is applicable also for other purposes."
2143. And Lonsdale Bradley, of No. 5, Park-place, Regent's Park, in the county of Middlesex, Cement Manufacturer, and Joseph Speight, of the firm of Arthur Speight and Sons, of Leeds, in the county of York, Paviers and Contractors, have given the like notice in respect of the invention of "improvements in forming roads and other ways."
2145. And Marshall Arthur Wier, of No. 9, Great Winchester-street, in the city of London, has given the like notice in respect of the invention of "an apparatus for registering and checking entries and exits to and from tramway cars, omnibuses, or other carriages."
2148. And William Jenkins, of Leamington, in the county of Warwick, Machinist, has given the like notice in respect of the invention of "improvements in machinery for rolling leather."
2150. And William Edward Gedge, of No. 11, Wellington-street, Strand, in the county of Middlesex, Patent Agent, has given the like notice in respect of the invention of "an improved machine for splitting wood and cutting it into lengths."—A communication to him from abroad by Nelti de Courson, fils, of 64, Faubourg St. Martin, Paris, France.
- As set forth in their respective petitions, all recorded in the said office on the 17th day of July, 1872.
2155. And John William Melling, of Birkett Bank, Wigan, in the county of Lancaster, Engineer, has given the like notice in respect of the invention of "improvements in engines actuated by steam or other elastic fluid."
2158. And Constantine de Negri and George Herrmann, Engineers, both of the Hornsey Iron Works, Hornsey-road, in the county of Middlesex, and William Guest, Machinist, of 83, Great Saffron-hill, in the county of Middlesex, have given the like notice in respect of the invention of "improvements in machinery for braiding whips or other articles."
- As set forth in their respective petitions, both recorded in the said office on the 18th day of July, 1872.
2163. And James Pullen the elder and James Pullen the younger, of 37, Camden-street, Walworth, in the county of Surrey, Plumbers, have given the like notice in respect of the invention of "a new and improved method for the casting and making lead D traps."
2166. And William Eades and William Thomas Eades, of Birmingham, in the county of Warwick, Machinists, have given the like notice in respect of the invention of "an improved tube cutter and wrench."
- As set forth in their respective petitions, both recorded in the said office on the 19th day of July, 1872.
2173. And Alphonse Krieger, of Paris, France, but at present of the Boro', in the county of Surrey, has given the like notice in respect of the invention of "a new or improved apparatus to be applied to street tramway carriages for facilitating the traffic."
2177. And Leopold Christian Warneck, of Place St. Pierre, 3, Nantes, and of 37, Boulevard Bonne Nouvelle, Paris, in the Republic of France, Merchant Captain, has given the like notice in respect of the invention of "a new or improved arrangement of shifting screw propeller."
- As set forth in their respective petitions, both recorded in the said office on the 20th day of July, 1872.
2183. And Thomas Nightingale Palmer, of Dalston, in the county of Middlesex, has given the like notice in respect of the invention of "an improved catamenial belt, which may also be used for other purposes."—A communication to him from abroad by Aline Lacruz, of Troyes, France.
- As set forth in his petition, recorded in the said office on the 22nd day of July, 1872.
2201. And Giacomo Cottino, at present residing at Tolmers-square, Hampstead-road, in the county of Middlesex, Professor of Music, has given the like notice in respect of the invention of "improvements in piston apparatus of wind musical instruments."
- As set forth in his petition, recorded in the said office on the 24th day of July, 1872.
2219. And Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, has given the like notice in respect of the invention of "an improved wrapper garment for travelling and other purposes, and holder for carrying the same, and

- other articles."—A communication to him from abroad by Adrien Dubois, of Paris, France.
- As set forth in his petition, recorded in the said office on the 25th day of July, 1872.
2252. And Frederick Carley Coxhead, of 11, Low-hill, Liverpool, in the county of Lancaster, and James John Miller, of 17, Albert-terrace, New Church-road, Camberwell, in the county of Surrey, have given the like notice in respect of the invention of "improvements in marine steam engines."
- As set forth in their petition, recorded in the said office on the 27th day of July, 1872.
2262. And Thomas Russell Crampton, of Great George-street, Westminster, in the county of Middlesex, has given the like notice in respect of the invention of "improvements in the manufacture of gas and fuel, and in apparatus to be used for this purpose."
- As set forth in his petition, recorded in the said office on the 29th day of July, 1872.
2276. And William Benjamin George Bennett, of No. 92, Nichols-square, Hackney-road, in the county of Middlesex, Engineer, and James Charles Watt, of No. 216, Lancaster-road, Notting Hill, in the said county of Middlesex, Gentleman, have given the like notice in respect of the invention of "improvements in the preparation of asphalte, and in the application thereof, to the construction of roads and foot-paths and other purposes."
2280. And John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of "improvements in water meters."—A communication to him from abroad by Paul Piccard, of Paris, in the Republic of France, Engineer.
2286. And Alexander Browne, of the firm of Browne and Company, Patent Agents, of 85, Gracechurch-street, in the city of London, has given the like notice in respect of the invention of "improvements and modifications in the treatment of phosphate in general, and in the production and purification of phosphoric acid and its combinations."—A communication to him from abroad by Henri Storck, Edouard Hentsch, Auguste Hentsch, André Lutscher, and Frédéric Grininger, all of Paris, in the French Republic, constituting the firm of Storck and Company.
- As set forth in their respective petitions, all recorded in the said office, on the 30th day of July, 1872.
2297. And John Fletcher, of Ashton-under-Lyne, in the county of Lancaster, Brassfounder, and Samuel Fletcher, of New-road, Failsworth, in the same county, Engineer, have given the like notice in respect of the invention of "improvements in indicators or yarn-counters for mules, and actuated by the camshaft of mules."
- As set forth in their petition, recorded in the said office on the 1st day of August, 1872.
2354. And Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, has given the like notice in respect of the invention of "improvements in magazine and other breech loading fire arms and cartridges."—A communication to him from abroad by Andrew Burgess, of Owego, county of Tioga, and State of New York, United States of America.
- As set forth in his petition, recorded in the said office on the 7th day of August, 1872.
2476. And Augustus Deiss, of Plaistow, in the county of Essex, Chemist, has given the like notice in respect of the invention of "a new or improved process of percolation, for the purpose of extracting fatty, resinous, and similar matters."
- As set forth in his petition, recorded in the said office on the 20th day of August, 1872.
2558. And John Bird, of Kingswinford, in the county of Stafford, Manager of Works, has given the like notice in respect of the invention of "improvements in-warming or heating sheds or rooms for drying bricks, tiles, quarries, and other articles made of clay."
- As set forth in his petition, recorded in the said office on the 28th day of August, 1872.
2671. And William Stebbins Fish, of Glasgow, in the county of Lanark, North Britain, has given the like notice in respect of the invention of "improvements in the manufacture of 'asbestos packing' for piston and valve rods, pistons, pipe joints, and other similar purposes."
- As set forth in his petition, recorded in the said office, on the 9th day of September, 1872.
2701. And John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of "improvements in bridges and viaducts, and in machinery or apparatus connected therewith."—A communication to him from abroad by Thomas Curtis Clarke, of Philadelphia, Pennsylvania, and Adolphus Bonzano and John Griffen, of Phoenixville, Chester county, Pennsylvania, all of United States, America.
- As set forth in his petition, recorded in the said office on the 11th day of September, 1872.
2715. And William Stebbins Fish, of Glasgow, in the county of Lanark, North Britain, has given the like notice in respect of the invention of "improvements in wicks."
- As set forth in his petition, recorded in the said office on the 13th day of September, 1872.
2954. And James Bailey, of 84, Upper White-cross-street, Saint Luke's, in the county of Middlesex, has given the like notice in respect of the invention of "improvements in the supply of water to water closets, urinals, and other places, and in apparatus therefor."
- As set forth in his petition, recorded in the said office on the 7th day of October, 1872.
3070. And Thomas Coleby, of Manchester, in the county of Lancaster, Commission Agent, has given the like notice in respect of the invention of "improvements in machinery and apparatus for reeling and tying-up hanks of skeins of yarn or thread."
- As set forth in his petition, recorded in the said office on the 17th day of October, 1872.
3110. And Samuel Smith Anderson, of Bishop Auckland, in the county of Durham, Engineer, has given the like notice in respect of the invention of "improvements in the manufacture of bricks, tiles, and other such articles from clay or other plastic material, and in the apparatus to be used therein."
3122. And John Mauldin Vinter, of East India Dock-road, Poplar, in the county of Middlesex, Mechanical Engineer, has given the like notice in respect of the invention of "improvements applicable to diving bells, dresses, and other analogous apparatus for facilitating subaqueous operations."
- As set forth in their respective petitions, both recorded in the said office on the 22nd day of October, 1872.

3163. And Alexander Alison, of Elgin-road, Bayswater, in the county of Middlesex, has given the like notice in respect of the invention of "improved means of preserving and curing raw meat, in packing the same, and in apparatus employed therewith."

As set forth in his petition, recorded in the said office on the 25th day of October, 1872.

3174. And Charles Henry Bayley, of Bolton, in the county of Lancaster, Cotton Spinner, and Frederick Luke Stott, of Rochdale, in the same county, Machinist, have given the like notice in respect of the invention of "improvements in, or applicable to, machines for winding and reeling cotton and other fibrous yarn or thread."

As set forth in their petition, recorded in the said office on the 26th day of October, 1872.

3192. And Edward Primerose Howard Vaughan, F.C.S., of 54, Chancery-lane, in the county of Middlesex, Patent Agent, has given the like notice in respect of the invention of "improvements in the mode of, and apparatus for, generating gas for lighting and heating purposes." A communication to him from abroad by Eugène Albert Dubois, residing at Paris, in the Republic of France.

As set forth in his petition, recorded in the said office on the 28th day of October, 1872.

3210. And John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, has given the like notice in respect of 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.

As set forth in his petition, recorded in the said office on the 30th day of October, 1872.

3242. And John Haworth, of Manchester, in the county of Lancaster, Gentleman, has given the like notice in respect of the invention of "improvements in the construction of tramways."

3246. And Alexander Clark, of Rathbone-place, in the county of Middlesex, Engineer and Revolving Shutter Manufacturer, has given the like notice in respect of the invention of "improvements in the manufacture of corrugated metal revolving shutters, and in machinery for the same."

As set forth in their respective petitions, both recorded in the said office on the 1st day of November, 1872.

3255. And James McMurray, of the Royal Paper Mills, Wandsworth, in the county of Surrey, Paper Manufacturer, has given the like notice in respect of the invention of "improvements in strainers for straining paper pulp."

3259. And James Atkinson Longridge, of Clapham, in the county of Surrey, has given the like notice in respect of the invention of "improvements in locomotive engines."

As set forth in their respective petitions, both recorded in the said office on the 2nd day of November, 1872.

3267. And John Blakey, of Leeds, in the county of York, has given the like notice in respect of the invention of "improvements in machinery or apparatus for paring and finishing the edges of soles and heels of boots and shoes."

3273. And John Berger Spence, of Manchester, in the county of Lancaster, Merchant, has given the like notice in respect of the invention of "improvements in obtaining anthracene, and in apparatus connected therewith."—A communi-

cation to him from abroad by Jos. C. F. Cheeyer, of the city and State of New York, United States of America."

As set forth in their respective petitions, both recorded in the said office on the 4th day of November, 1872.

3275. And George King, of Beckton, near North Woolwich, in the county of Essex, has given the like notice in respect of the invention of "improvements in apparatus used in the manufacture of gas."

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

As set forth in their respective petitions, both recorded in the said office on the 5th day of November, 1872.

3286. And Thomas Rogers Horton, of Glasgow, in the county of Lanark, North Britain, Engineer, has given the like notice in respect of 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."

3292. And Edward Joseph William Parnacott, Engineer, of Leeds, in the county of York, has given the like notice in respect of the invention of "improvements in artificial fuel, part of which improvements having reference to the means or apparatus employed in the manufacture of the same."

3298. And Edward Hammond Bentall, of Heybridge, near Maldon, in the county of Essex, Agricultural Implement Maker, has given the like notice in respect of the invention of "improvements in the construction of steam boilers."

As set forth in their respective petitions, all recorded in the said office on the 6th day of November, 1872.

3305. And George Leonard Turney, of Addlestreet, in the city of London, Manufacturer, has given the like notice in respect of the invention of "improvements in boxes, and in machinery for manufacturing the same."

3307. And Joseph Edlyn Outridge, of Catford Bridge, in the county of Kent, Engineer, has given the like notice in respect of the invention of "improvements in valves for steam and other engines."

3309. And Henry Deacon, of Widnes, in the county of Lancaster, Alkali Manufacturer, has given the like notice in respect of the invention of "improvements in the manufacture of bleaching liquor."

As set forth in their respective petitions, all recorded in the said office on the 7th day of November, 1872.

3321. And William Charles Stiff, of Birmingham, in the county of Warwick, Merchant and Manufacturer, has given the like notice in respect of the invention of "improvements in the manufacture of metallic cop tubes or caps used in spinning."

As set forth in his petition, recorded in the said office on the 8th day of November, 1872.

3328. And Charles Lund, of Fleet-street, in the city of London, Manufacturer, has given the like notice in respect of the invention of "an improved cutting instrument for opening metal boxes or cases."

As set forth in his petition, recorded in the said office on the 9th day of November, 1872.

3381. And John Farmer, of Harrow, in the county of Middlesex, Professor of Music, has given the like notice in respect of the invention of "improvements in musical instruments."

3386. And John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, has given the like notice in respect of 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.

As set forth in their respective petitions, both recorded in the said office on the 13th day of November, 1872.

3389. And Benjamin Joseph Barnard Mills, of the firm of Harris and Mills, of 35, Southampton-buildings, in the county of Middlesex, Patent Agent, has given the like notice in respect of 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. And Benjamin Brown, of Bury, in the county of Lancaster, has given the like notice in respect of the invention of "improvements in the construction of bolsters for the spindles of machines used in spinning and doubling cotton, and other fibrous materials."

3395. And Walter Charles Church, of Lombard-street, in the city of London, Consulting and Mechanical Engineer, has given the like notice in respect of 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."

As set forth in their respective petitions, all recorded in the said office on the 14th day of November, 1872.

3409. And Deane Stanley, of Manchester, in the county of Lancaster, has given the like notice in respect of the invention of "improvements in the method of, and apparatus for obtaining and applying motive power."

3411. And William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of 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, United States of America.

As set forth in their respective petitions, both recorded in the said office on the 15th day of November, 1872.

And notice is hereby further given, that all persons having an interest in opposing any one of such applications are at liberty to leave particulars in writing of their objections to such application at the said Office of the Commissioners, within twenty-one days after the date of the Gazette in which this notice is issued.

Ardrossan Direct Railway.

(Incorporation of Company; Construction of Railway from the Beith Branch of the Glasgow and Kilmarnock Joint Line of Railway to Ardrossan, with Branches to the Glasgow and South Western Railway near Kilwinning, and to Ardrossan Harbour; New Pier and Lines of Rail at Ardrossan Harbour, Widening and improving existing northmost Breakwater or Pier there, and laying Lines of Rail thereon; Power to Caledonian Railway Company to contribute to, and to maintain and work proposed Undertaking, and to raise Capital; Traffic Arrangements with Caledonian and Glasgow and South Western Railway Companies and Glasgow and Kilmarnock Joint Line Committee; Appointment of Joint Committees; Arrangements with Proprietor of Ardrossan Harbour; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company (hereinafter called "The Company"), and to authorise such Company to make and maintain the several railways, new pier, and lines of rail thereon, and widening and improvement of existing breakwater or pier, and lines of rail thereon, hereinafter described, or some of them, or some part or parts thereof, with all proper stations, sidings, approaches, and other works and conveniences connected therewith (that is to say):—

A railway, hereinafter called Railway No. 1, commencing by a junction with the railway now in course of construction, known as the Beith Branch of the Glasgow and Kilmarnock Joint Line of Railway, at a point about 70 yards westward from the Barrmill station house on that branch railway, and terminating on the western side of Montgomerie-street, in Ardrossan, at a point about 90 yards northward from the Free Church there, which Railway No. 1, and works connected therewith, will be situate in the parishes of Beith, Kilwinning, Dalry, Stevenston, and Ardrossan, and county of Ayr.

A railway, hereinafter called Railway No. 2, commencing by a junction with Railway No. 1, at or near a point on the western side of the turnpike road from Dalry to Kilwinning, about 350 yards southward from Outer Wood Farm buildings, and terminating by a junction with the main line of the Glasgow and South Western Railway at a point at or near to, and on the northern side of the junction of the Ardrossan branch of that railway with the said main line near Kilwinning station, which Railway No. 2, and works connected therewith, will be wholly situate in the parish of Kilwinning and county of Ayr.

A railway, hereinafter called Railway No. 3, commencing by a junction with Railway No. 1, at the point hereinbefore described as the point of termination of that railway, and terminating at or near a point about 230 yards eastward from the western end of the northmost existing breakwater or pier at the harbour of Ardrossan, which Railway No. 3, and works connected therewith, will be wholly situate in the parish of Ardrossan and county of Ayr.

A railway, hereinafter called Railway No. 4, commencing by a junction with Railway No. 3 at or near a point about 120 yards in a north-westerly direction from the junction of Barrlane with Montgomerie-street, in Ardrossan, and terminating at a point about 175 yards in a south-westerly direction from the junction of Montgomerie-street aforesaid with Princes-street in

Ardrossan, which Railway No. 4, and works connected therewith, will be wholly situate in the parish of Ardrossan and county of Ayr.

A new pier commencing at or near the point hereinbefore described as the point of termination of Railway No. 1, and terminating in the Firth of Clyde at a point about 160 yards north-eastward from the lighthouse at the entrance to Ardrossan harbour, which new pier and works connected therewith will be situate in the parish of Ardrossan and county of Ayr, and in the Firth of Clyde, in, or ex adverso of, that parish and county.

A widening and improvement of the said northmost existing breakwater or pier at the harbour of Ardrossan, commencing at or near the point hereinbefore described as the point of termination of Railway No. 3, and terminating at or near the western end of the said northmost existing breakwater or pier, which widening and improvement of the said existing breakwater or pier, and works connected therewith, will be situate in the parish of Ardrossan and county of Ayr, and in the Firth of Clyde in, or ex adverso of, that parish and county.

And notice is further given, that provision will be made in the Bill to authorise the Company to exercise and carry into effect the following, among other powers and purposes, or some of them (that is to say):—

To enter upon, purchase, take, and use, temporarily or permanently, and either compulsorily or by agreement, all such lands, houses, and other property as may be necessary or convenient for the purposes of the said several railways, new pier, widening and improvement of existing breakwater or pier, and other works connected therewith, and for the other purposes of the Bill; which lands, houses, and other property are situate in the parishes of Beith, Kilwinning, Dalry, Stevenston, and Ardrossan, in the county of Ayr, and in the Firth of Clyde in, or ex adverso of, the said parish of Ardrossan and county of Ayr; to deviate in the construction of the said several railways, new pier, widening and improvement of existing breakwater or pier, 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, tramways, canals, streams, water-courses, 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 several railways, new pier, widening and improvement of existing breakwater or pier, and other works; to lay rails on the said new pier, and on the said existing breakwater or pier, and upon the same as proposed to be widened and improved, in connection with the railways hereinbefore described, or some of them; to dredge and deepen from time to time the bed of the said harbour of Ardrossan to such an extent as may be necessary for the purpose of securing access for vessels to the said new pier, and the said existing breakwater or pier, and the same as widened and improved, and accommodation for vessels to lie alongside thereof; to convey and accommodate passengers, animals, goods, minerals, and other traffic, on the said several railways and the new pier, and existing breakwater or pier, and the same as widened and improved, and rails and other works; to levy and recover

tolls, rates, charges, and duties for the use of the said several railways, new pier, existing breakwater or pier, and the same as widened and improved, and rails and other works, and the conveyance of traffic thereon, and in respect of the loading or unloading, and the landing or embarking, of goods, minerals, animals, passengers, and other things, at the said piers respectively, and of the vessels arriving at or departing from or lying alongside, or otherwise making use of such piers; to alter the rates now leviable for the use of the harbour of Ardrossan, and the works and conveniences connected therewith, or otherwise in respect thereof; to confer, vary, and extinguish exemptions from the payment of all or any of the tolls, rates, charges, and duties hereinbefore mentioned; and to raise money for the purposes of the undertaking by the creation and issue of ordinary or preferred or deferred shares, and by borrowing on mortgage, debenture stock, cash credit, or other security; and to exercise all other usual and necessary powers for carrying into effect the objects of the undertaking and of the Bill.

To authorise the Caledonian Railway Company, by themselves or others on their behalf, to subscribe and contribute money towards the expense of the undertaking of the Company, and to take, purchase, and hold ordinary or preferred or deferred shares in that undertaking, and to guarantee any such dividend, interest, or other payment on any of the shares of the Company as they may think fit, or as may be agreed upon by them and the Company; and for the purposes aforesaid, or any of them, to apply any capital or funds now or hereafter belonging to them, or under the control of their directors, or to raise additional capital by the creation of new shares or stock in their own undertaking, either with or without priority of interest, or dividend, and by borrowing on mortgage, or by one or other of those means; and to issue debenture stock in lieu of the amount so borrowed or authorised to be borrowed; and also to appoint one or more of the directors of the Company, and to vote at meetings of the Company.

And notice is further given, that power will be taken by the said Bill to enable the Company on the one hand, and the Caledonian Railway Company on the other hand, from time to time to enter into agreements with respect to the construction, maintenance, and management, use and working of the proposed railways, new pier, existing breakwater or pier, and the same as widened and improved, and rails and other works connected with the same or any part thereof, and the conveyance of traffic thereon, and the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising in respect of traffic, and the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic upon the said railways, piers, and rails, and other works, the payments to be made, and the conditions to be performed, with respect to such construction, maintenance, and management, use, and working, and other matters aforesaid; to authorise the Company, and the Caledonian Railway Company and the Glasgow and South-Western Railway Company, and the Glasgow and Kilmarnock Joint Line Committee, or some of the said parties, to enter into agreements and arrangements for the through booking, forwarding, interchange, accommodation, and conveyance of traffic to, from, or upon the proposed railways, piers, and other works, from or to the respective undertakings of the said Companies, and the Glasgow and Kilmarnock Joint Line of Railway, or any of them,

and with respect to the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising in respect of traffic; to confirm any agreements which may have been made touching any of the matters aforesaid; and to authorise the appointment of a joint committee, or joint committees, for carrying into effect any such agreements, or any of the purposes of the Bill; as also to alter and limit the tolls, rates, and charges leviable by the several Companies parties to such agreements; as also to enable the Company and the Caledonian Railway Company, or either of them, and the Right Honourable Archibald William Montgomerie, Earl of Eglinton and Winton, or the proprietor or proprietors for the time being, of the Harbour of Ardrossan, to enter into agreements with each other with respect to the construction, maintenance, working, management, and use of the said proposed railways, so far as the same may be situate within the limits of the Port and Harbour of Ardrossan, and of the said new, and existing, and widened or improved piers, and rails thereon, and works connected with the same, and with respect to the transfer to the said Earl, or the proprietor or proprietors of the said harbour for the time being, of the said railways situate as aforesaid, piers and rails and works connected therewith, or any of them, or any part thereof, upon such terms and conditions as may be agreed upon or determined by or under the provisions of the Bill; and to give to the said Earl or proprietor or proprietors aforesaid any powers which may be necessary to enable him or them to accept such transfer, and implement the terms and conditions of any such agreement; and to enable the Company, and any other company, corporation, or turnpike road or statute labour trustees, or other bodies or persons, to enter into, or carry into effect, such arrangements and agreements as may be requisite or expedient for making, maintaining, and working the proposed railways, piers, and rails and works connected therewith; to provide that any altered or diverted portions of road which may be constructed under the powers of the Bill, shall, for the purposes of tolls (where tolls are exigible on the existing roads), and in all other respects, form parts of the respective roads which may be altered or diverted under the said powers, and shall be maintained by the parties liable to maintain such existing roads; 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 the objects of the Bill, or in relation thereto.

To alter, amend, extend, and enlarge, or to repeal, all or some of the powers and provisions of the several local and personal Acts following, or some of them, that is to say:—“The Caledonian Railway Act, 1845,” and the several Acts relating to the Caledonian Railway 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; “The Glasgow and South-Western Railway Consolidation Act, 1855,” and the several Acts relating to the Glasgow and South-Western Railway Company, and to the undertakings belonging to or held in lease, or worked by that Company, passed respectively in the sessions of Parliament, held 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 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 the 35th and 36th years of the reign of Her present Majesty; as also “The Caledonian and Glasgow and South-Western Railways (Kilmarnock Joint Line) Act, 1869;” “The Ayrshire Roads Act, 1847,” and the Acts following, relating to the town of Ardrossan and the harbour of Ardrossan, viz., 9 and 10 Vict., chap. 186; 45 Geo. III, chap. 30; 5 and 6 Vict., chap. 62; 12 and 13 Vict., chap. 88; 15 and 16 Vict., chap. 78; 17 and 18 Vict., chap. 28; and 27 and 28 Vict., chap. 208, and any other Acts recited in any of the before-mentioned Acts, or relating to, or affecting the Caledonian Railway Company, the Glasgow and South-Western Railway Company, the Glasgow and Kilmarnock Joint Line of Railway, the Town of Ardrossan, or the Harbour of Ardrossan.

And notice is further given, that plans and sections describing the lines, situation, and levels of the several railways, new pier, widening and improvement of existing breakwater or pier, and other works proposed to be constructed as aforesaid, and the lands, houses, and other property which may be taken for the purposes thereof, 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 offices at Ayr and Kilmarnock respectively, of the principal sheriff-clerk of the county of Ayr; 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, with a copy of this notice, will, on before the said 30th day of November, be deposited, for public inspection, with the schoolmaster, or, if there be no schoolmaster, with the session-clerk of each such parish, at the usual place of abode of such schoolmaster or session-clerk; and that 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.

Keydens, Strang, and Girvan, Glasgow.
Grahames and Wardlaw, Westminster.

In Parliament.—Session 1873.

North Wales Narrow Gauge Railways.
(Leasing, &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 to

authorise and empower the North Wales Narrow Gauge Railways Company to demise and lease to Hugh Beaver Roberts, Esq., or to some other person or persons, or to a Company to be named in that behalf in the Bill, the several undertakings of the Company under the North Wales Narrow Gauge Railways Act, 1872, or one of these undertakings, or some part or parts thereof respectively, for such rent or other consideration, and upon and subject to such terms and conditions as may have been or may be agreed, or as may be specified in the Bill, and to sanction, confirm, and give effect to any agreement or agreements which may have been or may be made, or entered into, for that purpose, and to enable the lessee or lessees to exercise and enjoy during the continuance of the lease all the rights, powers, and privileges of the Company (including the power of taking and demanding tolls, rates, and charges) with respect to the premises demised, and the Bill will, so far as may be necessary, amend the Act above-mentioned.

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.

Bircham and Co., 46, Parliament-street,
Westminster, Solicitors for the Bill.

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

In Parliament.—Session 1873.

The Hartlepoons and Cleveland Junction Railway.
(Incorporation of Company; Power to make a Railway from Middlesborough to Hartlepool and Branches therefrom; Compulsory Purchase of Lands; Tolls; Traffic and other Arrangements with North Eastern Railway Company; Running Powers over portions of the North Eastern Railways; Working and other Arrangements with them; 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 and maintaining the railways hereinafter mentioned, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):

1. A railway (hereinafter called Railway No. 1) commencing by a junction with the Middlesborough and Guisborough Branch of the North Eastern Railway Company, at a point 166 yards or thereabouts south of the point where the public road from Middlesborough to North Ormesby crosses on a level the said Middlesborough and Guisborough Railway, in the township and parish of Ormesby, in the county of York, and terminating by a junction with the railway fourthly described in the 5th section of the North Eastern Railway Company's (county of Durham Lines) Act, 1866, and now in course of construction, under the powers of the said last-mentioned Act, at a point 90 yards or thereabouts south of the authorised junction of the two railways authorised to be constructed under the powers of the last-mentioned Act, and fourthly and fifthly described in the 5th section of such Act, and which said intended railway will be made or pass from, through, or into the several

parishes, townships, and extra-parochial, or other places following, or some of them, that is to say:—Ormesby, Middlesborough, and Eston, in the county of York, and Billingham, Cowpon, Greatham, Greatham Hospital Lands, Seaton Carew, Stranton, West Hartlepool, Throston, and Hart, in the county of Durham.

2. A Railway (No. 2) commencing in the parish and township of Ormesby, in the county of York, by a junction with the first-mentioned intended Railway No. 1, at a point 233 yards or thereabouts measured in a north-easterly direction from a point in Cargo Fleet-lane, 377 yards or thereabouts northward of the entrance to Brambles Houses from the said lane, and terminating in the parish of Eston by a junction with the Cleveland Mineral Branch Railway of the said North Eastern Railway Company, at a point in or near Forest Ings, 520 yards or thereabouts southward of the Middlesborough and Redcar Railway, where the said railway is crossed by the said Cleveland Mineral Railway, and which said Railway No. 2 will be situate wholly in the said parishes of Ormesby and Eston.

3. A Railway (No. 3) commencing by a junction with the first-mentioned intended Railway No. 1, at a point on the Samphire Batts of the River Tees 929 yards or thereabouts, measured in a north-north-easterly direction from the northern end of the Port Clarence Iron Works, and 283 yards or thereabouts in a southerly direction from the Ordnance bench mark, shown on the published Ordnance map, indicating 11.7 feet on the flood bank on the east side of the lands called Salt Holmes, and terminating by a junction with the Port Clarence Branch of the North Eastern Railway Company, at a point 200 yards or thereabouts eastward of the east-end of the covered portion of the railway station at Port Clarence, in the said county of Durham, which last-mentioned railway will be wholly situate in the parishes and townships of Billingham and Cowpon, in the county of Durham.

4. A Railway (No. 4) commencing by a junction with the first-mentioned intended Railway No. 1, at a point in a field lying on the east side of and adjoining the house and garden called Pudding Nook, situate in that portion of Thorn Tree-lane, which lies to the southward of the West Hartlepool Railway, in the parish and township of Greatham, and terminating by a junction with the said West Hartlepool Railway, at a point in the Greatham Hospital (extra-parochial) lands, lying eastward of the village of Greatham, 347 yards or thereabouts north-eastward of the occupation bridge which crosses over the said West Hartlepool Railway, in the said lands, and which last-mentioned railway will be made in the parishes, townships, and extra-parochial places of Stranton, and Greatham Hospital.

5. A Railway (No. 5) situate wholly in the parish of Stranton, commencing in the township of Seaton Carew, in a field adjoining and on the south side of the road leading from Stranton Grange to Long Hill, and about 370 yards from Stranton Grange, measured along the said road, and terminating in the township of Stranton by a junction with the said West Hartlepool Railway, at or near the bridge which carries the said railway over the New Burn stream or drain at West Hartlepool.

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

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial and other places as it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended 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 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 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 North Eastern Railway Company, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement for referring to arbitration, or to the Board of Trade, the terms and conditions upon which such interchange, accommodation, protection, and transmission, and other facilities, are to be afforded and effected, and so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said North Eastern Railway Company is now authorised 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 North Eastern Railway Company, to enter into agreements for the management, use, working, and maintenance of the intended railways or works, or any part thereof, the supply of any rolling and working stock, and of officers and servants for the conduct of the traffic on the intended 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 North Eastern Railway Company, or any railway leased or worked by them, or any of them, and the fixing and division between the said Companies of the receipts arising from such traffic.

To empower the Company and all Companies and persons lawfully using the railways of the Company to run over, work, and use with their engines, carriages, and waggons of every description, and their clerks, officers, and servants, and for the purposes of their traffic of every description, the railways of the North Eastern Railway Company, or some of them, or some part or parts of such railways, together with all stations, sidings, roads, watering places, water supply, platforms, booking offices, warehouses, approaches,

turn-tables, and other works and conveniences connected with the said railways respectively as aforesaid, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or as in case of difference, shall be settled by the Board of Trade, or by arbitration, or defined by the intended Act, and to require and compel the Companies owning or working the said railways respectively, or any or either of them, to afford all requisite facilities for the purpose, and to enable the Company and all other Companies and persons lawfully using the railways of the Company to levy tolls, rates, and duties in respect of passengers and traffic conveyed by them over the before-mentioned railways respectively, or any part or parts thereof, and if need be to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon or in respect of the said railways respectively, or any parts thereof, and the works and conveniences connected therewith.

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

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): 17 and 18 Vic., caps. 164 and 211; 26 and 27 Vic., cap. 122; 28 Vic., cap. 111; 33 Vic., cap. 7; 35 and 36 Vic., cap. 141, and all other Acts relating to the North Eastern 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 with the clerk of the peace for the North Riding of the county of York, at his office at Northallerton, in the said county, and with the clerk of the peace for the county of Durham, at his office at the city of Durham, in the said county; and that a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situate, and also a copy of this notice as published in the "London Gazette" will, on or before the said 30th day of November, 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 13th day of November, 1872.

Edward Turnbull, West Hartlepool, Solicitor for the Bill.

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

In Parliament.—Session 1873.

Stewarton and Irvine Railway.

(Incorporation of Company for Construction of Railways between Stewarton and Irvine, in the county of Ayr. Working and Traffic, and other Arrangements with North British, Caledonian, and Glasgow and South Western Railway Companies, and the Glasgow and Kilmarnock Joint Line Committee. Powers to Corporation and Harbour Trustees of Irvine to Subscribe to Construction, &c., of Railways, and Raise Moneys, Tolls, Capital, Incorporation of Acts, Amendments of Acts, and other purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for the following, or some of the following, among other objects, powers, and 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 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 (that is to say):

1. A Railway (No. 1), commencing in the parish of Stewarton, in the county of Ayr, by a junction with the Glasgow and Kilmarnock Joint Line Railway, at or near a point 56 yards or thereby north of the north end of the bridge carrying that railway over the turnpike road leading from Stewarton to Dunlop, near to Cocklebee farm buildings; thence passing through or into the several parishes and places following, or some of them, namely, Stewarton, Irvine, Kilwinning, Dreghorn, Dundonald, and Stevenston, all in the county of Ayr; and terminating in the said parish of Dundonald and county of Ayr, at a point in the harbour of Irvine 5 yards or thereabouts south of the north-east corner of the ballast dock in said harbour.

2. A Railway (No. 2) commencing in the parish of Dundonald, in the county of Ayr, by a junction with the proposed Railway No. 1, at a point 48 yards or thereby west of the north-west corner of the public slaughter-house of Irvine, situated on the east bank of the river Irvine, in the parish of Irvine, thence passing through or into the parishes following, or one of them, namely, the parishes of Irvine and Dundonald, in the county of Ayr, and terminating in the parish of Dundonald, in the county of Ayr, by a junction with the Glasgow and South Western Railway (Glasgow and Ayr section) at a point 126 yards or thereabouts north of the north end of the bridge carrying the said Glasgow and South Western Railway (Glasgow and Ayr section) over the road leading from Fullarton quoad sacra chapel to the shipbuilding yard belonging or reputed to belong to Margaret Auld and Janet or Jessie Rose, and lately in the occupation of the Irvine Shipbuilding Company.

3. A Railway (No. 3) commencing in the parish of Dundonald, in the county of Ayr, by a junction with proposed Railway No. 1 at a point on the bank, bed, or foreshore of the said river Irvine, 47 yards or thereabouts south-west of the south-east corner of the south boundary wall of the shipbuilding yard belonging or reputed to belong to Margaret Auld and Janet or Jessie Rose, thence passing through or into the parishes of Dundonald and Irvine, or one of them, and terminating in the parish of Irvine, in the county of Ayr, in Bogside Flats, at or near a point in the

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said flats, 187 yards or thereabouts north-west of the north-west corner of the detached cottage or house situated in the street at Irvine Harbour; commonly called "The Shore," occupied by Andrew Skeoch, commission agent.

To enable the Company to cross, divert, alter, or stop up, or otherwise interfere with, either temporarily or permanently, roads, 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, or using the said intended railway and works, or for the other purposes of the Bill, and to deviate horizontally from the lines of railway, and vertically from the levels of the said lines, as shown upon the plans and sections hereinafter mentioned to any extent to be authorised by the Bill.

To purchase lands, houses, and other property, by compulsion or otherwise, for the purposes of the said intended railway and works, and of the Bill, and to vary and extinguish rights and privileges connected with such lands, houses, and property which would interfere with or prevent the carrying into execution any of the purposes of the said Bill, and to exercise other rights and privileges.

To levy tolls, rates, and charges upon and in respect of the use of the proposed railways and works, and the conveyance of passengers, animals, minerals, goods, and other traffic thereon, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

To enable the Company on the one hand, and the North British Railway Company, the Caledonian Railway Company, the Glasgow and South Western Railway Company, and the Glasgow and Kilmarnock Joint Line Committee, or any one or more of those Companies on the other hand, either solely or jointly, 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 Company, or some of them, or some part or parts thereof respectively, the supply of rolling stock, plant, and machinery, the appointment, payment, and removal of officers and servants, 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, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division, appropriation, 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 already made, or which, previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To enable the Company to raise money for the purposes of the Bill and for the general purposes of their undertaking by the creation and issue of shares or by stock, and by borrowing, and to attach to any of the shares or stock to be created under the powers of the Bill such rights, privileges, advantages, preferences, and priorities, and to issue such shares and stock upon such terms and conditions as the Bill may define.

To enable the Company to divide all or some of the shares and stock in their capital into half shares, and to attach to all or such proportion of such half shares, a preference or priority on the

payment of dividend or interest or other special rights and privileges.

To enable the Company to create and issue debenture stock.

To authorise the Company and the owners of and other persons interested in the lands, houses, and other property which will or may be taken for the purposes of the intended railway and works, and any other Companies, corporations, trustees, or other bodies or persons, whether under any legal disability or not, to contract and agree for the acquisition by the Company of such lands, houses, and other property in feu or lease, or otherwise, at such prices, and for such feu-duties, ground annuals, or rents, or for such consideration in shares, or bonds, or mortgages of the Company or otherwise, as may be agreed on or provided by the said Bill, and to confirm any such agreements which have been or may be made and entered into.

To authorise the provost, magistrates, and council of the royal burgh of Irvine, and the Irvine harbour trustees, or either of them, to contribute towards the cost of constructing the intended railways and works, and to subscribe to and hold shares in the capital of the Company on such terms and conditions and to such extent as has been or may be agreed on, and to apply any fund belonging to or held by them respectively in payment of such subscription or shares, and to raise money for that purpose by borrowing, in the case of the said provost, magistrates, and council, on the security of the common good, or other property of the said burgh, or otherwise; and in the case of the Irvine harbour trustees, on the security of the harbour and existing works, and of the land and property connected therewith respectively, and of the rates authorised to be levied by the trustees, and any other property of the trustees.

The Bill 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 it will incorporate with itself the necessary provisions of—

“The Companies Clauses Consolidation (Scotland) Act, 1845.”

“The Companies Clauses Act, 1863.”

“The Companies Clauses Act, 1869.”

“The Lands Clauses Consolidation (Scotland) Act, 1845.”

“The Lands Clauses Consolidation Acts Amendment Act, 1860.”

“The Railways Clauses Consolidation (Scotland) Act, 1845.”

“The Railways Clauses Act, 1863.”

“The Railway Companies Powers Act, 1864.”

“The Railway Companies (Scotland) Act, 1867.”

“The Regulation of Railways Act, 1868.”

The Bill will, so far as may be necessary or expedient, repeal, alter, or amend the provisions, or some of the provisions of the local and personal Act following (that is to say):—The 7th Geo. IV, chapter 107, entitled “An Act for widening and improving the Bridge of Irvine, for making streets communicating thereto, and for more effectually enlarging, deepening, improving and maintaining the Harbour of Irvine, in the county of Ayr,” and “The Pier and Harbour Orders Confirmation Act, 1867 (No. 2),” so far as regards the Harbour of Irvine; and “The Pier and Harbour Orders Confirmation Act, 1870 (No. 2),” so far as regards the Harbour of Irvine; and all other Acts relating to the Harbour of Irvine and the Royal Burgh of Irvine.

And it is proposed by the Bill to repeal, alter,

or amend certain of the provisions of “The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862,” and of the several Acts of Parliament following, or some of them, relating to the North British Railway Company, and the undertakings belonging to, amalgamated with, or held on lease by, or vested in that Company—that is to say: 49 Geo. III, cap. 83; 54 Geo. III, cap. 138; 57 Geo. III, cap. 56; 59 Geo. III, cap. 29; 1 and 2 Geo. IV, cap. 122; 4 Geo. IV, cap. 18; 5 Geo. IV, cap. 49; 7 Geo. IV, caps. 45 and 98; 10 Geo. IV, cap. 122; 11 Geo. IV and 1 Will. IV, cap. 115; 3 and 4 Will. IV, cap. 114; 4 and 5 Will. IV, cap. 71; 5 and 6 Will. IV, caps. 55 and 97; 6 and 7 Will. IV, cap. 131; 2 and 3 Vict. caps. 51, 57, 59, and 70; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 7 and 8 Vict., cap. 66; 8 and 9 Vict., cap. 148; 9 Vict., cap. 57; 9 and 10 Vict., caps. 81, 107, 202, 263, 332, and 377; 10 and 11 Vict., caps. 83, 245, and 246; 11 and 12 Vict., caps. 44, 70, 116, 118, 127, 134 (and the several Acts therein recited, in so far as not repealed thereby) and 160; 12 and 13 Vict., caps. 39, 72, and 86; 14 Vict., cap. 27; 14 and 15 Vict., caps. 55 (and the provisions unrepealed of the Acts referred to in the schedule of such Act) and 62; 15 Vict., cap. 109; 16 and 17 Vict., caps. 90, 151, and 152; 17 and 18 Vict., caps. 199 and 212; 18 and 19 Vict., caps. 30, 127, 153, 158, and 190; 19 and 20 Vict., caps. 98 and 106; 20 and 21 Vict., caps. 78, 91, 124, and 129; 21 and 22 Vict., caps. 64, 65, 109 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), 145, and 165; 22 and 23 Vict., caps. 14, 24, 83, 85, and 96; 23 and 24 Vict., caps. 140, 145, 159, 178, and 195; 24 and 25 Vict., caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25 and 26 Vict., caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26 and 27 Vict., caps. 187, 194, 213, 223, 226, and 237; 27 and 28 Vict., caps. 81, 84, 100, 243, 271, 279, 286, and 292; 28 and 29 Vict., caps. 125, 152, 186, 200, 201, 202, 206, 213, 217, 303, 309, 328, and 356; 29 and 30 Vict., caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30 and 31 Vict., caps. 145 and 198; 31 and 32 Vict., caps. 63 and 139; 32 and 33 Vict., cap. 119; 33 and 34 Vict., caps. 91, 104, and 135; 34 and 35 Vict., cap. 106; and the 35 and 36 Vict., cap. 123; and all other Acts relating to the North British Railway Company, the North British Arbroath and Montrose Railway Act, 1871; the North British Arbroath and Montrose Railway Act, 1872; Acts relating to the Devon Valley Railway Company, 21 and 22 Vict., cap. 122; 24 and 25 Vict., cap. 200; 26 and 27 Vict., cap. 124; 29 and 30 Vict., caps. 277 and 326; 31 and 32 Vict., cap. 2; 34 and 35 Vict., cap. 106; and all other Acts (if any) relating to the Devon Valley Railway Company; Acts relating to the Edinburgh and Bathgate Railway Company, 9 and 10 Vict., cap. 332; 10 and 11 Vict., cap. 246; 11 and 12 Vict., caps. 116 and 160; 34 and 35 Vict., cap. 91; and all other Acts (if any) relating to the Edinburgh and Bathgate Railway Company; the Acts relating to the City of Glasgow Union Railway Company, 27 and 28 Vict., cap. 286; and 28 and 29 Vict., cap. 247; 30 and 31 Vict., cap. 166; and 32 and 33 Vict., cap. 81; 34 and 35 Vict., cap. 126; 35 and 36 Vict., cap. 115; and all other Acts relating to the City of Glasgow Union Railway Company; the North Monkland Railway Act, 1872; the Acts 16 and 17 Vict., cap. 119; and 23 and 24 Vict., cap. 134; 25 and 26 Vict., cap. 48; and all other Acts relating to the Port Carlisle Dock and Railway Company; Acts relating to the

Carlisle and Silloth Bay Railway and Dock Company, viz., 16 and 17 Vict., cap. 118; 18 and 19 Vict., cap. 153; 23 and 24 Vict., cap. 134; and 25 and 26 Vict., caps. 45 and 47; the Carlisle Citadel Station Act, 1861; the Esk Valley Railway Act, 1863; the Esk Valley Railway (Lease) Act, 1866; the Edinburgh, Loanhead, and Roslin Railway Act, 1870; the Penicuik Railway Act, 1870; the Leslie Railway Act, 1867; the Berwickshire Railway Act, 1862; the Berwickshire Railway Act, 1866; the Peebles Railway Act, 1853; and the Acts 20 and 21 Vict., cap. 14; and 24 and 25 Vict., cap. 114, relating to the Peebles Railway Company; the St. Andrews Railway Act, 1851; the Act relating to the Glasgow and Milngavie Junction Railway Company, 24 and 25 Vict., cap. 198; the Acts relating to the Blane Valley Railway Company, 24 and 25 Vict., cap. 248; 28 and 29 Vict., cap. 346; and 33 and 34 Vict., cap. 78; Acts relating to the Perth General Railway Station, 28 and 29 Vict., caps. 252 and 253; Acts relating to the Solway Junction Railway Company, 27 and 28 Vict., cap. 158; 28 and 29 Vict., cap. 186; 29 and 30 Vict., cap. 243; and 30 and 31 Vict., cap. 116; the Broxburn Railway Act, 1867; the Dundee Sea Wall, Esplanade, and Street Act, 1868; the Newport Railway Act, 1866; the Newport Railway Act, 1867; and the Newport Railway Act, 1870; the Acts relating to the Leven and East of Fife Railway Company; that is to say: 15 and 16 Vict., cap. 95; 18 and 19 Vict., cap. 165; 19 and 20 Vict., cap. 24; 24 and 25 Vict., caps. 158 and 159; and 29 and 30 Vict., cap. 167; and all other Acts relating to the Leven and East of Fife Railway Company; the Acts relating to the Forth and Clyde Junction Railway Company; that is to say, 17 Vict., cap. 125; 20 and 21 Vict., cap. 34; and 24 and 25 Vict., cap. 230; and all other Acts relating to the Forth and Clyde Junction Railway Company the Northumberland Central Railway Act, 1863; and the Northumberland Central Railway Act, 1867; 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 any other Company or body who or whose property and interests may be affected by any of the powers or provisions of the Bill; and the several other Acts recited in such Acts, or any of them, and now in force.

And it is proposed by the said intended Act to alter and amend or to repeal the provisions, or some of them, of all or some of the several local and personal Acts, following, that is to say: The Caledonian Railway Act, 1845, and the several other Acts relating to the Caledonian Railway Company and other Companies whose undertakings are vested in, amalgamated with, or held in lease, or worked, or used by the Caledonian Railway Company, passed in the Sessions of Parliament held respectively in the 10th, the 30th, the 53rd, the 55th, and the 59th years of King George III; the 7th, the 7th and 8th, the 10th, and the 11th years of King George IV; the 11th year of King George IV, and 1st year of King William IV; the 1st and 2nd, the 4th, the 5th and 6th, and the 6th and 7th years of King William IV; the 7th year of King William IV, and 1st year of her present Majesty; the 1st and 2nd, the 2nd and 3rd, the 3rd, the 3rd and 4th, the 4th, the 4th and 5th, the 5th, the 5th and 6th, the 6th and 7th, the 7th and 8th, the 8th, the 8th and 9th, the 9th, 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 15th, the 15th and 16th, the 16th and 17th, the 17th and 18th, the 18th, the 18th and 19th, the 19th, the

19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 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 any other Acts recited in the before-mentioned Acts relating to or affecting the Caledonian Railway Company, or any other undertaking amalgamated with, leased to, or vested in or worked by the Caledonian Railway Company, the Scottish Central Railway Consolidation Act, 1859, and the Acts therein named and referred to, in so far as not repealed; the Scottish North Eastern Railway Act, 1863, and the various Acts mentioned or referred to in the preamble and schedule to that Act; the Scottish Central (Dundee, Perth, and Aberdeen Railway Purchase) Act, 1863, and the various Acts referred to in the preamble thereof; the Caledonian and Scottish North Eastern Railways Amalgamation Act, 1866; Acts relating to the Dundee and Arbroath Railway Company (now amalgamated with the Caledonian Railway Company), 6th Will. IV, cap. 32; 5th Vict. (Session 2), cap. 83; 9th and 10th Vict., cap. 133; 11th and 12th Vict., caps. 129 and 154; and 14th and 15th Vict., cap. 63; the Dundee and Perth Railway Act, 1845; the Act 6th and 7th Vict., cap. 84; and the Acts therein recited, and any other Act or Acts relating to the Tay Ferries; the Act 23rd and 24th Vict., cap. 142, relating to the Montrose and Bervie Railway.

Acts relating to the Company of Proprietors of the Forth and Clyde Navigation and the Monkland Canal, passed in the sessions of Parliament held respectively in the 10th, 30th, 53rd, 54th, and 57th years of the reign of his late Majesty King George III, and in the 10th year of the reign of his late Majesty King George IV, and in the 6th and 7th years of the reign of his late Majesty King William IV, and in the 4th and 5th, 5th (Session 2), 6th and 7th, 7th and 8th, 8th, 8th and 9th, 9th, 9th and 10th, 11th and 12th, 12th and 13th, 13th, 13th and 14th, 15th, 18th and 19th, 21st and 22nd, 22nd and 23rd, 27th and 28th, 28th and 29th, 29th and 30th, and 30th and 31st years of the reign of Her present Majesty, and all other Acts (if any) relating to such navigation or canal.

The Glasgow and South Western Railway Consolidation Act, 1855, and the several other Acts relating to the Glasgow and South Western Railway Company, and to the undertakings belonging to, amalgamated with, or held on lease, or worked or used by that Company, passed respectively in the sessions of Parliament, held 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; the Greenock and Ayrshire Railway Act, 1865; and the Greenock and Ayrshire Railway Amendment Act, 1868; the Caledonian Railway Abandonment, &c., Act, 1869; the Glasgow and South Western and Greenock and Ayrshire Railways Amalgamation Act, 1872; and any other Acts relating to the Glasgow and South Western Railway Company or the Greenock and Ayrshire Railway Company, or their respective undertakings; and also the following Acts relating to the Glasgow and Kilmarnock Joint Line—

namely, the Caledonian Railway (Glasgow, Barrhead, and Neilston direct Railway Lease) Act, 1849; the Caledonian Railway (Arrangements) Act, 1851; the Caledonian Railway (Crofthead Extension and Amendment) Act, 1853; the Caledonian Railway (Barrhead and Paisley Branch, &c.) Act, 1865; the Crofthead and Kilmarnock Extension Railway Act, 1865; the Glasgow and South Western Railway (Kilmarnock Direct) Act, 1865; the Crofthead and Kilmarnock Extension Railway (Deviation) Act, 1866; the Glasgow and South Western Railway Act, 1868; the Caledonian and Glasgow and South Western Railways (Kilmarnock Joint Line) Act, 1869; the Glasgow and Kilmarnock Joint Line and Caledonian Railway Act, 1872; and the Glasgow and Kilmarnock Joint Line (Extension of Time) and Glasgow and South Western Act, 1872; and all other Acts relating to the Glasgow and Kilmarnock Joint Line, or the railways of the Glasgow and Kilmarnock Joint Line Committee.

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, 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 Edinburgh Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the principal sheriff-clerk of the county of Ayr at his office in Ayr; on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the several parishes and to the royal burgh of Irvine, 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 also a copy of this notice will be deposited for public inspection with the schoolmaster, or, if there be no schoolmaster, with the session clerk of each of such parishes, at the usual place of abode of such schoolmaster or session clerk, and also with the town clerk, of the royal burgh of Irvine, at his office in Irvine.

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.

Millar, Allardice, and Robson, W.S.,
Edinburgh;
John Willison, 103, West Regent-street,
Glasgow, Solicitors for the Bill;
Simson, Wakeford, and Simson, 11,
Great George-street, Westminster,
Parliamentary Agents.

Scarborough and Whitby Railway.

(Powers to construct Railways and Works, to communicate with the North Eastern Railway at Scarborough, and the Whitby, Redcar, and Middlesbrough Union Railway at Whitby; to enter into agreements; to alter levels of authorised lines of railway; to purchase lands compulsorily; to levy tolls; to raise additional capital; to repeal, alter, and amend Acts, and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session, by "The Scarborough and

Whitby Railway Company" (hereinafter called the Company), for an Act for the following or some of the following, amongst other purposes (that is to say):—

To empower the Company to construct and maintain the railways and works hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with all necessary works, stations, approaches, connecting lines, sidings, junctions, bridges, and conveniences connected therewith respectively (that is to say):—

A Railway, No. 1, situate wholly in the townships of Falsgrave and Scarborough, to commence from and out of the Scarborough and Whitby Railway, at its authorised termination at Scarborough, in the township of Scarborough, and to terminate at and by a junction with the North Eastern Railway at a point 143 yards, or thereabouts, measured in a westerly direction along the northern side of that railway from the west end of the ticket platform of the Scarborough station of that railway, in the said township of Scarborough, all in the parish and borough of Scarborough, in the North Riding of the county of York.

A Railway, No. 2 (being an extension of the authorised line from its proposed termination at Larpool-lane), to commence in the township of Hawsker-cum-Stainsacre, at and on the south-eastern side of Larpool-lane, at the point where the authorised line of the Scarborough and Whitby Railway terminates, and to terminate at a point 1 chain or thereabouts, measured in a southerly direction from the southern side of the road leading from Mayfield to Whitby, in the township of Ruswarp, and to form a junction there with the proposed extension of the Whitby, Redcar, and Middlesbrough Union Railway, now in the course of construction, all which said railway will be situate in the said townships of Hawsker-cum-Stainsacre and Ruswarp, and parish of Whitby.

To empower the Company to alter the levels of the authorised line of railway between the point marked 18 miles, 7 furlongs, 9 chains on the section of the said authorised railway (deposited with the Clerk of the Peace for the said North Riding with the plans of that railway) and the termination thereof at Larpool-lane, and to make and construct the said portion of railway according to the line and levels shown on the sections of the proposed alteration of levels to be deposited as hereinafter mentioned, also to alter the levels of the authorised line of railway secondly described in the Scarborough and Whitby Railway Act, 1871, and on the plans of that railway deposited with the Clerk of the Peace for the said North Riding, and to make and construct the said line of railway for the whole length thereof, according to the levels shown on the sections of such proposed alteration of levels to be deposited as hereinafter mentioned, the whole of which authorised lines of railway, the levels of which are proposed to be altered, will be situate in the township of Hawsker-cum-Stainsacre, in the parish of Whitby, in the said North Riding.

To empower the Company to deviate in constructing the proposed railways, junctions, and other works, or any of them, from the lines and levels laid down on the plans and sections thereof to be deposited as hereinafter mentioned, to such an extent as shall be defined upon the said plans, or as shall be authorised by the said Act.

To empower the Company to cross on the level, or over, or under, or otherwise to vary, stop up, divert, and remove, either temporarily

or permanently, any turnpike or other roads, highways, railways, tramways, footpaths, rivers, streams, aqueducts, watercourses, mill dams, waters, navigations, sewers, drains, and other works within the parishes, townships, and extra-parochial or other places aforesaid, or any of them, which it may be necessary to alter, cross, vary, stop up, divert, remove, or interfere with in the construction and use of the said intended railway and works.

To empower the Company to purchase, by compulsion or otherwise, the lands, houses, and other property, rights and interests in the before mentioned parishes, townships, and places required for the purposes of the said railways and works, or any of them, to be authorised by the said Act, and to alter, vary, or repeal, or extinguish all existing rights, privileges, or exemptions in any manner connected with the lands, houses, and other property proposed to be purchased or taken, used, or interfered with for the purposes of the Act, or which would or could in any manner impede or interfere with the construction, maintenance, and use of the proposed railways and other works respectively, or the objects and purposes of the intended Act, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorise the Company to make such junctions and communications with, or openings in and alterations of the rails and works of the North Eastern Railway, at Scarborough, and the Whitby, Redcar, and Middlesbrough Union Railway, at or near Whitby, and otherwise to interfere with the rails, works, and lands of those Companies, or either of them, as may be necessary for effecting the objects and purposes of the said Act, and to regulate such junctions and communications and the use thereof.

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

To enable the Company, and the North Eastern Railway Company, and the Whitby, Redcar and Middlesbrough Union Railway Companies, or either of them, to enter into arrangements and agreements with regard to the construction, maintenance, management, and use of joint or separate stations, sidings, and other necessary works at or near the points where the intended railways join their respective lines of railway, or with respect to the use of the stations, sidings, and other works at present existing at or near such points or on any other parts of the railways respectively, and with respect to the use and management of the respective junctions between the said intended and existing railways upon payment of such tolls, rates, and charges, or upon such terms as may be agreed upon, or as shall, upon the application of either of the said Companies desiring or requiring such reference, be ascertained and determined by arbitration, or otherwise, as shall be prescribed in or provided for by the said Act.

To authorise the Company for all or any of the purposes of the Act, and also for the general purposes of their undertaking to raise further sums of money by the creation of new shares or stock, with or without a guaranteed or preferential dividend or other rights or privileges attached thereto, or by borrowing or by any of such means,

and also to apply to all or any of such purposes any capital or funds now belonging to the Company or hereafter to belong to them or under the control of their directors.

The Act will vary and extinguish all existing rights and privileges which would interfere with its objects, and will incorporate with itself the necessary provisions of the Companies Clauses Acts, 1845, 1863, and 1869; the Lands Clauses Acts, 1845, 1860, and 1869; the Railways Clauses Acts, 1845 and 1863; and will alter, amend, extend, and enlarge, and if necessary repeal, so far may be necessary, all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say:—

The Act 34 and 35 Vic., cap. 85, relating to the Scarborough and Whitby Railway Company, the Acts 29 and 30 Vic., cap. 195, relating to the Whitby, Redcar, and Middlesbrough Union Railway; the Acts 7 and 8 Vic., cap. 61, 8 and 9 Vic., caps. 34 and 58, 9 and 10 Vic., cap. 247, 17 and 18 Vic., cap. 211, and all other Acts relating to the North-Eastern Railway or their undertakings; and all other Acts or parts of Acts or charters which it may be necessary to repeal, vary, alter, or interfere with for effecting any of the objects and purposes of the said Act, and to make other provisions in lieu thereof.

And notice is hereby given, that duplicate plans and sections of the said intended railway and works, and of the lands and houses 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, and an ordinance or published map showing the general course and direction of the said railways, and also a copy of this notice as published in the London Gazette, together with duplicate sections of the proposed alteration of levels, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton, in the said North Riding, and that 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 or through which the said intended railways and works are proposed to be made, together with a copy of the said Gazette notice will, on or before the said 30th day of November instant, be deposited 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 parish immediately adjoining such extra-parochial place, at his usual place of 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 12th day of November, 1872.

Moody, Turnbull, and Graham, Scarborough, Solicitors.

Durnford and Co., 45, Parliament-street, Westminster, Parliamentary Agents.

In Parliament, Session 1873.

Bristol United Gas-Light Company.
(Additional Capital; Additional Land; Sale of Superfluous Land; Amendment of Acts.)

THE Bristol United Gas Light Company (hereinafter referred to as "the Company") intend to apply to Parliament in the next Session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes:

1. To enable the Company to raise additional

capital by shares, or by borrowing, or by either of those means, and to attach to such additional capital such preferential dividends or other advantages and such restrictions and conditions as the Bill may prescribe.

2. To authorise the Company to purchase by agreement and hold additional Lands within the city and county of Bristol and the electoral district of seven miles from any part of the boundary of the said city and county, and also any parish, part only of which may be included within the electoral district as the said limits are defined and restricted in and by the 3rd section of the Bristol United Gas Light Company's Act, 1853 (16 and 17 Vic., cap. 84), and to erect on such additional lands offices and buildings for the storage of gas and for the general purposes of the Company, and to make roads and approaches thereto.

3. To authorise the Company to store gas upon a piece of land belonging to them at Barton-hill, in the parish of St. Philip and Jacob, in the city and county of Bristol, bounded on the north and east by land belonging to the Midland Railway Company, on the west by the gardens of houses in Folly-lane, and on the south by the road leading to Barton-hill; and also on the site of three houses and gardens in Folly-lane, in the same parish, belonging to the Company, and adjoining the piece of land before described.

4. To enable the Company to sell and convey certain lands and property belonging to them at Baptist-mills, in the said parish of St. Philip and Jacob, consisting (1) of a field, known as Long-mead or Baptist-mills'-mead (partly freehold and partly leasehold), and containing 7A. 1R. 1P. (or thereabouts); (2) of seven cottages and gardens, numbered from 11 to 17 inclusive in Beaufort-buildings, Stapleton-road, and abutting north on the river Frome; (3) of the Old Fox Inn and the garden and premises thereto adjoining and belonging, situate in Old Fox-lane; and (4) of a strip of meadow land (heretofore used as the garden of the Old Fox Inn), bounded on the north by the river Frome, and on the south by the Old Fox-lane, and containing 2A. (or thereabouts).

5. To authorise the Company to manufacture, purchase, or hire gas meters and gas apparatus, and to sell or let the same, and to demand and take uniform or differential rates, rents, and charges for the sale and supply of gas, gas meters, and fittings.

6. To authorise the Company to hold and acquire patent rights or licenses, to use patent rights in relation to the manufacture or distribution of gas, and the utilisation of residual products arising from the manufacture of gas.

7. To make further provision for the protection of the Company and their gas-supply works and apparatus, and for the recovery of moneys due to them.

8. To vary or extinguish all rights or privileges which would interfere with the objects aforesaid, and to confer other rights and privileges, and to vary and enlarge, and if need be, repeal certain of the powers and provisions of "The Bristol United Gas Light Company's Act, 1853," and especially the provisions contained in the 27th and 29th sections of the same Act relating to the directors of the Company.

9. The Bill will incorporate with itself all or some of the provisions of the Companies' Clauses Acts, 1845, 1863, and 1869; the Lands Clauses Acts, 1845, 1860, and 1869; and the Gasworks Clauses Acts, 1847 and 1871.

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 7th day of November, 1872.

M. Brittan & Sons, Albion-chambers,
Bristol, Solicitors.

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

In Parliament.—Session 1873.

Forth Bridge Railway.

(Incorporation of Company; Construction of Railways to Inverkeithing, Dunfermline, and Burntisland, with Bridge over Forth at Queensferry and other Works; Powers to make Working Arrangements with North British Railway Company, and powers to that Company to contribute to and hold Shares and Stock in Company, and to guarantee interest and dividends; powers to North British Railway Company to sell and Company to purchase ferry called Queensferry over Forth; tolls, rates, and duties; Capital; Incorporation of Acts; 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 among other objects, powers, and purposes (that is to say):

To incorporate a Company (hereinafter referred to as "the Company"), and 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 (that is to say):

1. A Railway (No. 1) commencing in the parish of Dalmeny, in the county of Linlithgow, by a junction with the Queensferry Branch of the North British Railway, at a point on the said Queensferry Branch 40 yards or thereabouts, measuring along the said branch railway, northward from the north side of the bridge carrying the road called and known as the Rosshill-road which leads from the Dalmeny-road to Rosshill-house, over the said Queensferry Branch Railway, and 190 yards or thereabouts south-westward of the southmost corner of the buildings of Bankhead Farm-steading, in the occupation of James Graham, thence passing through or into the several parishes, extra-parochial and other places following, or some of them, namely, the parish of Dalmeny, the parish of South Queensferry, the royal burgh of South Queensferry, all in the county of Linlithgow, thence crossing by a bridge the bed and soil of the Firth of Forth and the Island of Inchgarvie, the said bed and soil of the Firth of Forth and the island of Inchgarvie being in or adjacent to the said parish of Dalmeny, and county of Linlithgow, or in or adjacent to the parish of Dumfermline, in the county of Fife, or in or adjacent to the parish of Inverkeithing, otherwise Inverkeithing and Rosyth, and county of Fife, or one or more of them, thence passing through or into the parishes of Dunfermline, Inverkeithing, otherwise Inverkeithing and Rosyth, and royal burgh of Inverkeithing, all in the county of Fife, and terminating in the parish of Inverkeithing, otherwise Inverkeithing and Rosyth, in the county of Fife, at a point in a field on the farm of Boreland, in the occupation of Thomas Law, 100 yards or thereabouts east of the south-east corner of the buildings of the farmsteading of Boreland.

2. A Railway (No. 2) commencing in the parish of Inverkeithing, otherwise Inverkeithing and

Rosyth, in the county of Fife, at the point herebefore described as the termination of proposed Railway No. 1, thence passing through or into the several parishes and places following, or some of them, namely, the parishes of Inverkeithing, otherwise Inverkeithing and Rosyth, Dalgetty, Aberdour, and Burntisland, and the royal burghs of Inverkeithing and Burntisland, all in the county of Fife, and terminating in the parish of Burntisland, in the county of Fife, by a junction with the North British (Edinburgh, Perth and Dundee) Railway, at a point on the said railway, in the parish of Burntisland and county of Fife, 260 yards or thereabouts north-eastwards from the east end of the booking office of the Burntisland Station of the said North British (Edinburgh, Perth, and Dundee) Railway.

3. A Railway (No. 3) commencing in the parish of Inverkeithing, otherwise Inverkeithing and Rosyth, in the county of Fife, at the point herebefore described as the termination of proposed Railway No. 1, thence passing through or into the several parishes and places following, or some of them, namely, the parishes of Inverkeithing, otherwise Inverkeithing and Rosyth, and Dunfermline, and the royal burghs of Inverkeithing and Dunfermline, all in the county of Fife, and terminating in the parish of Dunfermline, in the county of Fife, by a junction with a railway authorised by and constructed under the powers of the North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863, and forming a portion of the railway in that Act referred to as Railway No. 8, at a point on that railway 25 yards or thereabouts, measuring southward along the said railway from the centre of the bridge or culvert carrying the said railway over the Spittal Burn.

Railway No. 4 commencing by a junction with proposed Railway No. 3 in the parish of Inverkeithing, otherwise Inverkeithing and Rosyth, and county of Fife, at a point on the Great North-road from North Queensferry by Inverkeithing to Perth, fifty yards north from where said road is crossed on the level by the Halbeath Railway of the North British Railway Company, measuring from the centre of said road, thence passing through or into the said parish and royal burgh of Inverkeithing and county of Fife, and terminating by a junction with proposed Railway No. 2 in the said parish and county at a point in a field on the farm of Boreland, on the west side of the road leading from the turnpike road from Inverkeithing to Aberdour to Scots Mill, and 135 yards or thereabouts south-eastward from the south-west corner of the dwelling-house now or lately in the occupation of John and James Bisset, at or near to Scots Mill.

To enable the Company to cross, divert, alter, or stop up, or otherwise interfere with, either temporarily or permanently, roads, railways, tramways, drains, sewers, navigations, rivers, canals, streams and watercourses, gas, water, and other pipes, and telegraph apparatus, and the bed and soil of the Firth of Forth, so far as may be necessary in constructing, maintaining, or using the said intended railways and works, or for other the purposes of the Bill, and to deviate horizontally from the lines of railway and works, and vertically from the levels of the said lines, as shown upon the plans and sections hereinafter mentioned, to any extent to be authorised by the Bill.

To purchase lands, houses, and other property, by compulsion or otherwise, for the purposes of the said intended railways and works, and of the Bill, and to vary and extinguish rights and privi-

leges connected with such lands, houses, and property, and the bed and soil of the Firth of Forth, which would interfere with or prevent the carrying into execution any of the purposes of the said Bill, and to exercise other rights and privileges.

To vary or alter the provisions of "The Lands (Clauses Consolidation (Scotland) Act, 1845," as incorporated with the Bill, and to provide that it shall not be necessary for the Company to purchase the whole of any house or other building or manufactory where part only is required for the purposes of the Bill.

To levy tolls, rates, and charges upon and in respect of the use of the proposed railways and works, and the conveyance of passengers, animals, minerals, goods, and other traffic thereon, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

To enable the Company on the one hand, and the North British Railway Company on the other hand, 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, or some of them, or some part or parts thereof respectively, the supply of rolling stock, plant, and machinery, the appointment, payment, and removal of officers and servants, 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, transmission, and delivery of traffic coming from or destined for or passing over the respective undertakings of the contracting Companies, and the division, appropriation, 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 already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

To empower the North British Railway Company to subscribe or contribute toward the construction and maintenance, in whole or in part, of the said intended railways and works, to raise the capital necessary for the same, or the redemption thereof, and of the stock of the Company, and to guarantee such interest, dividends, annual or other payments in respect of the moneys expended in the construction thereof, as may be agreed upon between that Company and the Company, and to subscribe to and take and hold shares in the capital of the Company, and further, either to contribute and pay to the Company such annual sums, or to guarantee the dividends on the shares or stock of the Company to such an amount as may be agreed upon in respect of the saving which will result to the said North British Railway Company by the execution of the works to be authorised by the Bill, or to make provision for setting aside such saving as a fund to guarantee dividends on the shares and stock of the Company, or any part or portion thereof, in such manner and to such extent as the Bill may provide; and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to the North British Railway Company, or under the control of their directors, and, if they shall think fit, to raise additional moneys for that purpose by the creation of new shares or stock in their undertaking, with or without preference or priority in payment of

dividends or interest, or other rights or privileges attached thereto, over their existing and authorised capital, or by borrowing on mortgage or bond, or by both of those means, or by such other means as Parliament shall authorise or direct; and to appoint directors in the undertaking of the Company.

To enable the Company and the North British Railway Company to enter into agreements, and to confirm any agreements already made, or which, prior to the passing of the said Bill, may be made, for the purchase and acquisition by the Company from the North British Railway Company of the ferry upon or across the Firth of Forth, established under the Acts 11 George IV, and 1 William IV, chapter 115, intituled "An Act for the further improvement and support of the passage across the Frith of Forth, called the Queensferry," and "The Queensferry Passage Improvement Act, 1848," or either of them, and all the piers, harbours, works, accessess, lands, houses, and property, including Port Edgar Pier connected therewith or belonging thereto, and the right of working the said ferry, and all the other rights and interests of the said North British Railway Company, in or relating to the said ferry as now held, possessed, exercised, and enjoyed by the said North British Railway Company, under a disposition and conveyance in favour of the said Company by the trustees acting under the said Acts, dated on or about the 30th day of March, 1869, and registered in the General Register of Sasines the 12th day of April, 1869.

To enable the Company to raise money for the purposes of the Bill and for the general purposes of their undertaking by the creation and issue of shares or by stock and by borrowing, and attach to any of the shares or stock to be created under the powers of the Bill such rights, privileges, advantages, preferences, and priorities, and to issue such shares and stock upon such terms and conditions as the Bill may define, and to define and regulate the capital of the Company.

To enable the Company to divide all or some of the shares and stock in their capital into half-shares, and to attach to all or such proportion of such half-shares a preference or priority on the payment of dividend or interest or other special rights and privileges.

To enable the Company to create and issue debenture stock.

To authorise the making and carrying into effect of arrangements between the magistrates and the town councils of the royal burghs of South Queensferry, Inverkeithing, Dunfermline, and Burntisland, and the North British Railway Company, or any or either of them, and other persons and corporations interested and the Company, with respect to any customs or duties claimed to be payable to the said respective magistrates and town councils or to the said North British Railway and other corporations and persons, or any or either of them, in respect of the traffic passing through the said burghs or any of them, and which may be conveyed on the said intended railways and works, or any of them, and for the lease of such duties and customs to the Company, and for the composition of the same for a fixed or annual sum, and to empower the Company in terms of any such agreement to levy the said duties and customs.

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 it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation

(Scotland) Act, 1845," "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation (Scotland) Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation (Scotland) Act, 1845;" "The Railways Clauses Act, 1863;" "The Railway Companies Powers Act, 1864;" "The Railway Companies (Scotland) Act, 1867;" "The Regulation of Railways Act, 1868;" "The Commissioners Clauses Act, 1847."

And it is proposed by the Bill to repeal, alter, or amend certain of the provisions of "The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862," and of the several Acts of Parliament following, or some of them, relating to the North British Railway Company, and the undertakings belonging to, amalgamated with, or held on lease by, or vested in that Company, that is to say—49 Geo. III, cap. 83; 54 Geo. III, cap. 138; 57 Geo. III, cap. 56; 59 Geo. III, cap. 29; 1 and 2 Geo. IV, cap. 122; 4 Geo. IV, cap. 18; 5 Geo. IV, cap. 49; 7 Geo. IV, caps. 45 and 98; 10 Geo. IV, cap. 122; 11 Geo. IV, and 1 Will. IV, cap. 115; 3 and 4 Will. IV, cap. 114; 4 and 5 Will. IV, cap. 71; 5 and 6 Will. IV, caps. 55 and 97; 6 and 7 Will. IV, cap. 131; 2 and 3 Vict., caps. 51, 57, 59, and 70; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 7 and 8 Vict., cap. 66; 8 and 9 Vict., cap. 148; 9 Vict., cap. 57; 9 and 10 Vict., caps. 81, 107, 202, 263, 332, and 377; 10 and 11 Vict., caps. 83, 245, and 246; 11 and 12 Vict., caps. 44, 70, 116, 118, 127, 134 (and the several Acts therein recited, in so far as not repealed thereby), and 160; 12 and 13 Vict., caps. 39, 72, and 86; 14 Vict., cap. 27; 14 and 15 Vict., caps. 55 (and the provisions unrepealed of the Acts referred to in the schedule of such Act) and 62; 15 Vict., cap. 109; 16 and 17 Vict., caps. 90, 151, and 152; 17 and 18 Vict., caps. 199 and 212; 18 and 19 Vict., caps. 30, 127, 153, 158, and 190; 19 and 20 Vict., caps. 93 and 106; 20 and 21 Vict., caps. 78, 91, 124, and 129; 21 and 22 Vict., caps. 64, 65, 109 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), 145, and 165; 22 and 23 Vict., caps. 14, 24, 83, 85, and 96; 23 and 24 Vict., caps. 140, 145, 159, 178, and 195; 24 and 25 Vict., caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226 and 248; 25 and 26 Vict., caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26 and 27 Vict., caps. 187, 194, 213, 223, 226, and 237; 27 and 28 Vict., caps. 81, 84, 100, 248, 271, 279, 286, and 292; 28 and 29 Vict., caps. 125, 152, 186, 200, 201, 202, 206, 213, 217, 303, 309, 323, and 356; 29 and 30 Vict., caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30 and 31 Vict., caps. 145 and 198; 31 and 32 Vict., caps. 63 and 139; 32 and 33 Vict. cap. 119; 33 and 34 Vict., caps. 91, 104, and 135; 34 and 35 Vict., cap. 106; and the 35 and 36 Vict., cap. 123; and all other Acts relating to the North British Railway Company, the North British Arbroath and Montrose Railway Act 1871; the North British, Arbroath, and Montrose Railway Act, 1872; Acts relating to the Devon Valley Railway Company, 21 and 22 Vict., cap. 122; 24 and 25 Vict., cap. 200; 26 and 27 Vict., cap. 124; 29 and 30 Vict., caps. 277 and 326; 31 and 32 Vict., cap. 2; 34 and 35 Vict., cap. 106; and all other Acts (if any) relating to the Devon Valley Railway Company; Acts relating to the Edinburgh and Bathgate Railway Company, 9 and 10 Vict., cap. 332; 10 and 11 Vict., cap. 246; 11 and 12 Vict., caps. 116 and 160; 34 and 35 Vict., cap. 91, and all other Acts (if any) relating to the Edinburgh and Bath-

gate Railway Company; the Acts relating to the City of Glasgow Union Railway Company, 27 and 28 Vict., cap. 286; and 28 and 29 Vict., cap. 247; 30 and 31 Vict., cap. 166; and 32 and 33 Vict., cap. 81; 34 and 35 Vict., cap. 126; 35 and 36 cap. Vict., 115: and all other Acts relating to the City of Glasgow Union Railway Company; the North Monkland Railway Act, 1872; the Acts 16 and 17 Vict., cap. 119; and 23 and 24 Vict., cap. 184; 25 and 26 Vict., cap. 48, and all other Acts relating to the Port Carlisle Dock and Railway Company; Acts relating to the Carlisle and Silloth Bay Railway and Dock Company, viz., 16 and 17 Vict., cap. 118; 18 and 19 Vict., cap. 153; 23 and 24 Vict., cap. 134; and 25 and 26 Vict., caps. 45 and 47; the Carlisle Citadel Station Act, 1861; the Esk Valley Railway Act, 1863; the Esk Valley Railway (Lease) Act, 1866; the Edinburgh, Loanhead and Roslin Railway Act, 1870; the Penicuik Railway Act, 1870; the Leslie Railway Act, 1857; the Berwickshire Railway Act, 1862; the Berwickshire Railway Act, 1866; the Peebles Railway Act, 1853; and the Acts 20 and 21 Vict., cap. 14; and 24 and 25 cap. 114, relating to the Peebles Railway Company; the St. Andrews Railway Act, 1851; the Acts relating to the Glasgow and Milngavie Junction Railway Company, 24 and 25 Vict. cap. 198; the Acts relating to the Blane Valley Railway Company, 24 and 25 Vict., cap. 248; 28 and 29 Vict., cap. 346; and 33 and 34 Vict., cap. 78; Acts relating to the Perth General Railway Station, 28 and 29 Vict., caps. 252 and 253; Acts relating to the Solway Junction Railway Company, 27 and 28 Vict., cap. 158; 28 and 29 Vict., cap. 186; 29 and 30 Vict., cap. 243; and 30 and 31 Vict., cap. 116; the Northumberland Central Railway Act, 1863; and the Northumberland Central Railway Act, 1867; the Broxburne Railway Act, 1867; the Dundee Sea Wall, Esplanade, and Street Act, 1863; the Newport Railway Act, 1866; the Newport Railway Act, 1867; and the Newport Railway Act, 1870; the Acts relating to the Leven and East of Fife Railway Company, that is to say, 15 and 16 Vict., cap. 95; 18 and 19 Vict., cap. 165; 19 and 20 Vict. cap. 24; 24 and 25 Vict., caps. 158 and 159; and 29 and 30 Vict., cap. 167; and all other Acts relating to the Leven and East of Fife Railway Company; the Acts relating to the Forth and Clyde Junction Railway Company, that is to say: 17 Vict., cap. 125; 20 and 21 Vict., cap. 34; and 24 and 25 Vict., cap. 230; and all other Acts relating to the Forth and Clyde Junction Railway Company; 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 any other company or body who or whose property and interests may be affected by any of the powers or provisions of the Bill; and the several other Acts recited in such Acts, or any of them, and now in force.

And the Acts relating to the trustees of the Queensferry passage, viz.:—49 Geo. III, cap. 83; 54 Geo. III, cap. 138; 11 Geo. IV and 1 Will. IV, cap. 115; 11 and 12 Vict., cap. 44; Edinburgh and Glasgow Railway Queensferry Act, 1863, North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863, and all other Acts relating to such passage, and the Acts relating to the Burntisland Harbour and Dock, viz.:—“The Burntisland Harbour and Dock Act, 1866,” and “The Pier and Harbour Orders Confirmation Act, 1870 (No. 3),” relating to the Harbour of Burntisland.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed railways, and works, and the lands, houses, and other

No. 23923.

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property in, through, over, or under 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 Edinburgh Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the principal sheriff-clerk of the county of Edinburgh; and the principal sheriff-clerk of the county of the city of Edinburgh, at their respective offices in Edinburgh; and with the principal sheriff-clerk of the county of Linlithgow, at his office in Linlithgow; with the principal sheriff-clerk of the county of Fife, at his offices in Cupar and Dunfermline; 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 several parishes and to the royal burghs of South Queensferry, Inverkeithing, Dunfermline, and Burntisland respectively, 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 also a copy of this notice will be deposited for public inspection with the schoolmaster, or, if there be no schoolmaster, with the session-clerk of each of such parishes, 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 also with the town clerks of the Royal burghs of South Queensferry, Inverkeithing, Dunfermline, and Burntisland, at their respective offices in South Queensferry, Inverkeithing, Dunfermline, and Burntisland.

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.

Miller, Alfordice, and Robson, W.S.,
Edinburgh, Solicitors for the Bill.

Simson, Wakeford, and Simson, 11, Great
George-street, Westminster, Parli-
mentary Agents.

In Parliament.—Session 1873.

Scarborough Gas.

(Extension of Limits of Supply; Purchase, Sale, and Exchange of Lands; Construction of New Works; Abandonment and Sale of Existing Works; Confirmation of Agreements as to Lands; Regulation and Increase of Capital; Powers to Local Bodies, Ratepayers, &c., to Contract with Company for Gas; to levy Rates; to hold and use Patent Rights; to break up Streets, &c.; Repeal and Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to extend and amend the powers and provisions of the Scarborough Gas Company's Act, 1851; the Scarborough Gas Act, 1859; and the Scarborough Gas Act, 1867, or some of the powers and provisions of those Acts, and to confer further and additional powers upon the Scarborough Gas Company, and to effect the objects, or some of the objects, following, namely:—

To extend the limits within which the Scarborough Gas Company are now empowered to supply gas so as to include within those limits all such places in the North Riding of the county

of York as are within four miles measured in a straight line (on a horizontal scale) in every direction from the boundary of the municipal borough of Scarborough (as enlarged and extended by the Act 5 & 6 Will. IV. cap. 76, to provide for the regulation of municipal corporations in England and Wales) and which extended limits will include the parishes, townships, hamlets, and extra-parochial and other places following, or some of them, or some parts thereof, namely, Osgodby, Cayton, Lebberston, Gristhorpe, Seamer, Irton, Wykeham, Hutton Bushell, East Ayton, West Ayton, Hackness, Suffield-cum-Everley, Cloughton, Burniston, Scalby, Throxenby, and Newby, all in the North Riding of the county of York, and will also include all other parishes, townships, hamlets, and places, or parts of parishes, townships, hamlets, and places, being beyond the Company's present limits, but in the said North Riding, and within the distance of four miles measured as aforesaid, all which parishes, townships, hamlets, extra-parochial and other places, or parts of parishes, townships, hamlets, and extra-parochial and other places to be included within such limits, are situate in the North Riding of the county of York;

To apply to and over the whole of the present and the said extended limits of supply the powers and provisions of the Scarborough Gas Company's Act, 1851; the Scarborough Gas Act, 1859; and the Scarborough Gas Act, 1867, as amended and extended by the intended Act, and also the powers and provisions of the intended Act;

To authorize the Company within the said extended limits to supply gas for public and private purposes, and to maintain, alter, remove, and renew any existing mains, pipes, and other works and apparatus, and to lay down, maintain, and from time to time remove, renew, and alter any mains, pipes, and other works and apparatus in, under, over, across, and along any streets, roads, lanes, and highways, footpaths, bridges, railways, railway stations, and other works, tramways, sewers, drains, canals, reservoirs, rivers, streams, watercourses, passages, and other public places within the said extended limits, and for such purposes to alter, break up, open, divert, or otherwise interfere with any such streets, roads, lanes, highways, bridges, railways, railway stations, and other works, tramways, sewers, drains, canals, reservoirs, rivers, streams, watercourses, passages, and other public places, and any drains or pipes in, under, or through the same.

To authorize the Company within the said extended limits to charge, demand, take, and levy rents, and charges for the supply of gas and for the fixing, sale, and hire of gas-meters and fittings, and (if deemed necessary) to charge, take, and levy a higher scale of rents and charges than they now take or are authorized to take within their existing limits of supply, and to confer, vary, and extinguish exemptions from the payment of rents and charges.

To authorize the Company to purchase by agreement all or some of the lands hereinafter described (that is to say):—

1. A plot or parcel of land in the township of Falsgrave, in the parish and borough of Scarborough, in the North Riding of the county of York, situate on the east side and adjoining to the North Eastern Railway, consisting of three fields or parcels of land belonging or reputed to belong to the North Eastern Railway Company, and in the respective occupations of John Busby and Ann Prince, containing together 5 acres or thereabouts, and bounded on the west side thereof by the North Eastern Railway and embankments,

on the south and east by land belonging or reputed to belong to the Mayor, Aldermen, and Burgesses of the borough of Scarborough, and on the north by lands belonging to the said Mayor, Aldermen, and Burgesses, and the said Railway Company. And a piece or parcel of land situate on the east side of and adjoining to the last-mentioned lands belonging to the said Railway Company, and now forming part of two fields or closes of land belonging to the said Mayor, Aldermen, and Burgesses, and in the respective occupations of John Busby and Ann Prince, containing together 1 acre 1 rood and 15 perches or thereabouts, and bounded on the west by the aforesaid land of the North Eastern Railway Company, on the south and east by the said land belonging to the said Mayor, Aldermen, and Burgesses (of which the said plot now forms part) and on the north by land (firstly described) belonging to the said Railway Company.

2. A piece or parcel of land situate on the west side of the North Eastern Railway in the said township of Falsgrave and parish of Scarborough, now forming part of a field belonging to or reputed to belong to the North Eastern Railway Company, and in the occupation of John Busby, which piece or parcel of land contains 28 perches or thereabouts, and is bounded on the west by the Seamer-road, on the south by the said land of which it now forms part, on the east by the North Eastern Railway, and on the north by land belonging to the said Mayor, Aldermen, and Burgesses, as trustees of the Scarborough Grammar School.

To confer, vary, or extinguish, all rights and privileges in any manner connected with the said lands or any of them, and to confer other rights and privileges.

To authorize the Company, and the said Mayor, Aldermen, and Burgesses, to purchase, sell, or exchange lands, and to confirm any agreement or agreements already made or which hereafter may be made by or between the Company and the said Mayor, Aldermen, and Burgesses, or the North-Eastern Railway Company, or any other owner, lessee, or occupier, as the case may be, of any of the lands before described.

To authorize the Company to erect, construct, and maintain on the lands firstly hereinbefore described, or on some of them, or on some part or parts thereof respectively, buildings, works, and conveniences for the manufacture, conversion, storage, and distribution of gas, and of the products, refuse, or residuum arising or resulting from the manufacture of gas or incident thereto, and of the matters and things reducible from such products refuse, or residuum, and to sell and dispose of the same, and to confer on the Company all necessary powers for the manufacture, conversion, storage, sale, and distribution of gas, and of the products, refuse, residuum, matters, and things aforesaid, and to construct and maintain all roads, roadways, and approaches to such lands and buildings, or any of them, as the Company may think necessary, and to extinguish all rights and privileges in or over all lands purchased or acquired by the Company.

To authorize the Company to maintain the whole or any part of the existing works and lands of the Company situate in and near Eastborough Quay-street and Sandside, in the said borough of Scarborough until the new works to be authorized by the intended Act, and the mains, pipes, and apparatus of the Company shall be fully completed and in effective use for supplying gas within the limits as extended by the said intended Act, and in actual work, or until such further time as the Company may deem necessary.

To authorize the Company to sell and dispose of their existing works, lands, hereditaments, and other property belonging to and now held by them as and when they may deem expedient.

To authorize the Company to purchase by agreement, and hold for the purposes of their gas works undertaking other lands, hereditaments, and premises within the limits of supply as extended by the intended Act.

To authorize the Company to acquire, hold, use, and exercise patent rights and licences for or in relation to the manufacture and distribution of gas, and the manufacture, conversion, and utilization of residual products, residuum, and other matters arising or producible from the manufacture of gas.

To authorize the Company to manufacture, purchase, or hire gas-meters, fittings, and other gas apparatus, and to provide, fix, sell, or let the same, both within their present and extended limits of supply and generally to carry on the business usually carried on by Gas Companies, or which is or may become incident thereto.

To authorize the Company to apply to all or any of the purposes of the intended Act any capital or funds belonging to the Company or hereafter to belong to them or under the control of the directors, and to raise further money by the creation and issue of new shares and stock, and by borrowing on mortgage or otherwise, and to attach to such new shares and stock, or some of them, a preference or priority of interest or dividend and other special privileges, and to authorize the Company to create debenture stock and to make further and other provisions with reference to the existing capital and to the augmentation of the share and loan capital of the Company and the priority of shareholders and mortgagees;

To make further provision for the protection of the Company and their gas supply, works and apparatus, and for the recovery of moneys due to the Company both within their present and extended limits of supply and to impose penalties.

To authorize any urban sanitary authority, rural sanitary authority, highway board, local board, trustees of turnpike roads or other roads, vestries, overseers of the poor, or other local authority within, adjoining, or near to the limits of supply as extended by the intended Act to contract with the Company for such term of years as may be agreed upon for a supply of gas to the respective districts, roads or places under their control or management, and to charge the sums payable under such contracts, and all expenses incident to such contracts on the district rate, poor rate, highway rate, or other existing rates of the said districts or places, or on the tolls leviable on such turnpike-roads, or to levy special rates and tolls or apply any funds or moneys which they have raised or may raise under any Act of Parliament or otherwise for payment of such charges and expenses, and for the purposes aforesaid to vary and increase the said district rates, poor rates, highway rates, or other existing rates and tolls, and to confer, vary, or extinguish any exemptions from the payment of rates, tolls, and charges, and to confer, vary, or extinguish other rights and privileges.

To incorporate with the intended Act, with such variations and exemptions as may be deemed expedient, the Lands Clauses Consolidation Acts 1845, 1860, 1869; the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Gas Works Clauses Act, 1847; the Gas Works Clauses Act, 1871, or some of them, or some parts thereof respectively;

To alter, amend, extend, and enlarge, and if used be to repeal some or all of the powers and

provisions of the following Acts, or some of them (that is to say):—

The Scarborough Gas Company's Act, 1851;
The Scarborough Gas Act, 1859; and
The Scarborough Gas Act, 1867.

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

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

Dated this 11th day of November, 1872.

Moody, Turnbull, and Graham, Scarborough, Solicitors.

Durnford and Co., 45, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1873.

Chesterfield Markets.

(Purchase by Corporation of the Undertaking of the Chesterfield Market Company and transfer of Company's powers to Corporation; Tolls, Rates, and Charges; powers to Corporation to raise Money; Bye-laws; Agreements between Corporation and Company; Incorporation of Acts; 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 Mayor, Aldermen, and Burgesses of the borough of Chesterfield (who are hereinafter referred to as "the Corporation") 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):

To transfer to and vest in or to provide for the transferring to and vesting in the Corporation, either as municipal corporation or as local board, or otherwise, the undertaking market hall, market house, market place, fairs, works, buildings, machinery, lands, property, and effects, real and personal; powers, rights, privileges, and authorities of the Chesterfield Market Company (hereinafter referred to as "the Company") for such price or consideration and upon such terms and conditions as have been or may be agreed upon between the Corporation and the Company, or as may be defined in the Bill, and to provide for the settlement and winding up of the affairs of the Company, and if thought fit to dissolve the Company.

To confer upon the Corporation and upon the Company all necessary powers for carrying into effect such transfer and vesting.

To enable the Corporation to maintain and alter or enlarge the said existing market hall, market house, market place, and other works of the Company, and to extend and make applicable to the Corporation all the powers and provisions of the Act incorporating the Company (local and personal, 17 and 18 Vict. cap. 114, 1854).

To confer on the Corporation power to levy tolls, rates, rents, stallages, and charges with respect to the markets and fairs and the undertaking so to be transferred to and vested in them, and to alter existing tolls, rates, rents, stallages, and charges, and to confer, vary, and extinguish exemptions from payment of tolls, rates, rents, stallages, and charges, and to confer, vary, and extinguish other rights and privileges of taking and receiving tolls, rates, rents, stallages, and charges.

To authorize the Corporation from time to time to let for any periods the markets and fairs;

and any stall, standing, shop, bench, site, or other convenience or accommodation in the markets or fairs, and the whole or any part of the tolls, rates, rents, stallages, and charges to be receivable in respect of the markets or fairs.

To enable the Corporation to alter existing bye-laws, and to make and from time to time to alter bye-laws and regulations respecting the use of the markets and fairs, and the sale and disposition of animals and goods, and the conduct of persons in charge thereof, and for the weighing and measuring of goods by the Corporation, or by persons licensed by them, for preventing the use of false weights and measures and the sale or possession of unwholesome meat or food, and the bringing of diseased animals into the borough, and for preventing persons illtreating animals, and all such other bye-laws and regulations as may be expedient for the regulation of the said markets and fairs, and of persons frequenting the same, and in relation to any objects or purposes with reference to which the Company are now empowered to make bye-laws, and to enable the Corporation to impose and enforce penalties for the breach or non-observance of any such bye-laws and regulations, and to make such other provisions with reference to the matters aforesaid, or any of them, as the Bill may provide.

To alter and enlarge the present borrowing powers of the Corporation, and to enable them to apply their corporate funds and any moneys which they are already authorized to borrow to the purposes of the Bill, and to borrow or raise further moneys on mortgage bond, permanent, or terminable annuities, or otherwise, and to charge the moneys borrowed or to be borrowed or raised by the Corporation on the property, lands, tenements, and hereditaments now belonging to or hereafter to be acquired by them, and on the revenues, tolls, rates, rents, stallages, and charges which they are now authorized to raise, or may be hereafter authorized to raise (whether as a municipal corporation or as a local board of health) and on the borough rate and borough fund, or by any of those means, and to make, levy, and recover rates for the repayment of such moneys and of the interest thereon, and to make provision for a sinking fund.

To authorize the Corporation and the Company to enter into agreements with respect to all or any of the matters aforesaid, and to confirm all or any such agreements as have been entered into or may be entered into prior to the passing of the Bill.

The Bill will vary or extinguish all rights and privileges inconsistent with, or which would in any way interfere with, hinder, or prevent, any of its objects being fully effected, and will confer other rights and privileges; and it will incorporate with itself the necessary provisions of "The Lands Clauses Acts, 1845, 1860, and 1869," "The Markets and Fairs Clauses Act, 1847," "The Towns Police Clauses Act, 1847," and "The Towns Improvement Clauses Act, 1847."

The Bill will, so far as may be necessary or expedient, repeal, alter or amend the provisions or some of the provisions of the local and personal Acts following (that is to say)—

"The Chesterfield Market Act, 1854," 17 and 18 Victoria, cap. 114, intituled "An Act for constructing a Market House and other Buildings for public accommodation at Chesterfield, in the county of Derby, and for the better regulation and maintenance of the Market there," and of any other Act relating to the Company, and of "The Public Health Act, 1848," "The Local Government Act, 1858," "The Sanitary Act, 1866," and of any Acts now in force amending

or supplementary to the same respectively, and of the Municipal Corporation Acts.

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.

John Cutts, Town Clerk, Chesterfield.
Stevens and Co., Gray's-Inn Chambers,
W.C., Solicitors for the Bill.
Simson, Wakeford, and Simson, 11, Great
George-street, Westminster, Parliamen-
tary Agents.

In Parliament.—Session 1873.

Devon and Cornwall Railway.

(Extensions to Plymouth and Devonport.)

(New Railways from the South Devon and Tavistock Railway at Marsh Mills to Plymouth, Devonport, and Stonehouse Pool; Approach Road to proposed Devonport Station; Working and other Arrangements with the London and South Western, South Devon, Bristol and Exeter, Salisbury and Yeovil, Cornwall, Great Western, Midland, and Somerset and Dorset Railway Companies; Ranning Powers and facilities over Railways of Launceston and South Devon, South Devon, Cornwall, London and South Western, Bristol and Exeter, and Salisbury and Yeovil Railway Companies; Provisions authorising and requiring the laying down of additional Rails on portions of the Cornwall Railway; 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 and road 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 Devon, that is to say:—

A Railway (No. 1) commencing in the parish of Plympton Saint Mary, in the county of Devon, by a junction with the South Devon and Tavistock line of the South Devon Railway, at a point nine chains or thereabouts, measured along that line, from and to the northward of the northern end of the passenger platform at the Marsh Mills Station on that line, and terminating in the parish of Charles, Plymouth, in a piece of garden ground called or known as Friary gardens, in the occupation of Henry Blight, at a point in the said garden ground about three chains or thereabouts, measured in a northerly direction from the junction of Exeter-street with Sutton-road, which said intended Railway No. 1 will be made or pass from, through, or into the parishes, extra-parochial or other places following, or some or one of them, that is to say:—Plympton Saint Mary, Laira, Laira-green, Egg Buckland, Charles, Plymouth, and the borough of Plymouth.

A Railway (No. 2) commencing in the said parish

of Charles, Plymouth, by a junction with the intended Railway No. 1, in a pasture field in the occupation of Thomas Norsworthy, situated adjoining the northern side of a road or lane running at the back of a row of houses called "South Devon-place," and at a point in such field three chains or thereabouts to the westward of the stable or cowhouse, situated at the north-east corner of the said field and eighteen chains or thereabouts, measured in a south easterly direction from the lodge or gatehouse at the eastern entrance of Beaumont House, in Tothill-lane, and terminating in the said parish of Charles, Plymouth, at a point on the eastern side of James-street, about one chain to the south of the junction of that street with Glanville-street; which said intended Railway No. 2 will be made or pass from, through, or into the parishes, extra-parochial, or other places following, or some of them (that is to say): Charles, Plymouth, and Saint Andrew, Plymouth, and the borough of Plymouth.

A Railway (No. 3) commencing in the said parish of Charles, Plymouth, by a junction with the intended Railway No. 2, at the termination thereof as before described, and terminating in the parish of Stoke Damerel in a pasture field (a portion of the glebe lands of that parish) in the occupation of John Mitch (which field abuts on and is situated to the westward of a road called "Parsonage-road," and southward of another road or street called "Lower Stoke-road") at a point three chains or thereabouts, measured in a westerly direction, from the junction of the said Parsonage-road with Lower Stoke-road; which said intended Railway No. 3 will be made or pass from, in, through, or into the parishes and extra-parochial or other places following, or some of them (that is to say): Charles, Plymouth, Saint Andrew, Plymouth, the borough of Plymouth, East Stonehouse, the borough of Devonport, Egg Buckland, Stoke Damerel, the tything of Compton Gifford, and the tything or chapelry of Weston Peverell.

A Railway (No. 4), wholly in the parish of Stoke Damerel, commencing by a junction with the Cornwall Railway at a point thereon twelve chains or thereabouts to the westward of the bridge by which that railway is carried over Deadlake-lane, and terminating by a junction with the intended railway No. 3, in a pasture field lying to the north of the said Cornwall Railway belonging to the trustees under the will of the late Sir John St. Aubyn, Baronet, and in the occupation of Edwin Williams, and at a point seven chains or thereabouts from and to the eastward of the commencement of Railway No. 4, as above described.

A Railway (No. 5), commencing in the parish of Stoke Damerel, by a junction with the intended Railway No. 3, in a pasture field in the occupation of William Ward, abutting eastward on the burial-ground of Stoke Church, and northward on Deadlake-lane, and terminating in the said parish of Stoke Damerel, in a wharf or timber-yard belonging to the trustees under the will of the late Sir John St. Aubyn, Baronet, and in the occupation of Walter Lethbridge, and at a point four chains or thereabouts to the southward of the junction of Richmond-walk with Devonport-hill; which said intended Railway No. 5 will be made or pass from, in, through, or into the

parish of Stoke Damerel and Stonehouse Lake and Stonehouse Pool, or some or one of them.

An approach road, commencing in the parish of Stoke Damerel, by a junction with the Lower Stoke-road, at a point thereon about five chains to the westward of the junction therewith of Parsonage-road, and terminating in the said parish of Stoke Damerel by a junction with Devonport-hill at or near the point where Richmond-walk joins the said Devonport-hill, and which road will be made or pass in, through, or into the parish of Stoke Damerel, and Stonehouse Lake and Stonehouse Pool, or some or one of them.

To authorise the Company to purchase and take by compulsion or agreement, lands, houses, and property required for the purposes of the intended railways, road, 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 authorise the Company to underpin or otherwise secure or strengthen any houses 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 South Western 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 authorised 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, and appropriation of 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 Com-

panies 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 railways and portions of railways following (that is to say):

So much of the Launceston and South Devon Railway as is situate between the commencement thereof at Tavistock and the authorised junction therewith of the railway of the Company at Lidford;

So much of the South Devon and Tavistock Railway as is situate between the termination thereof at Tavistock and the junction therewith of the intended Railway No. 1;

So much of the Cornwall Railway as is situate between the junction therewith of the intended Railway No. 4 and a point on the Cornwall Railway ten chains to the northward of the junction therewith of the Branch Railway to Keyham Dockyard;

The Okehampton Railway; (the expression "the Okehampton Railway" in this notice having the same meaning as is attached to it by the 26th section of the South Western Railway General Act, 1871);

So much of the North Devon Railway as lies between the respective junctions therewith of the Okehampton Railway and the Exeter and Crediton Railway;

The Exeter and Crediton Railway;

So much of the railways belonging to the London and South Western Railway Company, the Bristol and Exeter Railway Company, and the South Devon Railway Company respectively, as is situated and lies between the junction of the Exeter and Crediton Railway with the Bristol and Exeter Railway and the Queen-street Station at Exeter of the London and South Western Railway Company, including that station, and also the Saint David's Station at Exeter.

So much of the London and South Western Railway as is situate between Exeter and Yeovil and the Bradford Abbas junction with the Salisbury and Yeovil Railway near Yeovil junction.

So much of the Salisbury and Yeovil Railway as is situate between Yeovil and the junction with that railway of the Somerset and Dorset Railway at Temple Combe;

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 South Devon Railway Company and the Launceston and South Devon Railway Company and the Cornwall Railway Company, and the London and South Western Railway Company, and the Bristol and Exeter Railway Company, and the Salisbury and Yeovil Railway Company respectively, or other the Company or Companies for the time being owning, leasing, or working the respective railways and portions of railways 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 South Devon Railway Company and the Launceston and South Devon Railway Company and the Cornwall Railway Company, and the London and South Western Railway Company and

the Bristol and Exeter Railway Company and the Salisbury and Yeovil Railway Company respectively, or other the Company or Companies for the time being owning, leasing, or working the respective railways or portions of railways 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 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 require the London and South Western Railway Company, the Great Western Railway Company, the Bristol and Exeter Railway Company, the South Devon Railway Company, the Cornwall Railway Company, the Salisbury and Yeovil Railway Company, the Somerset and Dorset Railway Company, and the Midland Railway Company respectively, to book and invoice through traffic over their railways, or any of them, or any part thereof, to, from, and beyond the railways of the Company, or any of them, and by through rates and fares, and by through waggons, carriages, and trucks, and by other facilities, to provide for the full and free interchange, passage, transmission, and accommodation of the traffic to, from, over, and beyond the railways of the Company, from, to, and over the railways, or any part of the railways of the before-mentioned companies, and to require those companies respectively to provide at their stations and depôts accommodation for the booking and other clerks and other officers and servants of the Company, and to authorise the Company to appoint and keep clerks, agents, and other officers and servants at all or any of such stations and depôts, 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 the settlement of rates and of disputes by arbitration in case of failure of agreement, and to make alterations or reductions in the tolls, rates, and charges authorised to be taken by the before-mentioned companies respectively, and otherwise to provide full and complete facilities for the passage and transmission, reception, and delivery of traffic to, from, over, and by the railways of the Company, from and to, over and in the railways and stations of the before-mentioned Companies respectively, on terms and under arrangements to be defined in the Bill or settled by arbitration, or by the Board of Trade.

To empower the Company, or to authorise and require the Cornwall Railway Company, or other the companies for the time being owning, working, or leasing the Cornwall railway, at such times and upon such terms and conditions as in default of agreement shall be settled by arbitration, or by the Board of Trade, or defined by the Bill, to lay down on so much of the Cornwall Railway as is situate between the junction therewith of the intended Railway No. 4, and a point on the Cornwall Railway ten chains to the northward of the junction therewith of the branch railway to Keyham Dockyard an additional rail or additional rails, so as to adapt the same to the passage of engines and carriages on the narrow gauge as well as on the broad gauge.

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 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): 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; 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 103; 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; 35 and 36 Vict. cap. 132; and all 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 all 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; and the several other Acts relating to or affecting the Cornwall Railway Company; 5 and 6 Will. IV, cap. 107; 26 and 27 Vict. caps. 113 and 198; and the several other Acts relating to or affecting the Great Western Railway Company; 7 and 8 Vict. cap. 18; and all 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, or any of them.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended railways, road, 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 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, road, 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.

Ashurst, Morris, and Co.,

J. Brend Batten,
32, Great George-street, } Solicitors.

In Parliament—Session 1873.

Monmouthshire Railway and Canal Company.

(Additional Powers).

(Additional Short Railways; Abolition of Level Crossings; Additional Lands; Conversion of portion of Monmouthshire Canal at Newport into a Railway; Additional Capital; Agreements with London and North-Western and Great Western Railway Companies; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the next session thereof by the Monmouthshire Railway and Canal 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 other works hereinafter mentioned, with all needful stations, approaches, and conveniences connected therewith respectively, that is to say:

A Railway No. 1, wholly situate in the parish of St. Woollos, in Monmouthshire, commencing by a junction with the Western Valleys Railway of the Company at the centre of the bridge carrying the said railway over the South Wales Railway of the Great Western Railway Company near Waterloo Junction, and terminating by a junction with the said Western Valleys Railway at a point 185 yards eastward of the eastern termination of the Tredegar Park Mile.

A Railway No. 2, situated wholly in the said parish of St. Woollos, commencing by a junction with the said South Wales Railway at or near the said bridge, and terminating by a junction with Railway No. 1, at a point situate in a field numbered 420 on the title map of the parish of St. Woollos, deposited at the residence in Newport, Monmouthshire, of the Rev. Edward Hawkins, vicar of the said parish, and to abandon the existing line of railway of the Company between the level crossing of the said railway on the Cardiff-road on the east side of the said road and the said point about 185 yards east of the eastern termination of the said Tredegar Park Mile.

A Railway No. 3, situated wholly in the parish of Trevethin, in the county of Monmouth, com-

mencing by a junction with the Eastern Valleys Railway of the Company, at about 235 yards south of the 12 $\frac{1}{4}$ mile post on the said Eastern Valleys Railway, and terminating in a cinder tip, about 100 yards south-east of the Tunnel Bridge, over the siding leading to Golynos Works.

A Railway No. 4, situated wholly in the said parish of Trevethin, commencing by a junction with Railway No. 3, in or near a field on the north side of the road leading from Talywain to Blenavon, at about 162 yards north-west of the termination of the said Railway No. 3, and terminating in a field situate about 33 yards north of the Ebbw Vale Steel, Iron, and Coal Company's (Limited) Private Railway, and about 183 yards north-west of the junction of the said private railway with the Cwmffrwyd Branch Railway of the Company.

A Railway No. 5, situated wholly in the said parish of Trevethin, commencing by a junction with Railway No. 4, at about 107 yards from the termination of the said Railway No. 4, and terminating by a junction with the said Cwmffrwyd Branch Railway of the Company at about 180 yards south-west of the 12 $\frac{3}{4}$ mile post on the said branch.

To divert the following public roads which are now crossed by the railway of the Company upon the level, and to abolish such level crossings, and to extinguish all rights of way in and over the same, and to vest the soil thereof in the Company so far as the same is not now vested in them, namely:—

A public road in the parish of Aberystroth, in the county of Monmouth, crossed by the railway of the Company, about 40 yards north-west of the Abertillery Station, such diversion to commence at a point about 7 yards north-east of the centre of the Company's railway at the said level crossing and to terminate at a point about 60 yards south-west of the said point situate at the centre of the railway.

Another public road in the same parish crossed by the railway, about 20 yards from the "Tiler's Arms" public-house, such diversion to commence at a point about 90 yards south of the said level crossing, measured along the road, and to terminate at about 130 yards north of the said level crossing, measured along the said road.

A public road, in the parish of Mynyddyslwyn, in the county of Monmouth, crossed on the level about 20 yards north of the Chapel Bridge Station; such diversions to commence at a point measured along the said road about 130 yards north of the said level crossing, and at a point on a branch road measured along the said branch road about 75 yards south-west of the said level crossing, and to terminate at a point, measured along the road, about 35 yards north of the west end of the bridge, carrying the said road over the river.

A turnpike-road in the parish of Risca, in the county of Monmouth, crossed on the level about 40 yards north-west of the Cross Keys Station; such diversion to commence at a point on the said road 70 yards south of the centre of the Company's railway, at the said level crossing, and terminate at a point about 78 yards north of the said centre of the railway.

A turnpike road in the said parish of Risca, crossed on the level about 80 yards south-east of Risca Church; such diversion to commence opposite the north end of the church, and terminate at a point situate at the east side of the said level crossing.

To purchase and take compulsorily, or by agreement, additional land for the purpose of doubling

their line of railway in the said parish of Aberystroth; such doubling to commence by a junction with or parallel to the existing railway of the Company, at a point about 50 yards south of the said Abertillery Station of the Company, and to terminate by a junction with the railway of the Company about 90 yards south of their Blaina Station.

To purchase and take compulsorily, or by agreement, additional lands for the purposes of their undertaking in the parishes of Llanhilleth, Risca, Mynyddyslwyn, Aberystroth, and Bassaleg, all in the county of Monmouth, namely:—Lands in the parish of Llanhilleth, near to Llanhilleth Mill, on the east side of the Company's railway. Lands in the said parish on both sides of the said railway, extending from a point about 18 yards north of the 13 $\frac{1}{4}$ mile post to a point about 212 yards north of the same. Lands in the parish of Risca, near the 5 $\frac{3}{4}$ mile post, extending from a point about 210 yards south of the said mile post, to a point about 135 yards north of the said mile post, on both sides of the Company's railway. Lands in the parish of Mynyddyslwyn, on both sides of the line near the said Chapel Bridge Station of the Company from a point about 530 yards south of the said station to a point about 210 yards north of the said station. Lands in the parish of Aberystroth, on both sides of the railway at the level crossing near the 19 $\frac{1}{2}$ mile post. Lands in the parish of Bassaleg, on both sides of the railway, near the Tydee Station, extending from a point about 35 yards north of the said station to a point about 110 yards north of the said station.

To enable the Company to close and abandon as a canal so much of the Monmouthshire Canal, in the parish of St. Woollos, and borough of Newport, as is situate between a point situate about 50 yards measured in a north-westerly direction along the said canal from the one mile post on the Company's said Eastern Valleys Railway and the junction of the said canal with the Newport Docks, and to extinguish all rights of way in and over the same portion of the canal; and to enable the Company to construct instead thereof, and in or upon the site thereof, a railway commencing by a junction with the Eastern Valleys Railway of the Company, at about 66 yards south of the bridge carrying the said railway over the Marshes-road, and terminating at the lock at the Newport Docks, on the said canal, and will be situate wholly in the said parish. And the Bill will provide for the continuance of a supply of water to certain docks and wharves at Newport, and for the substituting sidings or other conveniences in connection with the proposed railway, for subsisting conveniences in connection with the portion of the canal so intended to be converted into a railway.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans; to purchase lands, houses, and other property compulsorily, for the purposes of the said intended railways and works; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorise the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the said railways and works; and for the same purposes and for

the general purposes of their authorised undertakings, to raise additional capital by shares and by borrowing, and to attach to such shares any preference or priority of dividend and any other advantage which the Bill may define.

To enable the Company and the Great Western Railway Company to enter from time to time into agreements for the use by the Company with engines and carriages of every description, upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon, of so much of the said South Wales Railway of the Great Western Railway Company as lies within the said parish of St. Woollos, together with the station, watering-places, booking-offices, warehouses, landing-places, sidings, works and conveniences connected with the said portion of railway, and for this purpose to extend (if necessary) the powers of the Great Western Railway Company and the Acts relating to the same Company.

To authorise the Company and the London and North-Western Railway Company to enter from time to time into agreements with respect to the use by the two Companies of their respective undertakings, or of such parts thereof as the Bill shall define, and the tolls, rates, terms, and conditions upon which such power may be exercised; and especially to enable the two Companies to agree as to the use by the Company of so much of the undertaking of the London and North-Western Railway Company, present or future, as will constitute a communication between the Railway No. 3, proposed by the Bill, and the station of the London and North-Western Railway Company at Brynmawr; and the Bill will, if necessary, extend the powers of the London and North-Western Railway Company, and extend and vary their Acts for this purpose.

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 Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Acts, 1845 and 1863;" and it will amend and enlarge the powers and provisions of the 8th and 9th Vict., cap. 169, and of any other Acts relating to the Company, and 9 and 10 Vict., cap. 204, and any other Acts relating to the London and North-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, and duplicate plans, showing the additional lands intended to be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also 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 Monmouth, at his office at Newport, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken; and a copy of this notice will be deposited with the parish clerk of each such parish at his residence, and in 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.

Waddington and Gustard, Newport, Monmouthshire, Solicitors for the Bill;
Dyson and Co., 24, Parliament Street, Westminster, Parliamentary Agents.

Wallasey Tramways.

(Extension of Time for the Construction of the authorised Tramways and Works.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Wallasey Tramways Company (Limited) for a Provisional Order under the Tramways Act, 1870, to extend the time for the construction and completion of the tramways and works authorized by "The Wallasey Tramway Order, 1871."

The draft of the proposed Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December next, and printed copies of the draft Order when deposited, and of the Order when made, will be furnished (at the price of one shilling for each copy) to all persons applying for the same, at the office of the undersigned.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the proposed Order, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1873.

Dated this 1st day of November, 1872.

Ashurst, Morris, and Co., 6, Old Jewry, and 22, Abingdon-street, Westminster.

In Parliament—Session 1873.

Tribunal of Commerce.

(Establishment of Tribunal for determination of Commercial Disputes; Levying Fees; Acquisition of Land for site of and Erection of Buildings for purposes of Tribunal; Raising Money by Corporation of London).

NOTICE is hereby given, that the mayor, aldermen, and commons of the city of London (herein called the Corporation), 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 establish a court or tribunal (herein called the Tribunal) under the name of the Tribunal of Commerce of the City of London, or under some other name, for the trial and determination of all disputed questions which may arise between the parties to any commercial transaction in relation thereto and effected within such limits as the Bill may define or as Parliament may prescribe.

To provide for the constitution of the Tribunal by the appointment of judges or arbitrators to be appointed by the Corporation, or in such other mode as the Bill may define or Parliament may prescribe.

To provide for the appointment, removal, and payment of judges or arbitrators, as the case may be, and other necessary officers of the Tribunal, and to enable them to compel the attendance of witnesses before them, to administer oaths to witnesses, and enforce the judgments and decrees of the Tribunal by execution against the person and property of disputants, whether resident within or beyond the limits of the jurisdiction of the Tribunal.

To provide for the payment of fees on proceedings in the Tribunal, and for the application of such fees to the defraying the expenses of the Tribunal.

To regulate the procedure and practice of the Tribunal, and to provide for the framing from time to time of rules and regulations for that purpose.

To enable the Corporation to acquire land, or to appropriate land now belonging to them for the erection thereon of and to erect thereon the buildings and offices necessary for the Tribunal, or to appropriate for such purpose any existing buildings belonging to them.

To enable the Corporation to apply to the purposes of the Bill any moneys belonging to them or under their control, and if necessary to raise further moneys on mortgage, bond, annuity, or otherwise.

To confer upon the Tribunal all necessary powers to render it efficient for the speedy determination of all matters referred to it, and to vary or extinguish all rights and privileges which will interfere with the objects of the Bill.

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

Dated this 15th day of November, 1872.

William Corrie, Remembrancer, Guildhall, London, E.C.

In Parliament—Session 1873.

Edinburgh, Loanhead, and Roslin Railway.
(Construction of new Lines; Compulsory Purchase of Lands; Levying of Tolls, &c.; Working and other Arrangements with the North British Railway Company; Additional Capital and Power to apply present Capital of Company to proposed new Works; Incorporation of Acts; 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, among other objects, powers, and purposes (that is to say):

1. To enable the Edinburgh, Loanhead, and Roslin Railway Company (hereinafter referred to as "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 (that is to say):

(1.) A Railway (No. 1) commencing in the parish of Lasswade, in the county of Edinburgh, by a junction with the authorized Edinburgh, Loanhead, and Roslin Railway, at or near a point in the fence separating the field numbered 152 from the field numbered 154, both in the said parish of Lasswade, on the plans of the said Edinburgh, Loanhead, and Roslin Railway, deposited with the Sheriff-Clerk of the county of Edinburgh in the month of November, 1869, and which plans are those referred to in the Edinburgh, Loanhead, and Roslin Railway Act, 1870, twenty yards or thereabouts south-east from the public road leading from Roslin to Springfield, and which road is numbered 139 on the said plans in the said parish, thence passing through or into the several parishes and places following, or some of them—namely, Lasswade, Roslin; Glencorse, otherwise Glencross, and Penicuik, all in the county of Edinburgh, and terminating in the parish of Glencorse, otherwise Glencross, in the county of Edinburgh, at a point in a fence separating two fields in the occupation of William Forbes, 130 yards, or thereabouts, east from the eastmost corner of the farmhouse of Greenlaw Mains, in the occupation of the said

William Forbes, and 50 yards from the eastward end of said fence.

(2.) A railway (No. 2) (a Mineral Branch), commencing in the said parish of Glencorse, otherwise Glencross, in the said county of Edinburgh, at the point hereinbefore described as the termination of the proposed Railway No. 1, thence passing through or into the several parishes and places following, or some of them, namely, Glencorse, otherwise Glencross, and Penicuik, in the said county of Edinburgh, and terminating in the said parish of Penicuik, in the county of Edinburgh, at or near a point in a field in the occupation of John Paterson, and which point is 360 yards, or thereabouts, south-westward of the westmost corner of the farm buildings of Eastfield, and 280 yards, or thereabouts, north-east of the north-east corner of Cuiken Bridge carrying the turnpike-road leading from Edinburgh to Penicuik over Cuiken Burn.

2. To enable the Company to cross, divert, alter or stop up, or otherwise interfere with, either temporarily or permanently, roads, 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, or using the said intended railways and works, or for other the purposes of the Bill, and to deviate horizontally from the lines of railway, and vertically from the levels of the said lines, as shown upon the plans and sections hereinafter mentioned, to any extent to be authorized by the Bill.

3. To purchase lands, houses, and other property by compulsion or otherwise, 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 such lands, houses, and property which would interfere with or prevent the carrying into execution any of the purposes of the said Bill, and to exercise other rights and privileges.

4. To levy tolls, rates, and charges upon and in respect of the use of the intended railways and works, and the conveyance of passengers, animals, minerals, goods, and other traffic thereon, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

5. To enable the Company, on the one hand, and the North British Railway Company on the other hand, 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 said railways to be authorized by the Bill, and the other railways and works of the Company, or some part or parts thereof respectively, the supply of rolling stock, plant, and machinery, the appointment, payment, and removal of officers and servants, 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, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division, appropriation, 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 already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

6. To enable the Company to raise further money for the purposes of the Bill, and for the general purposes of their undertaking, by the

creation and issue of new shares or stock, and by borrowing, and to attach to any of the new shares or stock to be created under the powers of the Bill such rights, privileges, advantages, preferences, and priorities, and to issue such shares and stock upon such terms and conditions as the Bill may define, and to define and regulate the capital of the Company.

7. To enable the Company to divide all or some of the shares in their capital into half-shares, and to attach to all or such proportion as the Bill may define of such half-shares a preference or priority on the payment of dividend or interest or other special rights and privileges as the Bill may provide.

8. To enable the Company to create and issue debenture stock.

9. To authorize the Company and the owners of and other persons interested in the lands, houses, and other property which will or may be taken for the purposes of the intended railways and works, and the other railways and works of the Company, and any other companies, corporations, trustees, or other bodies of persons, whether under any legal disability or not, to contract and agree for the acquisition by the Company of such lands, houses, and other property, in feu or lease, or otherwise, at such prices and for such feu duties, ground-annuals, or rents, or for such consideration in shares, or bonds, or mortgages of the Company, or otherwise, as may be agreed on or provided by the said Bill, and to confirm any such agreements which have been or may be entered into.

10. To empower the Company to apply for the purposes of the Bill any capital or funds now belonging to them, or which they have power to raise for other purposes.

11. 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 it will incorporate with itself the necessary provisions of—"The Companies Clauses Consolidation (Scotland) Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation (Scotland) Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation (Scotland) Act, 1845;" "The Railways Clauses Act, 1863;" "The Railway Companies Powers Act, 1864;" "The Railway Companies (Scotland) Act, 1867;" "The Regulation of Railways Act, 1868."

12. The Bill will, so far as may be necessary or expedient, repeal, alter, or amend the provisions, or some of the provisions of the local and personal Act following (that is to say): "The Edinburgh, Loanhead, and Roslin Railway Act, 1870."

13. And it is proposed by the Bill to repeal, alter, or amend certain of the provisions of "The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862," and of the several Acts of Parliament following, or some of them, relating to the North British Railway Company; and the undertakings belonging to, amalgamated with, or held on lease by, or vested in that Company (that is to say): 49 Geo. III., cap. 83; 54 Geo. III., cap. 138; 57 Geo. III., cap. 56; 59 Geo. III., cap. 29; 1 and 2 Geo. IV., cap. 122; 4 Geo. IV., cap. 18; 5 Geo. IV., cap. 49; 7 Geo. IV., caps. 45 and 98; 10 Geo. IV., cap. 122; 11 Geo. IV. and 1 Will. IV., cap. 115; 3 and 4 Will. IV., cap. 114; 4 and 5 Will. IV., cap. 71; 5 and 6 Will. IV., caps. 55 and 97; 6 and 7 Will. IV., cap. 131; 2 and 3 Vict., caps. 51, 57, 59, and 70; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 7 and 8 Vict., cap. 66; 8 and 9 Vict., cap. 148; 9 Vict., cap. 57; 9 and 10 Vict., caps. 81, 107, 202, 263,

332, and 377; 10 and 11 Vict., caps. 83, 245, and 246; 11 and 12 Vict., caps. 44, 70, 116, 118, 127, 134 (and the several Acts therein recited, in so far as not repealed thereby), and 160; 12 and 13 Vict., caps. 39, 72, and 86; 14 Vict., cap. 27; 14 and 15 Vict., caps. 55 (and the provisions unrepealed of the Acts referred to in the schedule of such Act) and 62; 15 Vict., cap. 109; 16 and 17 Vict., caps. 90, 151, and 152; 17 and 18 Vict., caps. 199 and 212; 18 and 19 Vict., caps. 30, 127, 153, 158, and 190; 19 and 20 Vict., caps. 98 and 106; 20 and 21 Vict., caps. 78, 91, 124, and 129; 21 and 22 Vict., caps. 64, 65, 109 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), 145, and 165; 22 and 23 Vict., caps. 14, 24, 83, 85, and 96; 23 and 24 Vict., caps. 140, 145, 159, 178, and 195; 24 and 25 Vict., caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25 and 26 Vict., caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26 and 27 Vict., caps. 187, 194, 213, 223, 226, and 237; 27 and 28 Vict., caps. 81, 84, 100, 248, 271, 279, 286, and 292; 28 and 29 Vict., caps. 125, 152, 186, 200, 201, 202, 206, 213, 217, 308, 309, 328, and 356; 29 and 30 Vict., caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30 and 31 Vict., caps. 145 and 198; 31 and 32 Vict., caps. 63 and 139; 32 and 33 Vict., cap. 119; 33 and 34 Vict., caps. 91, 104, and 135; 34 and 35 Vict., cap. 106; and the 35 and 36 Vict., cap. 123; and all other Acts relating to the North British Railway Company; the North British Arbroath and Montrose Railway Act, 1871; the North British Arbroath and Montrose Railway Act, 1872; Acts relating to the Devon Valley Railway Company, 21 and 22 Vict., cap. 122; 24 and 25 Vict., cap. 200; 25 and 27 Vict., cap. 124; 29 and 30 Vict., caps. 277 and 326; 31 and 32 Vict., cap. 2; 34 and 35 Vict., cap. 106, and all other Acts (if any) relating to the Devon Valley Railway Company; Acts relating to the Edinburgh and Bathgate Railway Company, 9 and 10 Vict., cap. 332; 10 and 11 Vict., cap. 246; 11 and 12 Vict., caps. 116 and 160; 34 and 35 Vict., cap. 91, and all other Acts (if any) relating to the Edinburgh and Bathgate Railway Company; the Acts 16 and 17 Vict., cap. 119, and 23 and 24 Vict., cap. 134; 25 and 26 Vict., cap. 48, and all other Acts relating to the Port Carlisle Dock and Railway Company; Acts relating to the Carlisle and Silloth Bay Railway and Dock Company, viz: 16 and 17 Vict., cap. 118; 18 and 19 Vict., cap. 153; 23 and 24 Vict., cap. 134; and 25 and 26 Vict., caps. 45 and 47; the Carlisle Citadel Station Act, 1861; the Esk Valley Railway Act, 1863; the Esk Valley Railway (Lease) Act, 1866; the Penicuik Railway Act, 1870; the Leslie Railway Act, 1857; the Berwickshire Railway Act, 1862; the Berwickshire Railway Act, 1866; the Peebles Railway Act, 1853; and the Acts 20 and 21 Vict., cap. 14; and 24 and 25 Vict., cap. 114, relating to the Peebles Railway Company; the St. Andrews Railway Act, 1851; the Act relating to the Glasgow and Milngavie Junction Railway Company, 24 and 25 Vict., cap. 198; the Acts relating to the Blane Valley Railway Company, 24 and 25 Vict., cap. 248; 28 and 29 Vict., cap. 346; and 33 and 34 Vict., cap. 78; Acts relating to the Perth General Railway Station, 28 and 29 Vict., caps. 252 and 253; Acts relating to the Solway Junction Railway Company, 27 and 28 Vict., cap. 158; 28 and 29 Vict., cap. 186; 29 and 30 Vict., cap. 243; and 30 and 31 Vict., cap. 116; the Broxburn Railway Act, 1867; the Dundee Sea Wall, Esplanade, and Street Act, 1868; the Newport Railway Act, 1866; the Newport Railway Act, 1867; and the Newport Railway Act, 1870; the Acts relating to the Leven and East of Fife Railway Company (that is to say)

15 and 16 Vict., cap. 95; 18 and 19 Vict., cap. 165; 19 and 20 Vict., cap. 24; 24 and 25 Vict., caps. 158 and 159; and 29 and 30 Vict., cap. 167; and all other Acts relating to the Leven and East of Fife Railway Company; the Acts relating to the Forth and Clyde Junction Railway Company (that is to say) 17 Vict., cap. 125; 20 and 21 Vict., cap. 34; and 24 and 25 Vict., cap. 230; and all other Acts relating to the Forth and Clyde Junction Railway Company. The Acts relating to the City of Glasgow Union Railway Company, viz. 27 and 28 Vict., cap. 286; 28 and 29 Vict., cap. 247; 30 and 31 Vict., cap. 166; 32 and 33 Vict., cap. 81; 34 and 35 Vict., cap. 126; 35 and 36 Vict., cap. 115; and all other Acts relating to City of Glasgow Union Railway Company; 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 any other Company or body who or whose property and interests may be affected by any of the powers or provisions of the Bill; and the several other Acts recited in such Acts, or any of them, and now in force.

Duplicate plans and sections describing the lines, situations, and levels of the proposed railways and works, and the lands, houses, and other property in, through, or under 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 "Edinburgh Gazette," will, on or before the 30th day of November instant, be deposited for public inspection with the principal Sheriff-clerk of the county of Edinburgh, at his office in Edinburgh. On or before the same day 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 to be made, or in which any lands, houses, or other property intended to be taken under the Bill are situate, and also a copy of this notice will be deposited for public inspection with the schoolmaster, or, if there be no schoolmaster, with the session clerk, of each of such parishes, at the usual place of abode of such schoolmaster or session clerk.

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

Dated this 13th day of November, 1872.

Millar, Allardice, and Robson, W.S., Edinburgh, Solicitors for the Bill.

Simson, Wakeford, and Simson, 11, Great George-street, Westminster, Parliamentary Agents

In Parliament.—Session 1873.

Ravenglass and Eskdale Railway.

(Incorporation of Company, Construction of Railways in the County of Cumberland, Arrangements with the Furness Railway Company, 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 incorporate a Company (hereinafter called the Company), and to confer upon the Company the following or some of the following powers:—

To make and maintain the Railways hereinafter described, or one of them, in the County of Cumberland, with all necessary stations, approaches,

sidings, works, and conveniences in connection therewith respectively, viz. :—

1. A railway commencing in the parish of Muncaster at a point in a field belonging to the Furness Railway Company, and in the occupation of Aaron Brown, situated on the east side of and adjoining the Whitehaven and Furness Junction Railway, about 156 yards southward of the goods shed on the eastern side of that railway at the Ravenglass Station, passing thence from, in, through, or into the parishes and places of Muncaster, Muncaster Fell, Ravenglass, Drigg, Murthwaite, Eskdale, Wasdale, St. Bees, and St. Bees detached, and terminating in the townships of Eskdale and Wasdale, in the parish of St. Bees, at a point in Nabb Gill about 78 yards northward of the northern end of the dwelling house known as Borrowdale-place, and about 150 yards westward of the bridge over the Whillan Beck, at the village of Boot.

2. A railway (to be wholly situated in the said parish of Muncaster and townships of Muncaster and Ravenglass, and on the foreshore adjoining the same), commencing by a junction with Railway No. 1, before described, at a point thereon, about 287 yards north-eastward of the southern end of the viaduct at Ravenglass, carrying the said Whitehaven and Furness Junction Railway over the River Mite, thence passing under the said Whitehaven and Furness Junction Railway, and terminating on a viaduct at a point on the seashore between high and low watermark, at or near the confluence of the River Esk with the united waters of the Rivers Irt and Mite, about 318 yards measured in a south-westerly direction from the south-western corner of the chapel at the southern end of the town of Ravenglass.

To construct on, or in connection with, the said viaduct at the termination of Railway No. 2, a shipping and landing stage, and all incidental works, buildings and conveniences necessary or suitable for the shipping, landing, and storing of goods and minerals.

To construct the said railways on a less gauge than the ordinary narrow gauge, or on such other gauge as the Act may define, and subject to the provisions of the "Regulation of Railways Act, 1868," to construct the same as a light railway, and, so far as may be necessary, the Act will alter and amend the provisions of the Act 9 and 10 Vict., cap. 57.

To deviate laterally from the line of the intended works to the extent shown on the plans hereinafter mentioned.

To purchase by compulsion or agreement lands, houses, and other hereditaments for the purposes of the intended railways and works, to vary and extinguish all easements, rights, and privileges connected with such lands, houses, and hereditaments, and to confer other rights and privileges.

To cross, stop up, alter or divert, temporarily or permanently, all turnpike and other roads, highways, railways, tramways, aqueducts, reservoirs, streams, rivers, brooks, and watercourses with which it may be necessary to interfere within the said several parishes, townships, and places.

To levy tolls, rates, and duties in respect of the said intended railways and works; to grant exemptions from the payment of such tolls, rates, and duties; to alter, vary, or extinguish existing tolls, rates, or duties, and to confer other rights and privileges.

The Act will authorise contracts and arrangements between the Company and the Furness Railway Company for or with respect to the maintenance, use, working, and management of

the said intended railways and works, and the supply of rolling stock and plant, the construction and maintenance of junctions and communications between their respective railways, the making, laying down, and maintenance and use of tramways, sidings, buildings, and other conveniences, the accommodation and the transmission of the traffic of, or destined for, or coming from, their respective undertakings, the fixing, levying, and division of their respective tolls, rates, dues, and charges, and the allowances, drawbacks, and reductions to be paid and allowed between the contracting parties, and all incidental matters.

The intended Act will incorporate all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Acts, 1863 and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will alter, amend, extend, and enlarge or repeal all or some of the provisions of the local and personal Acts following, or some of them, viz., 18 and 19 Vict. cap. 173; 21 and 22 Vict. cap. 98; 25 and 26 Vict. caps. 89 and 133; 26 and 27 Vict. caps. 82 and 89; 28 and 29 Vict. cap. 179; 29 and 30 Vict. caps. 132, 176, and 236; 30 and 31 Vict. cap. 101; 32 and 33 Vict. cap. 154; and 35 and 36 Vict. caps. 83 and 99; and all other Acts relating to or affecting the Furness Railway Company.

Maps, plans, and sections showing the lines and levels of the proposed railways and works, and describing the lands to be taken under the powers of the intended Act, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November, in the present year, with the Clerk of the Peace for the county of Cumberland, at his office at Carlisle; and so much of the said plans, sections, and book of reference as relates to each of the parishes, townships, and places in or through which the said railways and works are proposed to be made, and also a copy of the said Gazette Notice, will be deposited on or before the 30th day of November in the present year with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of some immediately adjoining parish at his residence.

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

Dated this 7th day of November, 1872.

Green, Allin, and Greenop, 10, Angel-court, Bank, London, Solicitors.

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

In the Matter of the Gas and Water Facilities Act, 1870, and in the Matter of the Caterham Spring Water Company's Act, 1862.

Caterham Spring Water Company.

(Application for Additional Capital.)

NOTICE is hereby given, that, on or before the 23rd day of December next, application is intended to be made by the Caterham Spring Water Company to the Board of Trade, under the Gas and Water Facilities Act, 1870, for a Provisional Order authorising the said Company to raise additional capital necessary for the purposes of their undertaking, as authorised by the Caterham Spring Water Company's Act, 1862, by shares or stock, and by borrowing, with power to

attach to such shares or stock a preference or priority of dividend, or such other rights and advantages as may be authorised by the Provisional Order so to be applied for.

On or before the 30th day of November, 1872, copies of this advertisement will be deposited with the Clerk of the Peace for the county of Surrey, at his office, North-street, Lambeth, and at the office of the Board of Trade, Whitehall, London, and, on or before the 23rd day of December next, a printed draft of the proposed Provisional Order will be deposited at the said office of the Board of Trade, and on or before the 23rd day of December next, a memorial signed by the said Company, addressed to the Board of Trade, praying for a Provisional Order, and a printed draft of such Provisional Order, as proposed by the said Company, will be deposited at the said office of the Board of Trade, and on or before the 23rd day of December next, a sufficient number of printed copies of the said Draft Provisional Order will be deposited at the office of the said Company, Warwick-road, Redhill, in the county of Surrey, and such printed copies will be obtainable by all persons applying for them, at the said office of the Company, on payment of the sum of one shilling for each copy, and printed copies of the said Provisional Order when made, will be deposited at the said office of the Company, Warwick-road, Redhill, and will be obtainable by all persons applying for them on payment of the sum of one shilling for each copy.

All persons desirous of making any representation to the Board of Trade, or of bringing before the said Board any objection respecting the intended application, may do so by letter, addressed to the Assistant-Secretary of the Railway Department of the said Board of Trade, on or before the 15th day of January, 1873.

Wilkinson and Drew, Solicitors for the said Company, 151, Bermondsey-street, London.

Board of Trade.—Session, 1873.

Redditch Gas.

(Application for Provisional Order for Powers to maintain and enlarge Gas Works; Limits of District; Power to Manufacture Gas; Break up Streets; Levy Rates; and other purposes).

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, by the Redditch Town and District Gas Company, Limited (hereinafter called the Promoters), for a Provisional Order under "The Gas and Water Works Facilities Act, 1870," for all, or some of the following purposes, that is to say—

1.—To enable the promoters to maintain and continue their existing Gas Works, situate at Redditch, in the county of Worcester, on lands now held by them, and bounded on the north, west, and south by lands belonging to the Right Honourable Robert George, Lord Windsor, or his trustees; and on the east by a line of railway belonging to the Redditch Railway Company, now leased to and occupied by the Midland Railway Company.

2.—To enable the promoters to construct the following new works, on the lands belonging to the promoters:

To increase the number of retorts, alter and enlarge existing apparatus, and erect such other apparatus in connexion therewith from time to time, as may be required on any part of such land.

To build depôts for the sale of coke, lime, and other residuals, to repair the existing mains, to lay new mains and service pipes in the

parishes of Redditch, Webheath, and Feckenham, in the said county of Worcester; and Ipsley and Coughton, in the county of Warwick.

3.—The townlands, parishes, townships, and extra-parochial places in which the proposed new works will be made, are the following, viz:—the parishes of Redditch, Webheath, Feckenham, Ipsley, and Coughton, aforesaid.

4.—The district to be supplied with gas by the promoters under this Order, will consist of the townships or parishes above-mentioned.

5.—To enable the promoters to manufacture and supply gas within their district, and to sell the same, and the residual products thereof, and to carry on a business usually carried on by a gas company; and for that purpose, to lay down and maintain pipes in, through, across, and under streets, roads, lanes, bridges, rivers, and other public passages and places within their district, and to break up and interfere with such streets, roads, lanes, bridges, rivers, and other public passages and places; and also with any sewers, drains, pipes, telegraph wires, or posts, in, over, or under the same.

6.—To enable the promoters to levy tolls, rates, and charges for the supply of gas.

7.—To incorporate with the intended Order all or any part of "The Gas Works Clauses Act, 1847," and "The Gas Works Clauses Act, 1871."

8.—On or before the 30th day of November, instant, a map showing the lands used for the gas works of the promoters, and proper plans and sections of the new works to be erected thereon, and a copy of this notice as published in the London Gazette will be deposited with the Clerk of the Peace for the county of Worcester, at his office at Worcester, in the said county; and at the office of the Clerk of the Peace for the county of Warwick, at his office at Stratford-on-Avon, in the said county of Warwick; and at the office of the Board of Trade, Whitehall.

9.—On and after the 23rd day of December next, printed copies of the proposed Provisional Order and printed copies of the Provisional Order when made will be furnished to all persons applying for the same, at the price of one shilling each, at the offices of Mr. John Edward Clift, Prospect-hill, Redditch; of Messrs. Sanders and Smith, solicitors, Birmingham; and of Messrs. Emmet and Son, 14, Bloomsbury-square, in the county of Middlesex.

10.—All persons desirous of making any representations to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter addressed to the Assistant Secretary of the railway department of the Board of Trade, on or before the 15th January, 1873; and copies of their objections must at the same time be sent to the promoters.

Dated this 13th day of November, 1872.

Sanders and Smith, Solicitors, Birmingham.
Emmet and Son, 14, Bloomsbury-square,
in the County of Middlesex.

Bouldnor Pier.

(Application for Provisional Order for powers to erect a Pier, and to levy Tolls, &c.)

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on or before the 23rd day of December, 1872, by the promoters of the Bouldnor Pier, to make a Provisional Order pursuant to "The General Pier and Harbour Act, 1861," "The General Pier and Harbour Act, 1861, Amendment Act," and "The Harbours Transfer Act, 1862," and any Act amending such Acts respectively, and

any other Acts and provisions of Acts which may be deemed necessary or expedient for effecting the objects aforesaid, to incorporate a Company, and to give to such Company or to confer on any Company to be incorporated under "The Company's Act, 1862," the following or some of the following among other powers:—

To construct and maintain a pier, jetty, and landing place, with all proper works, approaches, and other conveniences connected therewith, for the embarking and landing of passengers, goods, and merchandize, and for other purposes, commencing at a point about 1,000 feet or thereabouts along the foreshore eastward of the remains of the old pier at Bouldnor, and extending from such point into the sea in a northerly direction a distance of 1,000 feet or thereabouts, which pier, jetty, landing place, works and approaches will be wholly situate in the parish of Shalfleet in the Isle of Wight and county of Southampton.

To purchase, take on lease, or otherwise acquire the lands or hereditaments necessary for the construction of the said pier and other works, and the approaches thereto.

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

To levy tolls, rates, and duties upon or in respect of the said pier and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates or duties, and to confer, vary or extinguish other rights and privileges.

To incorporate with the said Provisional Order the whole or part of "The Company's Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860."

And notice is hereby further given, that on or before the 30th day of November, 1872, proper plans and sections of the proposed pier and works, and also a copy of this notice as published in the London Gazette will be deposited with the Clerk of the Peace for the county of Southampton, at his office in the city of Winchester, and at the Custom House, Yarmouth, in the Isle of Wight and county of Southampton, and at the offices of the Board of Trade, Whitehall, London.

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

Dated this 19th day of November, 1872.

Surman, Henley, and Co., 35, Lincoln's-inn-fields, W.C.

In Parliament.—Session 1873.

Saint Olave and Saint Thomas, Southwark.

(Union of Parishes and Powers relating thereto, and in connection therewith; 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 union of the parishes of Saint Olave and Saint Thomas, both in the borough of Southwark, in the county of Surrey.

And that for the purposes of and in connection with such union, it is intended by the said Bill to apply for the following or some of the following among other powers.

To provide that the said parishes shall be united for all purposes, and that the rights and powers now vested in, and the duties and obligations of the present parishioners and inhabitants of the

said respective parishes shall from and after the passing of the said Bill into law, or from a date to be named therein (except so far as may be otherwise provided in the Bill), be transferred to the parishioners and inhabitants of the united parishes, and that subject to the provisions of the Bill the separate charters, charities, donations, and benefactions of the said respective parishes shall, after the union of the parishes, belong to and be vested in the parishioners of the united parishes.

Subject to the provisions and conditions to be contained in the Bill, to make provision for the building and endowment of a new church, to be the parish church of the united parishes, and to authorise the taking down and removal of the existing parish church of Saint Olave, and also of the present parish church of Saint Thomas, and the sale of the materials and sites of such respective churches, and of the churchyards and lands connected therewith, and the appropriation of the proceeds to the purchase of a site for the new church, and building such church, and to such other purposes as may be named in the Bill.

To empower the Governors of Saint Thomas Hospital to sell and convey part of their estate as a site for the said new church and for other purposes of the Bill.

To make, with the concurrence of the Bishop of the diocese, and with the consent of the patrons of the said respective parishes, such alterations and arrangements as may be necessary with the view of uniting the present rectory of Saint Olave and benefice of Saint Thomas into one benefice, and to make provision for the appointment of the rector, and as to the advowson of the rectory of the united parishes.

To appoint by the Bill or provide thereby for the appointment of the incumbent of the rectory of the united parishes, and to provide for the compensation of such one of the present incumbents as may not be appointed.

To authorise and provide for the payment of compensation to such officers of the two respective parishes as may by operation of the Bill be deprived of their offices, and of any emoluments connected therewith.

To authorise the borrowing of money.

To confer all necessary powers for the levying of rates within the said parishes, and to levy new and alter existing rates, and out of such respective rates, or any of them, and out of the money to be borrowed under the powers of the Bill, and to arise from the sale of the before-mentioned church sites and lands, to defray the cost, or some part of the cost, of obtaining the proposed Act, and of carrying it into execution.

The Bill will contain all the powers and provisions usually inserted in Bills of a similar description, or which may be deemed necessary or expedient, and it will, so far as may be necessary for the purposes thereof, vary and extinguish existing rights and privileges, and alter, enlarge, or repeal some of the powers and provisions of any existing Act or Acts of Parliament, and particularly of the following: the 25th and 26th Victoria, c. 4, relating to the Governors of St. Thomas Hospital; "The Metropolis Management Act, 1855;" the 57 Geo. 3, c. 7, relating to the rector of the parish of Saint Olave; and any Act or Acts relating to that parish or the parish of Saint Thomas.

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.

Forcett Railway.

(Branch.)

Application under "The Railway Construction Facilities Act, 1864," and "The Railways (Powers and Construction) Acts, 1864, Amendment Act, 1870."

(Branch Railway at Forcett; Power to levy Tolls; to raise Additional Capital; to alter and amend Acts; and other Purposes.)

NOTICE is hereby given, that the Forcett Railway Company (hereinafter called the Company) have applied to the Board of Trade under the powers and provisions of "The Railways Construction Facilities Act, 1864," for a certificate under that Act and the Act of 33 and 34 Vic., cap. 19, amending such Act, authorising the Company to construct a branch railway, with all necessary stations, approaches, and works connected therewith, all in the township or parish of Forcett and parish of Gilling, in the wapentake of Gilling West, in the North Riding of the county of York, commencing from and out of (and by a junction with) the Forcett Railway, at a point situate 346 yards or thereabouts, measured in a southerly direction from where the centre of the road from Forcett to the farm house called Forcett Valley crosses the said railway, and thence passing in a westerly direction for a distance of 3 furlongs 6½ chains or thereabouts to and terminating on the western side of a field belonging or reputed to belong to John Michell, Esq., and in the occupation of Richard Kay, all in the township and parishes aforesaid, with power to levy tolls, rates and charges, in respect of the said intended railway and works, and to raise additional capital by the issue of new shares or stock, either ordinary or preference, or partly ordinary or partly preference, or partly in that mode and partly by borrowing on mortgage at the option of the Company, or as may be prescribed in the said certificate, and with power to create and issue debenture stock.

The said certificate will, if necessary, alter and enlarge the powers and provisions of "The Forcett Railway Act, 1865," or any other Act or certificate of the Board of Trade relating to the Company, and the certificate will vary and extinguish all existing rights and privileges which will interfere with the construction and maintenance of the intended railway.

Plans and sections describing the line, situation, and levels of the Railway and the lands in or through which it will be made, together with a book of reference to such plans, containing the names of the owners, lessees, and occupiers of such lands, also an ordnance or published map, with the line of railway delineated thereon, showing its general course and direction, were deposited for public inspection on or before the 15th November instant, with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton, in the said Riding, and at the office of the Board of Trade, Whitehall, London; and on or before the same day a copy of the said plans, sections, and book of reference were deposited with the clerks of the said parishes of Forcett and Gilling at their respective places of residence, and on or before the seventh day of December next a printed copy of this notice, as published in the London Gazette, will be deposited for public inspection in each of the same offices and with each of the same officers and persons in which or with whom the plans, sections, books of reference, and maps were deposited as aforesaid.

Notice is also hereby given, that copies of the proposed draft certificate can be obtained at the office of Messrs. Durnford and Co., 45, Parlia-

ment-street, Westminster, Parliamentary Agents and all persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application for the said certificate, may do so by letter addressed to the Secretary of the Board of Trade, Whitehall, London, on or before the 1st day of January, 1873.

And notice is hereby further given, that after the Board of Trade have settled the said certificate, copies thereof can be obtained at the before-mentioned office, at a charge of sixpence for each copy, or of such other sum as the Board of Trade may direct.

Dated this 16th day of November, 1872.

T. Richardson, Barnard Castle, Solicitor.
Durnford and Co., 45, Parliament-street,
Westminster, Parliamentary Agents.

Kew and Richmond Tramway.

(Renewal of Application for Provisional Order).

NOTICE is hereby given, that the Kew, Richmond, and Kingston Tramways Company (Limited), the Promoters of a Provisional Order made by the Board of Trade under the authority of "The Tramways Act, 1870," intitled, "Order authorizing the Construction of a Tramway from the Northern side of Kew Bridge to Richmond" (which said Order was not confirmed by Parliament in the last Session thereof), intend to apply to the Board of Trade, in pursuance of the provisions of "The Metropolitan Tramways Provisional Order Suspension Act, 1872," for confirmation of the said Order by Act of Parliament in the next session thereof.

Dated this 18th day of November, 1872.

Bircham and Co., 46, Parliament-street,
Westminster.

Baxter, Rose, Norton, and Co., 6, Victoria-street, Westminster.

In Parliament—Session 1873.

Durham Consumers' Gas.

(Dissolution and Re-incorporation of Durham Gas Consumers' Company, Limited; Powers to Erect Gas Works and to Supply Gas, &c., in the City of Durham and District; Purchase or Lease of existing Gas Works; Powers to levy Rates, &c., &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Durham Gas Consumers' Company, Limited (hereinafter called the "Limited Company"), for leave to bring in a Bill for all or some of the following (amongst other) purposes, that is to say:—

To dissolve the Limited Company, and to cancel the memorandum and articles of association under which it now exists, and to incorporate a new Company by the same or some other name, comprising the members of the Limited Company and other persons and corporations, and to authorize the new Company (hereinafter called "the Company") to erect, maintain, alter, renew, extend, and use gas works, with all necessary and suitable buildings, gasometers, retorts, machinery, apparatus, conveniences, and works, with the necessary tramways or railways for the conveyance of materials, goods, and things to and from the said works, upon the pieces or parcels of land hereinafter mentioned and described, or some or one of them, or some part thereof, that is to say:—

(a) A piece or parcel of land situate in the township of Gilligate, in the parish of Saint Giles, in the county of Durham, with the brick and tile works erected thereon, together with a piece or parcel of land lying

to the east of and adjoining the same, and between the first-mentioned piece or parcel of land and the Durham Goods Branch of the North-Eastern Railway Company, which said pieces or parcels of land contain together by admeasurement nine acres or thereabouts, and are bounded on the north by land belonging to Sir George Musgrave, Baronet, and in the occupation of John Thwaites; on the south, partly by farm buildings, garden, and premises belonging to the said Sir George Musgrave, and in the occupation of the said John Thwaites, and partly by a public road leading from Kepier Hospital to Gilesgate Moor; on the west, by a public footpath and occupation road leading from Kepier Hospital northwards to Kepier Wood; and, on the east, by the Durham Goods Branch of the North-Eastern Railway Company.

(b) The pieces or parcels of land, with the inn called the "Rose Tree Inn," and other erections built on some part or parts thereof, situate in the township of Shincliffe, in the parish of St. Oswald, in the county of Durham, which said last-mentioned pieces or parcels of land contain together by admeasurement five acres or thereabouts, and are bounded on the north by the River Wear; on the west by land belonging to the Dean and Chapter of Durham, and in the occupation of Thomas Ross; on the south by the Durham and Sunderland Branch of the North-Eastern Railway Company; and on the east by the turnpike road leading from the city of Durham to the borough of Stockton-on-Tees.

To enable the Company to purchase, take, and hold compulsorily, or by agreement, the pieces or parcels of land hereinbefore described, and also to acquire on lease or otherwise by agreement, lands and easements in and over lands situate and being within the limits for the supply of gas, as hereinafter defined.

To confer on 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 Parliamentary borough of Durham, the parishes of Saint Oswald, Saint Giles, Pitlington, and Brancepeth; and the extra-parochial places of Sherburn House and Whitwell House, all in the county of Durham, and to extend and define the limits within which the Company may supply gas.

To authorize the Company to manufacture gas from any material or substance whatever, and to manufacture, sell, and dispose of gas, coke, coal-tar, and other residual products and things arising, remaining, or obtained from any materials used in the manufacture and production of gas, and to acquire and hold patent rights, and take licenses to hold and use patent rights, for the manufacture and distribution of gas of any kind or description, or the utilization of the residual products obtainable from the manufacture of gas, and to carry on the business usually carried on by Gas Companies, or which is or may become incident thereto, and to sell and supply gas for public and private lighting and for other purposes within the aforesaid limits.

To break up and interfere with, so far as may be necessary for the purposes of the said Bill, streets, roads, bridges, lanes, yards, courts, footways, and other public ways, passages, and places; and also any railways, tramways, telegraphic apparatus, sewers, drains, water pipes, and gas pipes, within the said limits.

To authorize the Company to sell, lease, or let,

any lands or buildings from time to time belonging to them, and not for the time being required for the purposes of their undertaking.

To authorize the Company to manufacture, purchase, hire, and to sell or let gas meters, gas pipes, apparatus and fittings, and to levy and take rates, rents, and charges for the sale and supply of gas for public and private lighting, and for other purposes, and of gas meters, pipes, apparatus, and fittings; and also all apparatus for testing the correctness of meters, and the illuminating power of the gas supplied, and to exercise all such powers, rights, and privileges as are usually conferred on gas companies, or which may be necessary or expedient in carrying into execution any of the objects of the intended Act.

To vest the undertaking, lands, and property of the Limited Company, or held by any person on their behalf, in the Company, and to enable the Company to raise further moneys for all or any of the objects of the intended Act by means of shares and by loans, and to divide the shares in the capital of the Company, and to attach thereto the privileges, rights, and preferences to be specified in the said Bill.

To authorize the Company, and all Corporations or highway boards, or other parochial or legal authorities within the said limits, to make and carry into effect contracts and agreements for lighting and for supplying all things, and performing all acts incidental to lighting any public street, highway, place, or building within such limits and under their jurisdiction, upon such terms and conditions as they shall respectively agree upon, and, if necessary, to enable such Corporations or highway boards, or other parochial or legal authorities, to appropriate and apply funds, and to raise additional funds by rates or otherwise for such purposes.

To enable the Company on the one hand, and the Corporation or Urban Board for the City of Durham, or other governing authority of the city of Durham, on the other hand, to contract and agree for the purchase from the Company of the said works, and to confer upon the said Corporation, or the said Urban Board, or other governing body, as the case may be, all necessary powers for enabling them to effect such purchase, with power also to borrow money for the purpose upon the credit of any property belonging to them respectively, or of any rates which they are authorized to raise, or out of any moneys belonging to them, or under their control, and, if need be, to levy new rate or rates.

To enable the Company to purchase or take on lease, and to maintain the existing gas works, apparatus, and buildings of the City of Durham Gas Company, situate within the said Parliamentary Borough of Durham, and also the mains and pipes of the last-mentioned Company, for such consideration and on such terms as may be agreed upon or settled by arbitration or prescribed by the Bill, and, if necessary, to confer on the City of Durham Gas Company power to sell or lease such gas works, apparatus, buildings, mains, and pipes.

The Bill will incorporate with itself the necessary provisions of "The Lands Clauses Consolidation Act, 1845, 1860, and 1869," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Gas Works Clauses Act, 1847," and "The Gas Works Clauses Act, 1871;" and it will also confer upon the Company all other rights and privileges necessary for carrying into effect the objects of the Bill, and will vary and extinguish all such existing rights and privileges as may interfere with the attainment of any of those objects, and it will

amend and enlarge the powers and provisions of the Act 30th, Geo. III., cap. 67, entitled, "An Act for Paving, Cleansing, Lighting, Watching, and Regulating the Streets, Lanes, Ways, and Public Passages and Places, within the City of Durham and Borough of Framwellgate, and the Suburbs thereof, and Streets thereto adjoining, for removing and preventing nuisances, annoyances, encroachments, and obstruction therein; for widening and rendering more commodious several of the said Streets, Lanes, Ways, and Public Passages and Places; and for regulating and improving the markets within the said City and suburbs;" and of the Act 3rd Geo. IV., entitled, "An Act to amend the Powers and Provisions of an Act of his late Majesty for Paving, Cleansing, Lighting, Watching, and Regulating the Streets and other Public Places, within the City of Durham and Borough of Framwellgate and suburbs thereof, and Streets thereto adjoining, and other purposes relating thereto."

Duplicate plans, describing the lands sought to be acquired compulsorily 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, 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 City of Durham; and on or before the same day a copy of so much of the said plans and book of reference as relates to each parish in which any lands 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 parish clerk of some adjoining parish, at his residence.

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

Dated this 13th day of November, 1872:

Richd. Peel, Durham.

J. Brend Batten, 32, Great George Street, Westminster.

In Parliament—Session 1873.

Cardiff and Ogmere Valley Railways.

(Incorporation of Company; Construction of Railways from the Llynvi and Ogmere Railway, near Blackmill, to the Great Western Railway near Llanharan, and up the Ogmere Valley to Nant-y-Moel; Compulsory Purchase of Lands; Tolls; Running Powers over portions of the Llynvi and Ogmere Railways; Traffic Facilities; Working Agreements; 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 following purposes, or some of them, that is to say:

1. To incorporate a Company (in this notice referred to as "The Company"), and to authorise the Company to make and maintain the railways or either of them hereafter mentioned, or any part or parts thereof, together with stations, sidings, junctions, approaches, bridges, and all proper works and conveniences connected therewith, that is to say:

A Railway (No. 1) commencing in the parish of Llangeinor, in the county of Glamorgan, by a junction with the Railway No. 2, authorised by the Ogmere Valley Railways Act, 1863, at or near the post on that railway indicating 3½ miles from Tondy, and terminating in the parish of Llanharan, in the county of Glamor-

gan, by a junction with the Great Western Railway at the point where the bridge carries the road from Llanharan to Llanilid over such last-mentioned railway, and which point is situate 166 yards or thereabouts westward of the post on the said last-mentioned Railway indicating 183½ miles from London; and which intended Railway will be made or pass from, in, through, or into the following parishes, townships, hamlets, extra-parochial or other places, or some or one of them, that is to say, Llangeinor, Llandyfodwg, otherwise Eglwys Glyn Ogwr, Coychurch Higher, Saint Brides Minor, otherwise Llansaintfred, Coyte, Peterston super-Montem otherwise Capel Llanbad, and Llanharan, all in the county of Glamorgan.

A Railway (No. 2) commencing in the said parish of Llangeinor in the county of Glamorgan by a junction with the intended railway No. 1 before described at a point 242 yards or thereabouts in a southerly direction from the point of commencement as above described of the said intended railway No. 1, and terminating in the said parish of Llandyfodwg, otherwise Eglwys Glyn Ogwr, at a point 220 yards or thereabouts south-eastward from the station situate at the northern extremity or terminus of the said Railway No. 2, authorised by the Ogmere Valley Railways Act, 1863; and which intended Railway No. 2 will be made or pass from, in, through, or into the parishes, townships, hamlets, chapelries, extra-parochial or other places of Llangeinor and Llandyfodwg, otherwise Eglwys Glyn Ogwr aforesaid.

2. To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

3. The Bill will confer upon the Company all necessary powers to effect the following objects, or some of them, that is to say To purchase by compulsion or otherwise, land, houses, and property for the purposes of the intended Railways and works and other objects of the Bill; to levy tolls, rates, and duties for the use of the railways and works, and of the railways and portions of railways hereinafter mentioned; to stop up, remove, alter, or divert railways, canals, rivers, streams, roads, bridges, sewers, drains, and pipes, and to appropriate the soil of such of them as may be stopped up or diverted.

4. The Bill will authorise the Company and all companies and persons using or working their railways, or either of them, or any part or parts thereof, to run over and use with their engines, carriages, and servants, and for the purposes of traffic of all kinds, and upon terms and conditions and under regulations to be agreed upon or settled by arbitration, or otherwise, or to be prescribed by or under the Bill, so much of the railways, whether constructed or authorised, belonging to the Llynvi and Ogmere Railway Company as are situate to the north or east of Tondy Junction in the said county of Glamorgan, and the several branches, side lines, junction lines, sidings, stations, junctions, water, watering places, signals, works, and conveniences connected with the portion of railways aforesaid; and to vary or alter the tolls which are now authorised to be taken on the same.

5. To require the Great Western Railway Company, and the Llynvi and Ogmere Railway Company, respectively, or one of those Companies,

to book and invoice through traffic over their railways to, from, and beyond the intended railways or either of them, 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 (that word being used in the same meaning as is attached to it in the Railway and Canal Traffic Act, 1854) to, from, and beyond the intended railways from, to, and over the railways or any part of the railways of the Great Western Railway Company and the Llynvi and Ogmere Railway Company, or either of them; and to provide for the settlement of rates and of disputes between the respective companies by arbitration in default of agreement.

6. To enable the Company, the Great Western Railway Company, and the Llynvi and Ogmere Railway Company, or any two of them, from time to time to enter into and carry into effect agreements with respect to the working, use, management, and maintenance by the contracting companies of their respective railways and works, or any part or parts thereof respectively, and the supply of rolling stock and machinery, and of officers and servants for the conduct and management of traffic, the payments to be made and the conditions to be performed by the contracting companies respectively, the interchange, accommodation, or conveyance of traffic coming from, or destined for, or passing over the respective undertakings of the contracting companies, and the division and appropriation of the revenues arising from the traffic upon the railways of the contracting companies; and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matter aforesaid.

7. To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill or such agreements aforesaid, and to confer other rights and privileges.

8. To alter, repeal, amend, or enlarge some of the powers and provisions of the following Acts (Local) viz.: 5 and 6 William IV., cap. 107; "The Great Western Railway (South Wales Amalgamation) Act, 1863;" "The Great Western Railway Act, 1864;" "The Great Western Railway (additional powers) Act, 1865;" "The Great Western Railway (further powers) Act, 1866;" "The Great Western Railway (various powers) Act, 1867;" "The Great Western Railway Act, 1868;" "The Great Western Railway (additional powers) Act, 1869;" "The Great Western Railway (additional powers) Act, 1870;" "The Great Western Railway (additional powers) Act, 1871;" "The Great Western Railway (additional powers) Act, 1872;" "and any other Acts relating to the Great Western Railway Company; 18 and 19 Vic., cap. 50; 26 and 27 Vic., cap. 139; 28 and 29 Vic., cap. 205; 29 and 30 Vic., caps. 120 and 252; 30 and 31 Vic., cap. 115; and 32 and 33 Vic., cap. 61; and any other Acts relating to the Llynvi and Ogmere Railway Company; to alter tolls, rates, and duties authorised to be taken by such Acts, or any of them, or by any other Acts relating to the portions of railways and works affected by the operation of the Bill, to confer, vary, and extinguish exemptions from tolls, rates, and duties, and other rights and privileges.

9. And notice is hereby further given, that plans and sections of the intended railways and works, and the lands, houses, and property which will or may be taken for the purposes thereof, together with a book of reference to the plans,

containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property; 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, on or before the 30th day of November, inst., be deposited for public inspection with the Clerk of the Peace for the County of Glamorgan, at his office at Cardiff; and on or before the same day a copy of so much of the same plans, sections, and book of reference as relates to each parish and extra-parochial place from, in, through, or into which the said railways and works are intended to be made, with a copy of this notice, 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 adjoining parish at his residence.

10. 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.

Luard and Sherley, Cardiff, Solicitors for the Bill.

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

In Parliament—Session 1873.

Hull South and West Junction Railway.

(Construction of Railways from Hull to the Manchester, Sheffield, and Lincolnshire Railway at Brigg, and the Lancashire and Yorkshire Railway at Goole, with Branches; Tramways and Quay in Hull; Powers over undertakings of Great Northern, Manchester, Sheffield, and Lincolnshire, South Yorkshire, Lancashire and Yorkshire, and other Railway Companies; Powers to those Companies.)

IT is intended to apply to Parliament in the next Session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes:

To incorporate a Company (herein referred to as "The Company"), and to enable them 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, that is to say:

A Railway (No. 1) commencing in the parish of Holy Trinity, in the borough of Kingston-upon-Hull (hereinafter called "the Borough"), at the west side of Park-street (otherwise Elm-tree-avenue) at a point there about 50 yards north of the junction therewith of Londesborough-street, and passing thence through or into Holy Trinity aforesaid, Kirk Ella, Swanland, West Ella, North Ferriby, and Hessle, all in the East Riding of the county of York, or some of those places, passing thence under the River Humber, through and into Barton-upon-Humber, Barton Saint Peter's, Barton Saint Mary's, South Ferriby, Horkstow, Saxby, Bonby, Worlaby, Elsham, Bigby, Broughton, and Wrawby, all in the Parts of Lindsey, in the county of Lincoln, or some of those places, and terminating in the parish of Wrawby by a junction with the Manchester, Sheffield, and Lincolnshire Railway at or near the spot where that railway crosses the Brigg and Caistor Road, on the level of the said road, at or near the Brigg Station.

A Railway (No. 2) commencing in the township of Swanland, in the parish of North Ferriby aforesaid, by a junction with Railway No. 1, in a field belonging to the Corporation of the Trinity House in Kingston-upon-Hull, in the occupation of John Hookem and Mark Ashley, which field is bounded on the west by the Hull and Bridlington Branch of the North Eastern Railway, and is the second field north of the Hull and Kirk Ella Turnpike-road, and passing thence through or into Swanland, North Ferriby, Kirk Ella, West Ella, Cottingham, and Sutton, all in the East Riding, and Sutton, Sculcoates, Southcoates, and Drypool, in the borough, or some of those places, and terminating in the parish of Drypool at or about a point 75 yards east of the south-east corner of the new timber pond of the Dock Company, at Kingston-upon-Hull, (hereinafter called "The Hull Dock Company.")

A Railway (No. 3) commencing in the parish of Hessle aforesaid, by a junction with Railway No. 1 in a field belonging to William Liddell, Esq., in the occupation of Mr. Edward Shaw, the said field being bounded on the west by the Common East Road or Third-lane, and being the fourth field north of the Hull, Hessle, and Ferriby Turnpike-road, and passing thence through or into Hessle, Swanland, North Ferriby, West Ella, and Kirk Ella, all in the said East Riding, and Holy Trinity, in the borough, or some of those places, and terminating in the parish of Holy Trinity, at the west side of Neptune-street at about 60 yards north of Humber Bank.

A Railway (No. 4) commencing in the township of Swanland, in the parish of North Ferriby, or Kirk Ella, by a junction with Railway No. 3 in a field belonging to John Todd, Esquire, in the occupation of Mr. Samuel Beecroft, which field is bounded on the north by the Hull, Hessle, and Ferriby Turnpike-road, and the north-west corner thereof is opposite to the point at which Chalk-lane terminates in the said road, and passing thence through or into North Ferriby, Kirk Ella, Willerby, Swanland, and West Ella, all in the said East Riding, and Holy Trinity, in the borough, or some of those places, and terminating in the parish of Holy Trinity by a junction with the Albert Dock Railway of the Hull Dock Company at a point about 370 yards west of the western end of the Albert Dock.

A Railway (No. 5) commencing in the parish of Horkstow, in the Parts of Lindsey, by a junction with Railway No. 1, at or near a bridge which carries a road from the village of Horkstow over Land Drain, passing thence over the Ancholme navigation, through or into Horkstow, Saxby, and Appleby, all in the Parts of Lindsey, or some of those places, and terminating in the parish of Appleby, by a junction with the Trent, Ancholme, and Grimsby Railway, about 250 yards east of the Appleby railway station.

A Railway (No. 6) commencing in the parish of Althorpe, in the Parts of Lindsey, by a junction with a railway belonging to the Manchester, Sheffield, and Lincolnshire Railway Company, the South Yorkshire Railway Company, and the Trent, Ancholme and Grimsby Railway Company, one or more of them, at a point about 220

yards west of the swing bridge carrying the said railway over the Stainforth and Keadby Canal, and passing thence through or into the following places, namely, Althorpe, Keadby, Crowle, Eastoft, Luddington, Adlingfleet, in the Parts of Lindsey; and Whitgift, Swinefleet, Ousefleet, Thorne, Rawcliffe, Armin, Goole, and Snaith, in the West Riding of the county of York, or some of those places, and terminating in the parish of Snaith by a junction with the Lancashire and Yorkshire Railway, at or near the point where the North Eastern Railway crosses over the said Lancashire and Yorkshire Railway.

A Railway (No. 7.) commencing in the parish of Barnby-on-Don, in the West Riding, by a junction with the West Riding and Grimsby Railway, at or near the point where the same railway crosses the River Don in the said parish, also about 420 yards measured in a westerly direction along the rails of the said West Riding and Grimsby Railway, from the fourth mile post on the said railway, passing thence through or into Barnby-on-Don, Kirk Bramwith, Thorpe-in-Balne, Campsall, Trumfleet, Kirk Sandall, Burghwallis, and Owston, or some of those places, all in the West Riding, and terminating by a junction with the Lancashire and Yorkshire Railway, in the parish of Owston, at or near a point 900 yards, measured in a northerly direction, along the rails of the said Lancashire and Yorkshire Railway from the tenth mile post on the said Railway.

To take powers to stop up, alter, or divert the several streets in the parish of Holy Trinity, in the borough, hereinafter mentioned, and to extinguish all rights of way or other rights over the same, and to vest such streets or portions thereof so to be stopped up, altered, or diverted, in, and appropriate the same for the purposes of, the Company, namely, so much of Clarendon-street, Alexandra-street, and West-parade respectively, as extends 100 yards from the north side of Londesborough-street aforesaid, so much of a certain lane running from Trinity-street to Asylum-lane as extends 100 yards north of Asylum-lane, and so much of Earle's-street, Daltry-street, Strickland-street, and the Boulevard respectively, as extends 200 yards from the north side of Humber Bank, where the same runs at right angles with the last-mentioned streets respectively, and in lieu of such streets or the portions thereof so stopped up, altered, or diverted, or some of them, to make and construct the following new streets, namely, a new street commencing at the west side of Park-street aforesaid, at a point about 120 yards north of the junction of such street with Londesborough-street, and thence passing in a westerly direction to and terminating at the west side of the lane running from Trinity-street to the Asylum-lane, at a point about 130 yards north of the junction of such lane with Asylum-lane; and a new street commencing by a junction with the west end of Jackson-street, and thence passing in a westerly direction to and terminating at the west side of the Boulevard aforesaid, at a point about 200 yards south of the Hesse-road; which new streets will be in the said parish of Holy Trinity; and the Bill will provide that the said new streets shall, after the completion thereof, be vested in, and under the control of, and maintained by the Street Authority of the borough.

To make and maintain in the parish of Garrison Side in the borough, a quay or wharf, or other

landing and shipping place, at the east side of the River Hull or Old Harbour at or near to the north side of the South Bridge-road, and to the west of Tower-street.

To enable the Company and the Hull Dock Company from time to time to enter into agreements for the appropriation to the Company of landing and shipping places, wharves, and other conveniences in or connected with the docks, basins, and works, of the Hull Dock Company, for the landing and shipping of goods destined for or delivered from the railways of the Company, and for the construction by the Hull Dock Company of additional wharves and works for that purpose, and to authorise the Company to contribute the funds necessary for that purpose, or any part of them.

To enable the Company to lay down and maintain, on and along the centre of Humber-street and High-street, in the parish of Holy Trinity aforesaid, in the borough, and along the South Bridge belonging to the South Bridge Company, and on and along the South Bridge-road in the parish of Garrison Side aforesaid, tramways for the conveyance of goods so as to connect the tramways at or near the Humber Dock basin with the tramways at or near the Victoria Dock basin.

It is not proposed to lay any such tramways so that for a distance of 30 feet or upwards a less space than 10 feet 6 inches shall intervene between the outside of the footpath on either side of the said streets and the nearest rail of the tramway.

To enable the Local Board of Health of the borough or other local authority in whom the streets in the borough are vested, and subject to such regulations and restrictions as such Board or local authority may approve, to authorize the Company to lay down, maintain, and use railways or tramways on and along any streets or roads and ways in the borough, communicating with or between the stations and railways of the Company and any railways or tramways on the property of or belonging to the Dock Company, Hull South Bridge Company, or any railway Company having or which may hereafter have stations or railways in the borough.

To enable the Company and the Hull Dock Company, or either of them, by agreement, to make and maintain new and additional tramways on and along the quays, wharves, and property of the Dock Company.

To enable the Company, and all Companies and persons lawfully using their railways, and their respective officers and servants, to use the tramways or railways, and turntables of the Dock Company, or of the Dock Company and the North Eastern Railway Company, at, or connected with, the existing or future docks at Kingston-upon-Hull, and also the tramways and works of the Hull South Bridge Company in like manner as the same may from time to time be used by such Companies respectively.

To settle and define the terms and conditions on which any such landing and shipping places, tramways, railways, and works so to be used by or appropriated for the Company, or to be constructed or provided by the Company, by agreement with any other Company hereinbefore mentioned, are to be used, appropriated, constructed, and provided, or to authorize the settling of the same, and of all questions and disputes relating to such landing places, tramways, railways, and works, by arbitration.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far

as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works, to levy tolls, rates, and charges in respect of such railways and works, and to exercise other rights and privileges.

To enable the mayor, aldermen, and burgesses of the borough of Hull to contribute moneys towards the undertaking authorized by the Bill, or any specific portions of the said undertaking, out of their Corporate or Borough Fund, or out of any rates or moneys which they may be authorized by the Bill to raise for the purpose, and to enable the Corporation to borrow money upon the credit of such Corporate or Borough Fund, or of such rates.

To enable the Company, and all Companies and persons lawfully using the railways of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings, or portions of railways and undertakings, hereinafter mentioned, together with the stations, watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected therewith respectively, that is to say, so much of the Manchester, Sheffield, and Lincolnshire Railway as lies between the proposed junction therewith at Brigg, and the junction of the same railway with the Great Northern Railway at Retford, in the county of Nottingham; so much of the Trent, Ancholme, and Grimsby Railway as lies between the proposed junction therewith at Appleby and the junction of that railway with the South Yorkshire Railway at Keadby, and so much of the last-mentioned railway as lies between Keadby and Doncaster; and so much of the joint lines of the South Yorkshire and Great Northern Railway Companies as passes through the station of the Great Northern Company at Doncaster to the Midland station of the South Yorkshire Railway south of Doncaster; so much of the West Riding and Grimsby Railway as lies between the junction therewith of Railway No. 7 and the junction of the said West Riding and Grimsby Railway with the South Yorkshire Railway, near Hagg's Wood, in the parish of Barnby-on-Don; together with all sidings, junctions, or means of communication between the Manchester, Sheffield, and Lincolnshire Railway, and the South Yorkshire Railway, and the Great Northern Railway, and the Lancashire and Yorkshire Railway.

To enable the several Companies owning the undertakings hereinbefore mentioned to use in like manner the undertaking to be authorized by the Bill, or such parts of the said undertaking as will give to the said several Companies the most convenient access which the undertaking will afford to the docks and borough of Hull.

To enable all Companies whose railways extend or who possess running powers to Retford, Doncaster, Askern, Thorne, or Goole, to run over and use, as aforesaid, so much of the railways and undertakings which have termini or stations at those places as will establish a convenient communication with the undertaking of the Company.

To require the Companies, or persons owning or working the railways hereinbefore mentioned,

to receive, book through, forward, accommodate, and deliver on and from the same, and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill.

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 following Acts, namely, the 9th and 10th Vic., cap. 71, and any other Acts relating to the Great Northern Railway Company; the 1 and 2 Wm. 4, cap. 60, and 22 and 23 Vic., cap. 110, and of any other Acts relating to the Lancashire and Yorkshire Railway Company; the 7 and 8 Vic., cap. 18, and 35 and 36 Vic., caps. 140 and 118, and of any other Acts relating to the Midland Railway Company; the 10 and 11 Vic., cap. 291, and 27 and 28 Vic., cap. 77, and of any other Acts relating to the South Yorkshire Railway and River Dun Company; the 25 and 26 Vic., cap. 211, and 29 Vic., cap. 162, and of any other Acts relating to the West Riding and Grimsby Railway Company; the 17 and 18 Vic., caps. 164 and 211, and 35 and 36 Vic., cap. 141, and any other Acts relating to the North Eastern Railway Company; the 9 and 10 Vic., cap. 268, 13 Vic., cap. 81, and 35 and 36 Vic., cap. 178, and of any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; the 41 Geo. 3, cap. 65, and any other Acts relating to the Dock Company at Kingston-upon-Hull; the 24 and 25 Vic., cap. 156, and any other Act relating to the Trent, Ancholme, and Grimsby Railway Company; "The Kingston-upon-Hull Improvement Act, 1854" and any other Acts amending the same or relating to the borough of Kingston-upon-Hull; the 15 and 16 Vic., cap. 120, 31 and 32 Vic., cap. 53, 34 and 35 Vic. cap. 104, and any other Acts relating to the River Humber Conservancy; "The Hull South Bridge Acts, 1862 and 1868," and any other Acts relating to the Hull South Bridge 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 town and county of the town of Kingston-upon-Hull, at his office at Hull, with the Clerk of the Peace for the East Riding of the county of York, at his office at Beverley; with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield; with the Clerk of the Peace for the Parts of Lindsey, in Lincolnshire, at his office at Spilsby; 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 twenty-first day of December next.

Dated this 14th day of November, 1872.

Baister, Rose, Norton, and Co.

Rollit and Sons,

G. C. Roberts, and J. Leak,

Solicitors for the Bill.

In Parliament.—Session 1873.

Metropolitan District Railway.

(Additional Capital; Additional Lands; Closing of Road at Cromwell-lane; Use of portion of West London Railway; Sale of Superfluous Lands; Arrangements and Confirmation of Award touching Metropolitan Railway Company; Confirmation of Agreement of the Weigh House Chapel Trustees.)

APPPLICATION is intended to be made to Parliament in the next Session thereof, by the Metropolitan District 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 sell and demise and otherwise dispose of, as superfluous lands, any houses, buildings, easements, and other hereditaments held by the Company, and not required for the purposes of their existing undertaking, whether contiguous to the railway now made and opened, or originally acquired for railways, the powers for making which have now expired, or under whatever circumstances the same lands may have been acquired, or are now held by the Company, and to enlarge, amend, and explain the powers contained in the several Acts relating to the Company, concerning the sale, demise, or other disposition of the lands of the Company, and to enable the Company to retain portions of land which might otherwise be deemed superfluous, notwithstanding anything contained in the said Acts, or in "The Lands Clauses Consolidation Act, 1845."

To enable the Company, and all Companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill, so much of the West London Railway, or the West London Extension Railway (or by whatever name the said portion of railway may be known) as lies between the junction therewith of the Metropolitan District Railway, in the parish of St. Mary Abbott, Kensington, and the junction of the said railway with the Hammersmith and City Railway, in the parish of Hammersmith, together with the use of the Addison-road station and all other stations of the said West London Railway between and including the said points of junction, and all the stations, watering places, booking offices, landing places, sidings, and conveniences connected with the portion of railway so used.

To authorise the Company to alter and deviate and to stop up and appropriate the site of Old Cromwell-lane, and that portion of Bute-street, lying between the north side of the road constructed by the Metropolitan District Railway

Company, in extension eastwardly of Harrington-road, and the south side of Old Cromwell-lane, all in the parish of St. Mary Abbott, Kensington, and to purchase compulsorily or by agreement a certain piece of land in the same parish bounded on the west by Albert-road, the north by the New-road, or land belonging to the Metropolitan District Railway Company, and on the south by Old Cromwell-lane, and to extinguish all rights of way over the portion of road so stopped up and to appropriate the soil thereof to the Company.

To authorize the Company to raise additional capital by shares either ordinary or preferential or by borrowing or by other means, and either for the general purposes of the Company or for specific purposes to be defined in the Bill and either to charge the monies borrowed under the powers of the Bill to particular portions of the undertaking and property of the Company, or to charge them upon the general undertaking of the Company.

To confirm a certain agreement made between the Company and the trustees of the Weigh House Chapel, bearing date the 26th day of January, 1872, in pursuance of the 54th Section of "The Metropolitan District Railway Act, 1864."

To amend, extend, explain, and enlarge the provisions contained in the Acts relating to the Company, and especially in "The Metropolitan District Railway Act, 1864" (27 & 28 Vict., cap. 322), with respect to agreements with the Metropolitan Railway Company, and to confirm any awards which may have been made under or by virtue of the said Act, with respect to the matters aforesaid, and especially an award of Mr. John Fowler; and the Bill will also enable the two Companies to appoint joint committees with relation to the conduct of the traffic common to the undertakings of the two Companies, and the revenue arising therefrom, and with respect to any other matters in which the two Companies are jointly interested; and the Bill will, so far as needful for this purpose, amend and enlarge the powers of the Acts relating to the Metropolitan Railway 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 it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Company and bearing its name, passed in the years 1864, 1865, 1866, 1868, 1869, and 1870—27 and 28 Vic., cap. 322; 28 and 29 Vic., cap. 151; 29 and 30 Vic., cap. 178; 31 and 32 Vic., cap. 108; 32 and 33 Vic., cap. 62; 33 and 34 Vic., cap. 94: the 6 and 7 Wm. 4, cap. 79; 3 and 4 Vic., cap. 105; and 8 Vic., cap. 156; and of any other Acts relating to the West London Railway Company; the 22 and 23 Vic., cap. 134; 24 and 25 Vic., cap. 234; 26 and 27 Vic., cap. 208; and of any other Acts relating to the West London Extension Railway Company.

A plan in duplicate of the additional lands to be taken or appropriated under the powers of the Bill, 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 the Sessions House in Clerkenwell Green, and with the Vestry Clerk of St. Mary Abbott, Kensington, at the Vestry

Hall of the same parish, in High-street, Kensington.

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.

Baxter, Rose, Norton, and Co., 6, Victoria-street, Westminster, Solicitors for the Bill.

In Parliament.—Session 1873.

Wolverhampton, Walsall, and Midland Junction Railway.

(Additional Junction with the Midland Railway, near Water Orton.)

THE Wolverhampton, Walsall, and Midland Junction Railway Company (who are 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:—

1. To enable the Company to make and maintain a railway with all needful works, stations, approaches, and conveniences connected therewith, commencing by a junction with the authorized line of the Wolverhampton, Walsall, and Midland Junction Railway, in a piece of land or field, numbered, on the plans deposited for that undertaking, 37, in the hamlet of Minworth, in the parish of Curdworth, belonging to the Earl of Bradford, and in the occupation of John King, and terminating by a junction with the Thame Valley branch of the Midland Railway, in the manor of Berwood, in the parish of Curdworth aforesaid, or the hamlet of Castle Bromwich, parish of Aston-juxta-Birmingham, or one of them, about 790 yards measured in a westerly direction from the centre of the bridge which carries the said railway over the Fordrift from Park Hall to Park Lane, the said railway being wholly within the county of Warwick.

2. To enable the Company to exercise for this purpose the powers granted by the "Railways Clauses Acts 1845 and 1863," to deviate from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans, to purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

3. 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 Wolverhampton, Walsall, and Midland Junction Railway Act, 1872 (35 & 36 Vict., cap. 182).

4. To enable the Company, and all Companies and persons lawfully using the railway of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill, as much of the Midland Railway as lies between the junction therewith of the intended railway and the Castle Bromwich Station, on the Thame Valley Branch of the Midland Railway, with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected with the said railway and portions of railway respectively.

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 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 Warwick, at his office at Stratford-upon-Avon; and on or before the same day, a copy of the said plans, sections, and book of reference will be deposited with the parish clerk of Curdworth, at his residence.

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 14th day of November, 1872.

Baxter, Rose, Norton and Co.,
Westminster,
Corser and Fowler,
Wolverhampton,
H. and J. E. Underhill,
Wolverhampton,
Sadler and Eddowes,
Sutton Coldfield, }

Solicitors
for the
Bill.

In Parliament.—Session 1873.

Rye and Denge-Ness Railway and Pier.

(Incorporation of Company; Power to Construct Railway, Pier, and other Works; Compulsory Purchase of Lands and Buildings; Tolls; Working and other Arrangements with the South-Eastern Railway Company; Contribution by that Company; Amendment of Acts relating to that Company; 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 empower such Company to make and maintain the railway, pier, and other works hereinafter mentioned, or some part or parts thereof respectively, with all necessary stations, landing stages, sheds, approaches, works, and conveniences for or incident thereto, that is to say:—

A railway commencing in the parish of East Guildford, by a junction with the existing Railway between Rye and Ashford, belonging to the South Eastern Railway Company, at or near the drawbridge which carries that railway over the River Rother, passing thence through or into the following parishes and places, some or one of them, that is to say:—Rye, East Guildford, Winchelsea, Broomhill and Ivychurch, in the county of Sussex; and Ivychurch, Broomhill, Mydley, Old Romney, and Lydd, in the county of Kent; and terminating on the seashore, in the parish of Lydd aforesaid, at or near the line of high water, at a point about one furlong and a-half to the north-east of the Light House at Denge-Ness, together with a Pier extending from such point of termination about one hundred yards, in an easterly direction seaward, all in the said parish of Lydd.

To empower the Company to cross, alter, divert or stop up, either temporarily or permanently,

any streets, roads, railways, tramways, piers, bridges, rivers, streams, canals, docks, basins, watercourses, drains, sewers, pipes, &c., so far as may be necessary for the construction and maintenance and use of the said railway, pier, and works; to deviate from the lines of the said intended railway, pier, and works, both vertically and horizontally.

To purchase lands, houses, and other property, compulsorily and by agreement, for the purposes of the said intended railway, pier, and works, and for extraordinary purposes; and to vary and extinguish all rights and privileges in any manner connected therewith.

To construct and maintain all such new piers, jetties, landing places, stages, sheds, buildings, and other works as may be necessary for the comfort and security of passengers, and for the safe landing and delivery of goods, animals, and minerals.

To levy tolls, rates, and charges for the use of the said railway, pier, and other works, and for the conveyance and transmission of traffic thereon, and otherwise in respect thereof; and to exercise other rights and privileges.

To raise capital by shares and by loans.

To enable the Company, on the one hand, and the South Eastern Railway Company on the other hand, from time to time to enter into agreements for the construction, maintenance, equipment, working, use, and management of the said intended railway, pier, and other works, or either of them respectively, and as to the interchange of traffic coming from or going on to the respective undertakings of the contracting companies, and the division of the revenue arising from such traffic.

To enable the South Eastern Railway Company to contribute and subscribe funds towards the making of the said intended railway, pier, and other works, and to take and hold shares in the undertaking of the Company, and to guarantee interest or dividend on the capital or some part of the capital of the Company.

The Bill will, so far as may be necessary, vary and extinguish all existing rights and privileges, and alter and amend the several local and personal Acts of Parliament following, viz.:—6 and 7 William IV., cap. 75; 8 and 9 Vict., cap. 200, and all other Acts relating to the South Eastern Railway Company.

Duplicate plans and sections describing the lines, situations, and levels of the proposed railway, pier, and works, and the lands, houses, and other property in or through which the said railway, pier, and works are intended to be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also a published (Ordnance) map with the lines of the intended 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 Sussex, at his office at Lewes, and with the Clerk of the Peace for the County of Kent at his office at Maidstone; 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 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 also be deposited for public inspection with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial

place, with the clerk of some parish immediately adjoining thereto, at his place of abode.

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

Dated the 13th day of November, 1872.

In Parliament—Session 1873.

The Sutton, Southcoates, and Drypool Gas Company.

(Additional Lands; Power to manufacture and store Gas thereon; Repeal of provisions of former Act).

NOTICE is hereby given, that the Sutton, Southcoates and Drypool Gas Company intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, among other purposes:

To enable the Company to purchase by agreement, or take on lease, certain pieces or parcels of land, messuages, tenements, and hereditaments immediately adjoining their existing works, and all in the parish of Sutton, in the town and county of the town of Kingston-upon-Hull, as follows:

1. A piece or parcel of land, with a cottage erected thereon, belonging to George William Moore Liddell, Edward Spence, and Edward Gibson, Esquires, immediately adjoining and on the south of the existing gas works of the said Company, bounded on the north partly by certain cottages or tenements, forming part of a terrace called Clyde-terrace, and on the south side thereof, and partly by the present Gas Works; on the east by the west bank of the Sutton drain; on the south by St. Mark-street, and on the west by a new street recently formed, but not yet named, in part, and by a strip of land belonging to the said George William Moore Liddell, in remaining part, which said piece or parcel of land and cottage are now in the respective occupations of the Company, Thomas Gasgoine, and the Rev. Stuart B. Craig.
2. A piece or parcel of land, with four tenements erected thereon, belonging to Mrs. Mary Shaw, immediately adjoining and on the north of the said present Gas Works, now in the several occupations of Robert Slight, William Grundy, James Slight, John MacMahon, John Shaw, William Walker, William Slight, and Joseph Baker; and bounded on the south partly by certain cottages or tenements, called Sitwell-terrace, and partly by the present Gas Works; on the east by the west bank of Sutton Drain; on the north by certain lands, buildings, and hereditaments, formerly belonging to the Hull Flax and Cotton Mill Company, and now to Henry Hodge and others, and at present untenanted; and on the west by other land, unbuilt upon, belonging to the said Mrs. Mary Shaw.
3. A piece of land, with sixty-four cottages and a saw-mill erected thereon, situate on the north and south sides of the easternmost portion of Sitwell-street, and part of which messuages form two terraces, called respectively Clyde-terrace and Sitwell-terrace, immediately adjoining and on the west side of the present Gas Works; bounded on the south by property belonging to the said George William Moore Liddell, forming, as to a portion thereof, part of the hereditaments first hereinbefore described; on the east by the present Gas Works; on the north by the property secondly before described belonging to Mrs. Mary Shaw.

aforesaid; and on the west side by lands unbuilt upon, and belonging to the said George William Moore Liddell.

To erect thereon all such works and apparatus as may be necessary for the manufacture and storing of Gas or any other purposes, authorized by "The Sutton, Southcoates, and Drypool Gas Act, 1867." Also to purchase by agreement or take on lease other lands for the general purposes of their undertaking, subject to such regulation as may be defined by the Act.

To vary and extinguish all existing rights and privileges that would interfere with the purposes aforesaid.

To amend "The Sutton Southcoates and Drypool Gas Act, 1867," and to repeal the proviso to Clause 52 of that Act, and to incorporate in the Act to be applied for the provisions, or some of the provisions, of "The Gas Works Clauses' Act, 1847," and "The Gas Works Clauses' Act Amendment Act, 1871," respectively.

And notice is hereby also given, that a copy of this notice, together with a map showing the additional plots of land, tenements and hereditaments proposed to be taken for the extension of the existing works, will, on or before the 30th instant, be deposited for public inspection at the office of the Clerk of the Peace for the East Riding of the County of York, at his office at Beverley, and with the Clerk of the Peace for the town and county of the town of Kingston-upon-Hull, at his office at Hull; and a copy of the said plan and notice will be deposited with the parish clerk of Sutton aforesaid, at his place of abode there.

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 15th day of November, 1872.

Stamp, Jackson & Birks,

Solicitors, Hull.

Baxter, Rose, Norton & Co.,

6, Victoria Street, Westminster,
Parliamentary Agents.

Board of Trade—Session, 1873.

Monmouth Gas and Waterworks Company.

(Application to the Board of Trade for a Provisional Order under the Gas and Waterworks Facilities Act, 1870; Maintenance of existing Gas and Waterworks; Manufacture and storage of Gas and Residual Products; Supply of Gas and Water within prescribed limits, levy of Rates and Charges; Opening of Streets; Increase of Capital; and Additional Lands.)

NOTICE is hereby given, that an application is intended to be made by the Monmouth Gas and Waterworks Company to the Board of Trade for a Provisional Order under the "Gas and Waterworks Facilities Act, 1870," for all or some of the following purposes, that is to say:

1. To confirm any purchase lease or agreement which may have been made by or for the Company before the passing of this Order, in respect of any lands now occupied by the Company in carrying on their operations, and to vest or provide for the same being vested in the Company, or to authorise such purchase or lease subsequent to the passing of the said Order, that is to say:

1. A piece or parcel of land in the parish of Dixton, in the county of Monmouth, occupied by the Gas works building and apparatus connected with the supply of gas, bounded on the south by a highway known as the Hadnock-road, on the east by land belonging to His Grace the Duke of Beaufort, and occupied by the Steam Saw Mills Company, and on the north partly by other lands belonging to His Grace the Duke of Beaufort and occupied by Charles Morgan, and partly

by the lane forming the entrance to the Gas works, and on the west by other land belonging to His Grace the Duke of Beaufort, and occupied by Charles Morgan.

2. A piece or parcel of land situate at Mayhill, in the parish of Dixton aforesaid, occupied by the reservoirs and other works connected with the supply of water of the Company, bounded on the west and south-west by the highway leading from Monmouth to Wycsham, on the east by land belonging to His Grace the Duke of Beaufort, and occupied by Mr. Henry Dyke, and on the north by other land belonging to His Grace the Duke of Beaufort, and occupied by the said Henry Dyke, and by land belonging to Mr. William Jenkins, in the occupation of the Rev. William Meyler Warlow.

2. To maintain and continue, and from time to time enlarge, alter, extend, and repair the Gas works and apparatus connected with the supply of gas upon the lands hereinbefore firstly described, and to manufacture and store gas, and to convert or manufacture the products resulting from the manufacture of gas thereon.

3. To maintain and continue, and from time to time to enlarge, alter, extend, and repair the reservoirs, filter beds, conduits, cuts, drains, weirs, sluices, and other works connected with the supply of water upon the lands hereinbefore secondly described.

4. To authorize the Company to supply gas and water to all or any parts of the parishes of Monmouth and Dixton, in the said county of Monmouth, and to levy rates, rents, and charges for the same, and to exercise all such powers, rights, and privileges as are usually conferred on Gas and Water Companies.

5. To authorize the Company from time to time, for the purpose of laying down, repairing, and maintaining any mains, pipes, culverts, and other works connected with the said supply of gas and water, to open and break up the soil and pavement of the several streets, roads, highways, lanes, bridges, and other public and private passages and places in the said parishes of Monmouth and Dixton, and also to remove or alter any sewers, drains, and pipes, in, over, or under the same, as may be necessary to enable the Company to carry on their operations.

6. To define and regulate the existing capital, and to raise additional capital by the creation of new, ordinary, and preferential shares or stock, and to borrow money on mortgage, bond, debentures or debenture stock.

7. Also to purchase by agreement, or take on lease other lands for the general purposes of their undertaking, subject to such regulation as may be defined by the Act.

8. On or before the 30th day of November instant, a copy of this Notice will be deposited at the Board of Trade, Whitehall, and a copy for public inspection will be deposited with the Clerk of the Peace for the county of Monmouth, at his office in Newport, in the said county.

9. On or before the 23rd day of December next, printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade, Whitehall; and on and after that date, copies will be supplied at 1s. each to all persons applying for the same, at the offices of Messrs. Bowler and Vizard; Monmouth, or Messrs. Baxter, Rose, Norton and Co., 6, Victoria-street, Westminster.

10. All persons desirous of making any representation to the Board of Trade, or of bringing before such Board any objections respecting the said intended application, may do so by letter, addressed to the Assistant-Secretary of the Rail-

way Department of the Board of Trade, Whitehall, London, on or before the 15th day of January next ensuing, and depositing copies of such objections at the office of Messrs. Baxter, Rose, Norton and Co., 6, Victoria-street, Westminster, for the Promoters.

11. Printed copies of the Provisional Order, when made by the Board of Trade, will be deposited at the office of the Board, Whitehall, and copies for public inspection will also be deposited with the Clerk of the Peace for the county of Monmouth, at his office in Newport, in the county of Monmouth. Copies will also be supplied to any person applying for the same, either at the offices of Messrs. Powles and Vizard, Monmouth, or Messrs. Baxter, Rose, Norton and Co., Westminster, at 1s. each.

Dated this 20th day of November, 1872.

Powles and Vizard,

Monmouth.

Baxter, Rose, Norton and Co.,
6, Victoria Street,
Westminster.

The West London Tramways.

(Renewal of Application for Provisional Order).

NOTICE is hereby given, that the West London Tramways Company (Limited), the Promoters of a Provisional Order made by the Board of Trade under the authority of "The Tramways Act 1870," intituled "Order empowering the West London Tramways Company (Limited), to construct Tramways in and beyond the Western Districts of the Metropolis" (which said Order was not confirmed by Parliament in the last Session thereof), intend to apply to the Board of Trade, in pursuance of the provisions of "The Metropolitan Tramways Provisional Orders Suspension Act 1872," for confirmation of the said Order by Act of Parliament in the next Session thereof.

Dated this 14th day of November, 1872.

Baxter, Rose, Norton, and Co., 6, Victoria Street, Westminster, Solicitors to the said Provisional Order.

South-Western Suburban Tramway.

(Renewal of application for Provisional Order).

NOTICE is hereby given, that the South Western and Suburban Tramways Company (Limited), the Promoters of a Provisional Order made by the Board of Trade under the authority of "The Tramways Act, 1870," intituled "Order empowering the construction of Tramways in the South-Western District of the Metropolis," (which said Order was not confirmed by Parliament in the last Session thereof), intend to apply to the Board of Trade, in pursuance of the provisions of "The Metropolitan Tramways Provisional Order Suspension Act, 1872," for confirmation of the said Order by Act of Parliament in the next Session thereof.

Dated this 14th day of November, 1872.

Baxter, Rose, Norton and Co., 6, Victoria-street, Westminster, Solicitors to the said Provisional Order.

Wallasey Local Board Tramways.

(Application for Provisional Order for Powers for Construction of Tramways, &c., and to Levy Tolls; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made by the Wallasey Local Board, to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order, pursuant to the provisions of "The Tramways Act, 1870," to confer upon the said Local Board, who are hereinafter called "The Promo-

ters," all or some of the following powers, that is to say:—

To construct, lay down, and maintain the following tramways, with all necessary sidings, works, and conveniences, that is to say:—

Tramway No. 1, commencing in Church-road, in the township of Poulton-cum-Seacombe, in the parish of Wallasey, in the county of Chester, at a point 1 chain or thereabouts north-west of the north-east angle of the Marine Hotel, and 5 links north from an imaginary line along the centre of Church-road, passing thence along Church-road, crossing Victoria-road, in the said township of Poulton-cum-Seacombe, and passing thence into and along Brighton-street, in the said township of Poulton-cum-Seacombe, thence turning in a westwardly direction, and passing along Church-street, in the said township of Poulton-cum-Seacombe, and in the township of Liscard, in the said parish of Wallasey, and thence along Liscard-road, in the said township of Liscard, thence turning in a north-eastwardly direction, and passing along the main road in Liscard Village, in the said township of Liscard, thence passing along Rake-lane, in the said township of Liscard; thence turning in an eastwardly direction, and passing along the main road in Upper Brighton, in the said township of Liscard, thence passing along Rowson-street, New Brighton, in the said township of Liscard, thence turning in a westwardly direction, and passing along Church-road, New Brighton, in the township of Liscard, and terminating in the said township of Liscard, at a point $4\frac{1}{2}$ chains from the junction of Church-road, New Brighton, with Rowson-street.

From its commencement, and for about $5\frac{1}{2}$ chains along Church-road, in the township of Poulton-cum-Seacombe, the tramway will be laid 5 links north of an imaginary line along the centre of the road, and will then gradually converge on such centre line at a point at or near the east end of St. Paul's Church.

From a point in Church-road, in the township of Poulton-cum-Seacombe, opposite Abbotsford-street, for 3 chains along the same road, in a northwardly direction, the tramway will be laid about 5 links on the west side of an imaginary line along the centre of such last-mentioned Church-road.

From a point in Brighton-street, in the said township of Poulton-cum-Seacombe, opposite the northern end of Saltou-terrace, in Brighton-street aforesaid, for 3 chains in a northwardly direction along the same street, the tramway will be laid about 5 links on the west side of an imaginary line along the centre of Brighton-street aforesaid.

From a point in Brighton-street aforesaid, opposite an imaginary line in the centre of Church-lane, to its junction with Church-street, in the said township of Liscard, the tramway will be laid about 5 links on the east side of an imaginary line along the centre of Brighton-street aforesaid.

From a point in Liscard-road, in the said township of Liscard, $1\frac{1}{2}$ chains south of Belvedere-terrace, in Liscard-road aforesaid, for 3 chains in a northwardly direction along the same road, the tramway will be laid about 5 links on the west side of an imaginary line along the centre of Liscard-road aforesaid.

From a point in the Main-road, in Liscard Village aforesaid, opposite the public fountain, through Liscard Village aforesaid, to its junction with Rake-lane aforesaid, the tramway

will be laid about 5 links on the north-westwardly side of an imaginary line along the centre of such Main-road, and from such junction to a point $4\frac{1}{2}$ chains from the same along Rake-lane aforesaid, the tramway will be laid about 5 links to the west side of an imaginary line along the centre of Rake-lane aforesaid.

Tramway No. 2, wholly situate in the said township of Liscard, and commencing by a junction with Tramway No. 1, in Brighton-street aforesaid, thence passing along King-street, thence turning in an eastwardly direction, and passing along Sea-bank-road to its junction with Manor-road, thence passing along Manor-road to its junction with Penkett-road, thence passing along Penkett-road aforesaid, and terminating by a junction with Tramway No. 1 in Rake-lane.

From a point in Brighton-street, at its junction with King-street aforesaid, along King-street to a point opposite the centre line of Rice-lane, the tramway will be laid about 5 links to the west side of an imaginary line along the centre of King-street aforesaid.

From a point in King-street, at its junction with Sea-bank-road, along Sea-bank-road to the point at which such last-mentioned road diverges to the north, the tramway will be laid about 5 links to the south side of an imaginary line in the centre of Sea-bank-road aforesaid, and from such last-mentioned divergence of Sea-bank-road to its junction with Manor-road, the tramway will be laid about 5 links to the east side of an imaginary line along the centre of Sea-bank-road aforesaid.

From a point in Penkett-road 3 chains along such road from its junction with Rake-lane, the tramway will be laid about 5 links to the south side of an imaginary line along the centre of Penkett-road aforesaid.

Tramway No. 3, wholly situate in the township of Poulton-cum Seacombe aforesaid, and commencing by a junction with Tramway No. 1, in Church-road, thence passing along Victoria-road, and Poulton-road, and terminating in that road at a point opposite an imaginary line in the centre of Halstead-road.

From a point in Victoria-road, at its junction with Church-road, along Victoria-road, to a point at its junction with Liscard-road, the tramway will be laid about 5 links to the north side of an imaginary line along the centre of Victoria-road aforesaid.

Tramway No. 4, commencing in the township of Liscard aforesaid, by a junction with Tramway No. 1 in Liscard Village, at its junction with Wallasey-road, in the said township of Liscard, thence passing along Wallasey-road aforesaid, and terminating in Wallasey-road aforesaid, at a point opposite an imaginary line in the centre of St. Hilary Bow, in the township of Wallasey, in the parish of Wallasey aforesaid.

From a point in Wallasey-road aforesaid, 1 chain to the west of Alma Cottages to the termination of Tramway No. 4, the tramway will be laid about 5 links to the south side of an imaginary line along the centre of Wallasey-road aforesaid.

Tramway or Siding No. 5, wholly situate in the said township of Poulton-cum-Seacombe, diverging from Tramway No. 1, at its termination in Church-road, for a distance of $4\frac{1}{2}$ chains along Church-road (the greatest lateral divergence being about 5 links south of an imaginary line along the centre of such road), and converging on Tramway No. 1 about $4\frac{1}{2}$ chains west of such point of divergence.

Tramway or Siding No. 6, wholly situate in the

said township of Poulton-cum-Seacombe, diverging from Tramway No. 1, at a point opposite the centre line of Abbotsford-street, for a distance of 3 chains (the greatest lateral divergence being about 5 links east of an imaginary line along the centre of Church-road), and converging on Tramway No. 1 about 3 chains north of such point of divergence.

Tramway or Siding No. 7, wholly situate in the said township of Poulton-cum-Seacombe, diverging from Tramway No. 1, at a point opposite the north end of Saltoun-terrace, for a distance of 3 chains in Brighton-street (the greatest lateral divergence being about 5 links west of an imaginary line along the centre of such street), and converging on Tramway No. 1 at a point about 3 chains to the north of such point of divergence.

Tramway or Siding No. 8, wholly situate in the said Township of Liscard, diverging from Tramway No. 1 in Liscard-road, at a point about $1\frac{1}{2}$ chains south of the south-end of Belvedere-terrace, for a distance of 3 chains (the greatest lateral divergence being about 5 links east of the centre line of such road), and converging on the same Tramway at a point about 3 chains north of its divergence.

Tramway or Siding No. 9, wholly situate in the said township of Liscard, diverging from Tramway No. 1, in Rake-lane aforesaid, at a point 3 chains south-west from its junction with Withen's-lane for a distance of 3 chains (the greatest lateral divergence being about 5 links east of an imaginary line along the centre of Rake-lane), and converging on the same Tramway in Rake-lane, at a point opposite Withen's-lane.

Tramway or Siding No. 10, wholly situate in the said township of Liscard, diverging from Tramway No. 1 at a point in Upper Brighton, 3 chains from the upper end of Rowson-street (the greatest divergence laterally being 5 links east of an imaginary line along the centre of Rowson-street aforesaid), and converging on Tramway No. 1, in such street, 3 chains north of such divergence.

Tramway or Siding No. 11, wholly situate in the township of Liscard, diverging from Tramway No. 1, at a point in Rowson-street, at its junction with Church-road, New Brighton, from Rowson-street, for a distance of $4\frac{1}{2}$ chains (the greatest divergence laterally being 5 links north of an imaginary line along the centre of Church-road, New Brighton) and there terminating.

Tramway or Siding No. 12, wholly situate in the said township of Liscard, diverging from Tramway No. 2 in King-street, at a point opposite the angle of that street and Church-street, (the greatest divergence laterally being 5 links east of an imaginary line along the centre of King-street, and converging on the same Tramway in that street 3 chains from and north of the said point of divergence.

Tramway or Siding No. 13, wholly situate in the said township of Liscard, diverging from Tramway No. 2 in Sea Bank-road, at a point 3 chains from the junction of that road with Manor-road (the greatest divergence laterally being 5 links west of an imaginary line along the centre of Sea Bank-road), and converging on the same tramway on that road, at its junction with Manor-road.

Except where otherwise stated, in each of the above cases the tramway gradually diverges from the centre line of the road or street until it reaches the point of greatest lateral divergence, and then continues parallel with the said centre line for a distance of about $2\frac{3}{4}$ chains,

when it gradually converges on the same centre line.

The following is a description of each place at which any of the tramways to be authorized by the proposed Provisional Order will be so laid that for a distance of 30 feet or upwards a less space than 9 feet and 6 inches shall intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway, viz. :—

In Church-road, Seacombe, from a point opposite the Marine Hotel, for a distance of $5\frac{1}{2}$ chains along such road towards Brighton-street.

From a point in Church-road, Seacombe, opposite Abbotsford-street, for 3 chains along the same road.

From a point in Brighton-street, opposite the northern end of Saltoun-terrace, for three chains in a northwardly direction along the same street.

From a point in Brighton-street, opposite the centre line of Church-lane, to its junction with Church-street.

From a point in Liscard-road, $1\frac{1}{2}$ chains south of Belvedere-terrace, for 3 chains in a northwardly direction along the same road.

From a point in Liscard-village, opposite the public fountain, through Liscard-village, in a north-eastwardly direction to a point in Rake-lane, $4\frac{1}{2}$ chains from its junction with Liscard-village.

From a point in Rake-lane, 3 chains south-west from its junction with Withen's-lane for 3 chains in a north-eastwardly direction along Rake-lane.

From a point opposite the centre line of Earls-ton-road, along Rake-lane, to its junction with Mount Pleasant-road.

From a point in Upper Brighton, 3 chains to the south of its junction with Rowson-street to that junction.

From a point in Rowson-street, from its junction with Church-road, New Brighton, for $4\frac{1}{2}$ chains in a westwardly direction along such last mentioned road.

From a point in Brighton-street, at its junction with King-street, along King-street, to a point opposite the centre line of Rice-lane.

From a point in King-street, at its junction with Sea Bank-road, along Sea Bank-road, to its junction with Manor Road.

From a point in Penkett-road, 3 chains along such road, from its junction with Rake-lane.

From a point in Victoria-road, Seacombe, at its junction with Church-road, along Victoria-road, to a point at its junction with Liscard-road.

From a point in Poulton-road $4\frac{1}{2}$ chains from the western termination of Tramway No. 3.

From a point in Wallasey-road, Liscard, opposite to the east end of Greenfield-view, along Wallasey-road, in a westwardly direction for 9 chains.

From a point in Wallasey-road, Liscard, $4\frac{1}{2}$ chains from the western termination of Tramway No. 4.

The said several tramways, sidings, and works will pass through or into all or some of the following parishes, townships, or places, that is to say, Wallasey, Poulton-cum-Seacombe, Liscard, Egremont, North Egremont, Upper Brighton, and New Brighton, all in the said county of Chester; the said tramways and sidings will pass along the centre of the several roads and streets hereinbefore mentioned, unless otherwise expressly stated.

The said several tramways and sidings will occupy a space of 5 feet 4 inches in width or thereabouts, and the distance thereof from the

centre of the roads or streets hereinbefore stated, means the distance of the centre lines of the tramways and sidings from the centre line of the roads or streets, and the centre line means in all cases, except where otherwise stated, an imaginary line drawn along the centre of the carriage way of the road or street along which the respective tramway is intended to be laid.

And for the purposes of the undertaking powers will be taken in the said Provisional Order to break up roads, streets, and highways, and to purchase lands, hereditaments, and easements by agreement, to levy tolls, rates, and charges, to prohibit persons from passing along the tramways with carriages having flange wheels or wheels suitable only to run on the rail of the tramway, to enable the Promoters to enter into agreements for the construction, maintenance, working, and regulation of the said tramways and sidings, or any of them and for the repair and maintenance of the roads or streets, and for the regulation of the traffic thereon or approaching thereto, or departing therefrom, and to enable the Promoters to make bye-laws and to grant licences for the use of the said tramways, and to make such other crossings, sidings, junctions, and other works as may be convenient for the efficient working of the tramways, or for providing access to any stables, carriage sheds, or works of the Promoters, and to erect or purchase offices, buildings, stables, and other conveniences; and to remove and otherwise interfere with watercourses, water pipes, gas pipes, telegraph pipes, posts, tubes, wire, and apparatus within the places aforesaid, for the purpose of constructing, maintaining, renewing, or repairing any of the proposed tramways; and to reserve to the Promoters the exclusive right of using on the proposed tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on a grooved rail, and to enable the Promoters to make temporary tramways in adjacent roads or streets, where the use of any tramway is temporarily stopped, and to maintain and work such temporary tramways until such stoppage is removed, to work by steam as well as by animal power, and to carry passengers, parcels, goods, and luggage on and over such tramways and sidings.

Power will be taken in the Provisional Order to vary or extinguish all rights or privileges inconsistent with its objects, and to confer other rights and privileges and all or some of the provisions of the "Lands Clauses Consolidation Acts, 1845, 1863, and 1869," "The Companies Clauses Consolidation Acts, 1845, and 1863," "The Railways Clauses Consolidation Acts, 1845, and 1863," and parts 2 and 3 of the "Tramways Act, 1870," will be incorporated with the said Provisional Order, and powers will be taken to vary, amend, or repeal some of the provisions of the above-mentioned Acts, and of the "Wallasey Embankment Acts, 1829 and 1864," the several Wallasey Improvement Acts, respectively passed in the years 1845, 1858, 1861, 1864, and 1867, and the 6th section of the last mentioned Act.

On or before the 30th day of November, 1872, proper plans and sections of the proposed tramways, sidings, and works, showing the lines and levels of the said tramways, and a copy of this notice as published in the London Gazette, will be deposited at the office of the Board of Trade, and for public inspection with the Clerk of the Peace for the county of Chester, at his office in Chester, in the said county, and at the office of the Promoters in Egremont, in the said county; and with the Rector of the said parish of Wallasey, at his residence in Wallasey, there being no Parish Clerk.

On and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished to all persons applying for the same, at the price of 1s. each, at the office of the Promoters in Egremont aforesaid.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter, addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, Whitehall, London, on or before the 15th day of January, 1873.

Dated this 19th day of November, 1872.

By Order,

T. Somerville Jones, Clerk to the Wallasey Local Board.

Simpson and North, Rumford-street, Liverpool, Solicitors.

H. E. Brown, 11, Pall Mall East, London, Parliamentary Agent.

Newport (Monmouthshire) Street Tramways. (Construction of Street Tramways in the Borough of Newport, in the county of Monmouth, and the adjoining Districts; Compulsory User of Streets, &c.; Tolls; Provisions for use of Tramways and Streets traversed; Agreements with and Powers to Corporation of Newport, Monmouthshire, the Christchurch Local Board of Health, the Trustees of the Newport Roads, and other Persons and Authorities, &c.; Working and other Arrangements with other Companies and Bodies, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, authorising the person or persons to be named in that behalf in the Order, or a Company incorporated, or to be incorporated for the purpose, under "The Companies Act, 1862," who are hereinafter referred to as "the Promoters," to construct and maintain, in the township of Newport, the borough of Newport, the district of the Christchurch Local Board of Health, and in the parishes of Saint Woollos and Christchurch, all in the county of Monmouth, the street tramways described in this Notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively; that is say:

Tramway No. 1.

A Tramway (No. 1), wholly in the township of Newport and parish of St. Woollos, and within the above-named borough of Newport, commencing at a point in Bridge-street, one chain or thereabouts to the east of the intersection of Station-street with Bridge-street, and passing along Bridge-street, Baneswell-road, Commercial-street, and Commercial-road, and terminating in Commercial-road, at a point one chain or thereabouts to the north of the centre of the Frederick-street level crossing of the Monmouthshire Railway and Canal Company. The centre line of the proposed Tramway No. 1 will be wholly in the centre of the above-named streets.

Tramway No. 1A.

A Tramway or passing place (No. 1a), wholly in the township of Newport and parish of St. Woollos and borough of Newport, commencing by a junction with Tramway No. 1, at its commencement in Bridge-street, and gradually diverging on the right hand till it attains a distance from the imaginary centre line of the street of 9 feet, and thence by a gradually diminishing distance until it attains the imaginary centre line at a point 2 chains from its commencement.

Tramway No. 1B.

A Tramway or passing-place (No. 1b), wholly in the township of Newport, and parish of St.

Woollos, and borough of Newport, commencing by a junction with Tramway No. 1, at a point half a chain south of the intersection of Baneswell-road, Skinner-street, and Commercial-street, and gradually diverging on the right hand till it attains a distance of 9 feet from the imaginary centre line of the street, and thence by a gradually diminishing distance until it attains the imaginary centre line of the street at a point 2 chains from its commencement.

Tramway No. 1c.

A tramway or passing-place (No. 1c), wholly in the township of Newport, and parish of St. Woollos, and borough of Newport, commencing by a junction with Tramway No. 1, at a point in Commercial-street, 3 chains or thereabouts to the north of the centre of the Salutation level crossing of the Monmouthshire Railway and Canal Company, and diverging to the right hand until it attains a distance of 9 feet from the imaginary centre line of the street, and thence by a gradually diminishing distance until it attains the imaginary centre line of the street at a point 2 chains from its commencement.

Tramway No. 1d.

A Tramway or passing-place (No. 1d) wholly in the borough of Newport and parish of St. Woollos, commencing by a junction with Tramway No. 1 at a point 3 chains to the north of the centre of the Frederick-street level crossing of the Monmouthshire Railway and Canal Company, and diverging to the right hand until it attains a distance of 9 feet from the imaginary centre line of the street, and thence by a gradually diminishing distance until it attains the imaginary centre line of the street, 2 chains from its commencement.

Tramway No. 2.

A Tramway (No. 2) wholly in the borough of Newport and parish of St. Woollos, commencing by a junction with Tramway No. 1, at its termination in Commercial-road, at a point 1 chain, or thereabouts, to the north of the centre of the Frederick-street level crossing of the Monmouthshire Railway and Canal Company, and passing through part of Commercial-road, terminating at a point 30 feet north of the level crossing of the Monmouthshire Railway and Canal Company at Church-street. Tramway No. 2 will be wholly in the centre of the above-named street.

Tramway No. 2A.

A Tramway (No. 2a) wholly in the borough of Newport and parish of St. Woollos, commencing by a junction with Tramway No. 2 at a point $2\frac{1}{2}$ chains to the north of the intersection of Church-street and Commercial-road, and diverging thence on the right hand until it attains a distance of 9 feet from the imaginary centre line of the street, and thence to its termination at a point 2 chains from its commencement, it will be at a distance of 9 feet from such imaginary centre line.

Tramway No. 3.

A Tramway (No. 3) wholly in the borough of Newport and Parish of St. Woollos, commencing by a junction with Tramway No. 1, in Commercial-road, at a point half a chain to the north of the intersection of Ruperra-street and Commercial-road, and passing along Ruperra-street, part of Dock-street, Canal-terrace, and Bolt-street, and terminating by a junction with Tramway No. 1 at a point half a chain to the south of the intersection of Bolt-street and Commercial-road. The proposed Tramway No. 3 will be wholly in the centre of the above-named streets.

Tramway No. 3A.

A Tramway or passing place (No. 3a), wholly in the borough of Newport, and parish of St. Woollos, commencing by a junction with Tram-

way No. 3, at a point 2 chains north of the intersection of Dock-street and Dolphin-street, and diverging thence on the left hand until it attains a distance 9 feet from the imaginary centre line of the street, and thence to its termination at a point 2 chains from its commencement, where it will attain such imaginary centre line.

Tramway No. 4.

A Tramway No. 4, commencing in the township of Newport, and parish of St. Woollos, and borough of Newport, by a junction with Tramway No. 1, in Commercial-street, at a point 30 feet to the south of the intersection of Skinner-street, Baneswell-road, and Commercial-street, and passing through High-street, over Newport-bridge, through Clarence-place, the Chepstow-road Turnpike-gate, and along the Turnpike-road leading from Newport to Chepstow, and terminating at the intersection of Kensington-place and the said Turnpike-road. The said intended tramway will pass from, through, or into the parish of St. Woollos, the township of Newport, the borough of Newport, the parish of Christchurch, and the district of the Christchurch Local Board of Health.

Tramway No. 4a.

A Tramway or passing-place (No. 4a), wholly in the township of Newport and parish of St. Woollos and borough of Newport, commencing by a junction with Tramway No. 4, in High-street, opposite Fenell's Arcade, and diverging to the left until it attains a distance of 9 feet from the imaginary centre line of the road, and thence by a gradually diminishing distance, until it attains the imaginary centre line at a point 2 chains east of its commencement.

Tramway No. 4b.

A Tramway or passing-place (No. 4b), wholly in the parish of Christchurch and the District of the Christchurch Local Board of Health, commencing by a junction with Tramway No. 4, at a point 2 chains to the west of the intersection of Kensington-place with the Chepstow Turnpike-road, and thence diverging to the left until it attains a distance of 9 feet from the imaginary centre line, and thence by a gradually diminishing distance until it attains the imaginary centre line at a point 2 chains from its commencement.

Tramway No. 5.

A tramway (No. 5), wholly in the township of Newport and parish of St. Woollos and borough of Newport, commencing by a junction with Tramway No. 4, in High-street, opposite Fenell's Arcade, and passing through and along the private road of the Great Western Railway Company, leading to their passenger station, thence through the goods yard of the said Railway Company into and along Station-street, and terminating by a junction with Tramway No. 1, at its commencement in Bridge-street.

All the said intended street Tramways will be made or pass from, in, through, or into the several boroughs, parishes, townships, and extra-parochial or other places following, that is to say, the borough of Newport, the township of Newport, the parish of St. Woollos, the parish of Christchurch, and the district of the Christchurch Local Board of Health, all in the county of Monmouth, or some of them.

Each of the said Tramways hereinbefore described will occupy throughout a space of 5 feet in width, and the distance thereof from the imaginary centre line hereinbefore stated means the distance of the centre line of the Tramway from the imaginary centre line, and the imaginary centre line means, in all cases, except where otherwise stated, an imaginary line drawn along the centre of the carriage way (by whatever name

known or called) along which the Tramway intended to be laid.

The following is a description of each place at which any of the Tramways, to be authorised by the Provisional Order, will be so laid that for a distance of 30 feet or upwards a less space than 9 feet and 6 inches shall intervene between the outside of the footpath on either side of the street or road, and the nearest rail of the Tramway, viz.:

- 1.—In the Chepstow-road from Kensington-place to a point one chain West of the Turnpike-gate in Clarence-place.
- 2.—Over Newport Bridge, and through the portion of High-street, lying between Newport Bridge and the east side of the Bridge over the Monmouthshire Railway.
- 3.—In High-street, from a point 80 feet south of its junction, with the private road to the Great Western Railway Station to a point 60 feet north of its junction, with Baneswell-road and Skinner-street.
- 4.—In Commercial-road from a point 132 feet north of its junction with Frederick-street, to a point 264 feet north of the said junction with Frederick-street.

And it is proposed by the Provisional Order to authorise the Promoters to enter upon and open the surface of, and to alter and stop up, remove, and otherwise to interfere with streets, turnpike-roads, highways, public roads, ways, foot-paths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this notice for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Provisional Order.

The proposed Provisional Order will incorporate with itself the whole or some of the provisions of "The Tramways Act, 1870," with such variations therein as may be deemed necessary or expedient. And the Provisional Order will contain powers for effecting the objects or some of the objects, and for conferring on the Promoters the powers or some of the powers following, that is to say:—

To enable the Promoters to levy tolls, rates, and charges, for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or duties.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places, upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Promoters from the payment of the whole, or some part of any highway, or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Promoters for the purposes of the Provisional Order of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

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

To prohibit, except by agreement with the Promoters, or upon terms to be prescribed by the Provisional Order, the use of the proposed tram-

ways by persons or corporations other than the Promoters with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorise and give effect to agreements between the Promoters and any other persons or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

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

To make provision for regulating the passage of traffic (whether of the Promoters or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Promoters and the respective local road or street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or any of the provisions of the Provisional Order.

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

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

To enable the Promoters, and the mayor, aldermen, and burgesses, of the borough of Newport, and the Christchurch Local Board of Health, and any vestry, district board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs, or the control, or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

And to confer upon the Promoters all rights, powers, and privileges necessary or convenient for carrying into effect the objects aforesaid, and to vary and extinguish all existing rights, powers, and privileges, which would or might in any way interfere with any of the said objects.

And notice is hereby further given, that duplicate plans and sections of the proposed street tramways and works, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November inst., at the office of the Board of Trade, and also for

public inspection with the Clerk of the Peace for the said county of Monmouth, at his office, in Newport aforesaid, and with the Town-clerk of the borough of Newport, in the county of Monmouth, at his office, the same being the office of the Corporation (being the local authority of the said borough), at the Town-hall, in the said borough; and also with the Clerk of the Christchurch Local Board of Health, at the office of the said Board at No. 18, Fair Oak-terrace, in Maindee, in the said parish of Christchurch, and that a copy of so much of the said plans and sections as relate to each of the parishes and extra-parochial places from, in, through, or into which the intended street tramways and works will be made or pass, and also a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection, in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place, with the parish clerk of some immediately adjoining parish, at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished (at the price of one shilling for each copy) to all persons applying for them, at the offices of the undersigned William James Lloyd, Solicitor, Bank-chambers, Newport, Monmouthshire.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1873, and a copy of any such objections must also be sent at the same time to the Promoters, addressed to the undersigned.

Dated this 15th day of November, 1872.

William J. Lloyd, Bank Chambers, Newport, Monmouthshire, Solicitor for the Provisional Order.

In Parliament.—Session 1873.

Dun Drainage.

(Powers to execute further Works; to enlarge or vary Drainage District, and other powers; to make new Cuts, Channels, and Embankments; Erection of Pumping Engines; Incorporation of Commissioners; Improvement of the River Don; Levying Rates, Penalties, Bye Laws; Borrowing Monies; Compulsory purchase of Lands and Easements; Diversion of Waters; Repeal or Amendment of existing Dun Drainage Act and Award; and other purposes.)

NOTICE is hereby given, that it is intended to apply to Parliament, in the ensuing Session, for leave to bring in a Bill (hereinafter called "the Bill") for powers to carry into effect all or some of the objects and purposes following, that is to say:—

1. To amend, vary, or repeal all or some of the provisions of an Act passed in the 7th and 8th years of the Reign of his late Majesty King George the 4th, intituled "An Act for draining, embanking, and protecting certain low lands lying on the north side of the River Dun, in the West Riding of the county of York," hereinafter called "The Dun Drainage Act"); and the award made in pursuance of that Act.

2 To enlarge the area of the district comprised within the operation of "The Dun Drainage Act;" and to extend all or some of the provisions of that Act, and of the Bill, to other

lands, situate within the parishes, townships, and places hereinafter mentioned, or some of them.

3. To continue and maintain the existing Dun Drainage Works; and to vary, alter, and enlarge the same; to deepen existing drains; to raise and vary existing embankments; and to embank, drain, and protect certain lands, (including the low lands described in "The Dun Drainage Act"), situate on the north and south sides of the River Don, in the West Riding of the county of York, and in the parishes, townships, or places of Balby-with-Hexthorpe, Sprotborough, Doncaster, Bentley-with-Arksey, Bentley, Arksey, Almholme, Langthwaite - with - Tilts, Adwick - le - Street, Owston, Burghwallis, Haywood, Sutton, Campsall, Askerne, Thorpe - in - Balne, Barnby - upon - Don, Long Sandall, Kirk Sandall, Trumfleet, Kirk Bramwith, Sand Bramwith (otherwise called South Bramwith), Moss, Stainforth, Hatfield, Fishlake, and Thorne, or some of them, all in the said West Riding of the county of York.

4. To make and maintain a cut or channel commencing at or near the junction of the Bentley and Arksey Commons Drain, with the Norwood Drain, adjoining Grumble Hurst Bank, all in the township of Thorpe-in-Balne, in the parish of Barnby-upon-Don; proceeding thence in a north-easterly direction to Thorpe Marsh; and thence in a north-westerly direction to and into the River Don; and terminating at or near to the junction of the Smallholme and Tilts Drain, with the River Don, in the township of Thorpe-in-Balne, and parish of Barnby-upon-Don.

5. To make and maintain a cut or channel, in continuation of the lastly described cut or channel, commencing at or near the north-westerly corner of a field in the said township of Thorpe-in-Balne, and parish of Barnby-upon-Don, owned by Thomas Micklethwaite, and occupied by George Woodward, and numbered 203 on the Dun Drainage Award Map; proceeding thence in a northerly and north-easterly direction through Trumfleet Marsh, in the parish of Kirk Sandall; thence in an easterly and southerly direction through Barnby Dun Rands, to and into the River Don, and terminating in the said parish of Barnby-upon-Don, at or near a point 330 yards or thereabouts south-west of Kirk Bramwith Bridge.

6. To make and maintain a cut or channel, commencing on the south-east side of Flashley Carr-lane, at or near the south-west corner of a field in a detached portion of the township of Kirk Bramwith, in the parish of Kirk Bramwith, owned by George Clough, Thomas Clough, and William Bartholomew Clough, and occupied by Joseph Sunderland; proceeding thence in a southerly direction into and through the parish of Kirk Bramwith, and a detached portion of the parish of Campsall to Willow Bridge; thence continuing on the east side of, and parallel to, the Braithwaite Drain, and afterwards under that drain; and terminating in the parish of Barnby-upon-Don, by a junction with the lastly described new cut or channel, at or near the north-east corner of a field, owned by Joseph Walker, and occupied by William Hanson, and numbered 187 on the Dun Drainage Award Map.

7. To make and maintain a cut or channel, commencing in the parish of Kirk Bramwith, at or near the north-west corner of a field called Church Town Common, owned by William Holmes, and occupied by John Stringer; proceeding thence in a north-easterly direction to Bramwith Woodhouse, in the said parish of Kirk Bramwith; and thence along the course of the Nab Drain, in the said parishes of Hatfield and Fishlake, to and into the River Don, in the said parish of Fishlake; and terminating at or near the point where

the Taining Drain now empties itself into the River Don.

8. To make and maintain a cut or channel, commencing at or near the northerly corner of a field in the township of Moss, and parishes of Kirk Bramwith and Campsall, or one of them, owned by Richard Adamson Barker, and occupied by John Kitchen, and numbered 568 on the Dun Drainage Award Map; proceeding thence in a south-easterly direction along the south-west side of, and parallel to, the Barrier Bank, in the said parish of Kirk Bramwith; and terminating by a junction with the lastly described new cut or channel, in the said parish of Hatfield, at a point 30 yards, or thereabouts, east of where the said last mentioned new cut or channel passes under the Plumtree Hill Road.

9. To straighten and shorten the course of the River Don, in Newton Ings, in the said Parish of Sprotborough, by making and maintaining a new cut or channel there of the length of 400 feet or thereabouts, commencing in the said parish of Sprotborough, at a point 530 yards, or thereabouts, measured from Newton Ferry, in an easterly direction, along the course of the said River Don; and terminating by a junction with the said River Don in Newton Ings, in the said parish of Sprotborough, at a point 700 yards, or thereabouts, from the Don Foundry, measured in a south-westerly direction, along the course of the said River Don.

10. To straighten and shorten the course of the said River Don in Long Sandall Ings, and Grumble Hurst, in the parishes or townships of Kirk Sandall, Bentley-with-Arksey, Barnby-upon-Don, and Thorpe-in-Balne, or some of them; by making and maintaining a new cut or channel there of the length of 360 yards, or thereabouts, commencing in the said parish of Kirk Sandall, at a point 970 yards, or thereabouts, from where the South Yorkshire Railway crosses the said River Don, at Long Sandall, measured in a northerly direction along the course of that river, and terminating in the parish or township of Bentley-with-Arksey, at a point 630 yards, or thereabouts, from Waite House Sluice, measured in a southerly direction along the course of the River Don.

11. To make and maintain an embankment in the said parish of Doncaster, on the south side of the River Don, commencing in the township of Balby-with-Hexthorpe and parish of Doncaster, at or near the south-east corner of a field owned by Margaret Elizabeth Trafford Southwell, and occupied by Joshua Beetham; proceeding in a north-westerly direction towards the River Don, thence in a north-easterly direction parallel to the River Don, and the new cut of the River Don Navigation, to a point in the said township of Doncaster, at which the new cut joins the River Cheswold; thence in a south-easterly direction to and into the embankment of the Great Northern Railway, at or near the point where that railway crosses the River Cheswold in the said township of Doncaster.

12. To make and maintain an embankment in the township and parish of Doncaster, surrounding that part of Crimpsall which is bounded on the south and west by the River Don, on the north by the River Cheswold, and on the east by the new cut of the River Don Navigation.

13. To make and maintain an embankment or wall in the said township and parish of Doncaster, commencing on the north side of the new cut of the River Don Navigation, at the bridge which carries the Great North Road over that cut; proceeding thence in a south-westerly direction along the towing-path of the new cut, thence in a north-westerly direction along the

north-east side of, and parallel to the River Cheswold; thence in a north-easterly direction parallel to the River Don to and terminating at the Doncaster Mill Bridge, in the said township and parish of Doncaster.

14. To make and maintain, in the said township of Doncaster, an embankment across the north-west end of the River Cheswold, connecting the two lastly described embankments.

15. To make, raise, strengthen, and maintain, an embankment or wall, in the parish of Sprotborough, on the north side of the River Don, commencing at the Newton Gate Ferry House, and passing thence in a north-easterly direction parallel to the River Don, and along the north side of the new cut or channel in Newton Ings, hereinbefore described, and continuing thence in a north-easterly direction parallel to the River Don, to, and terminating at, the Doncaster Mill Bridge.

16. To make and maintain an embankment in the parish of Sprotborough, on the east side of the new cut or channel in Newton Ings, hereinbefore described.

17. To make and maintain a wall or embankment, in the said township and parish of Doncaster, on the south side of the River Don, commencing at the Doncaster Mill Bridge, and proceeding thence in a north-easterly direction parallel to the River Don, to, and terminating at, the embankment of the Great Northern Railway.

18. To make and maintain an embankment on the north side of the River Don, in the parish of Sprotborough, commencing at the east corner of Engine Wood, proceeding thence in an easterly and afterwards in a northerly direction parallel to the River Don, to and terminating at a clough at the north end of that part of the River Don called Hexthorpe Reach.

19. To raise, strengthen, and maintain the wall and embankment, in the township of Bentley-with-Arksey, on the north side of the River Don, commencing at the Doncaster Mill Bridge, and being along the north side of the River Don, up to the point where such embankment joins the embankment of the Great Northern Railway.

20. To raise, strengthen, and maintain the embankment along the north side of the flood drain, in the parish and township of Bentley-with-Arksey, commencing at the Great Northern Railway, in the said parish and township of Bentley-with-Arksey, and terminating at or near Sandall Weir, in the same parish and township.

21. To raise, strengthen, vary, divert, and maintain the existing embankments on the south side of the flood drain and River Don, commencing at the Great Northern Railway, in the parish of Doncaster, at the point where that railway crosses the flood drain, passing thence through the several parishes and townships of Doncaster, Bentley-with-Arksey, Arksey, Long Sandall, Kirk Sandall, Trumfleet, Barnby-upon-Don, Thorpe-in-Balne, Hatfield, Kirk Bramwith, Sand Bramwith (otherwise called South Bramwith), Stainforth, Fishlake, and Thorne, or some of them, and terminating in the said parish of Thorne, at a point opposite to Sour Lane Sluice.

22. To raise, strengthen, vary, divert, and maintain the existing embankments on the north side of the river Don, which extends from Sandall Weir to Sour-lane Sluice, and which embankments are situate in the parishes and townships of Bentley-with-Arksey, Arksey, Long Sandall, Kirk Sandall, Trumfleet, Barnby-upon-Don, Thorpe-in-Balne, Hatfield, Kirk Bramwith, Sand Bramwith, (otherwise called South Bramwith,) Stainforth, Fishlake, and Thorne, or some of them.

23. To erect and maintain pumping engines at

the following or other places, and where need shall be to alter, widen, deepen, embank, and vary the main outlet drains leading to such pumping engines, namely:—

(a). In a field owned by Thomas Micklethwaite, and occupied by George Woodward, situate in the parish of Barnby-upon-Don, and numbered 203 on the Dun Drainage Award Map.

(b). In another field owned by Mallinson Amory Matthewman, and occupied by William Mapples, situate in the parish of Barnby-upon-Don, and numbered 186 on the Dun Drainage Award Map.

(c). In a field situate in the parish of Fishlake, owned by the Reverend George Ormsby, the Vicar of Fishlake, and occupied by John Cass, and which same field lies between Fishlake-road and the River Don.

24. To enlarge the span of the bridge over the old lock, in the township and parish of Doncaster, near to the Doncaster Mill bridge; and, if need be, to take down and rebuild the whole or part of the said bridge, and to construct one or more shuttles or sluice doors in the Weir immediately below the said bridge.

25. To enlarge, extend, and otherwise improve the southerly arch of the Doncaster Mill bridge, in the township and parish of Doncaster; and, if need be, to take down and rebuild the said arch or other part of such bridge, and to construct one or more shuttles or sluice doors in the Weir immediately below the said Mill bridge.

26. To alter, vary, and partly reconstruct and enlarge the bridge which carries the West Riding and Grimsby Railway over the River Don, in the parish of Barnby-upon-Don; and to alter and vary such railway, and so much of the level of the rails thereof, on both sides of the bridge, as may be necessary.

27. To enlarge, extend, and otherwise improve the arches of Stainforth-bridge, in the parishes of Hatfield, Fishlake, and Kirk Bramwith, or one of them; and if need be, to take down and rebuild the said arches or other part of such bridge.

28. To widen, deepen, cleanse, scour, and otherwise improve and remove obstructions and shoals in and from that part of the River Don, which is situate in the several parishes, townships, and places aforesaid, or some of them; and lies between the township of Hexthorpe and the parish of Sprotborough, and Sour-lane sluice, in the parishes of Fishlake and Thorne.

The whole of the works above mentioned, as also the lands on which such works are intended to be made, are, or will be, situate in the West Riding of the county of York.

29. To make, erect, and maintain on, or adjacent to, the said lands, now or hereafter forming the Dun Drainage District, all embankments, cuts, channels, pumping stations, engines, tunnels, bridges, culverts, ditches, drains, pipes, sluices, floodgates, weirs, dams, walls, banks, arches, towing-paths, roads, and other works and conveniences, necessary or proper for maintaining and improving the drainage, and to prevent the flooding of lands, and for the other objects of the Bill, and for such purposes to enter upon any lands within the parishes, townships, or places aforesaid, and to occupy the said lands, either temporarily or permanently, and compel the owners, lessees, or occupiers of lands within the limits of the Bill to cleanse, scour, deepen, and otherwise maintain and keep in efficient operation all ditches, waterways, and other works, on any of the said lands connected with the drainage thereof.

30. To purchase, from time to time, compul-

sorily or by agreement, lands and other hereditaments, and also to acquire from time to time, either compulsorily or by agreement, easements and other rights; powers, and privileges, in, over, or through lands and other hereditaments for the purposes of the Bill; such lands and hereditaments being within the district proposed to be rated, drained, or improved; and to vary or extinguish all rights or privileges in any manner connected with the said lands and hereditaments.

31. To levy rates, taxes, contributions, or assessments, upon the owners, lessees, or occupiers of lands and other hereditaments, improved, drained, or benefited, or intended so to be, and upon all persons and corporations in respect of any rights, interests, and property which may be benefited by carrying into effect the powers of the Bill, with all necessary powers for enforcing payment of such rates, taxes, contributions, or assessments, and to confer exemption from the payment of such rates, taxes, contributions, or assessments, and to repeal, alter, vary, or amend the final award of the Commissioner acting under "The Dun Drainage Act," and to charge different rates, taxes, contributions, or assessments, in respect of the lands, hereditaments, rights, interests, and property affected by the hereinbefore mentioned powers of the Bill.

32. To authorise either temporarily or permanently, the opening, breaking up, crossing, diverting, altering, stopping up, and interfering with all turnpike roads, parish roads, highways, and other roads, rivers, streams, canals, navigations, railways, tramways, bridges, culverts, sluices, sewers, drains, watercourses, gas and water pipes, and other works within the parishes and townships aforesaid, or some of them, which it may be necessary to open, break up, cross, divert, alter, stop up, or interfere with, for the purposes of the intended works, and the Bill, and to appropriate the sites thereof.

33. To borrow and raise money on mortgage, bond, rent-charge, and otherwise on the security of the rates, taxes, contributions, or assessments to be authorised by the Bill.

34. To empower the superintendent of the works of the Dun Drainage for the time being acting under the "Dun Drainage Act," to carry out all or some of the objects of the Bill, and for that purpose to confer upon such superintendent all necessary powers and authorities, or to incorporate commissioners (hereinafter called "The Commissioners,") and to empower them to carry out all or some of such objects, and to exercise all or some of the powers to be conferred by the Bill.

35. To define and regulate the appointment, election, qualifications, powers, and duties of the Commissioners, and, if necessary, to transfer to and vest in the Commissioners all the lands, hereditaments, rights, powers, duties, and authorities now vested in the said superintendent, or the Dun Drainage proprietors, or forming part of or having relation to the undertaking authorised by "The Dun Drainage Act."

36. To empower the said superintendent or the Commissioners, as the case may be, to accept contributions in land or money in aid of all or any portion of the several works hereinbefore mentioned, and to make bye laws and regulations for carrying into effect the purposes of the Bill, and to impose and enforce penalties for non-observance thereof, and to provide all necessary means for enforcing the same.

37. To incorporate all or some of the powers and provisions of "The Commissioners' Clauses Act, 1847;" "The Lands' Clauses Consolidation Act, 1845;" "The Lands' Clauses Consolidation

Acts Amendment Act, 1860;" and "The Railways' Clauses Consolidation Act, 1845."

38. The Bill will also seek to vary or extinguish all existing rights, privileges, and exemptions, connected with the lands, waters, and other property proposed to be purchased, taken, used, or interfered with for any of the purposes of the Bill, and any other rights and privileges which might in any manner interfere with the objects aforesaid; and to confer all powers, rights, and privileges necessary or expedient for effecting those objects, and in relation thereto; and the Bill will also contain such powers as are usually inserted in Bills of a like nature, or as may be thought necessary or proper for securing the objects aforesaid.

And powers will be taken by the Bill, if necessary, to amend, enlarge, vary, and, if necessary, repeal some of the provisions of the following Acts (local and personal), that is to say:—The 9 and 10 Vict., cap. 71; 14 and 15 Vict., cap. 45; 18 and 19 Vict., cap. 124; and other Acts relating to the Great Northern Railway Company; the 25 and 26 Vict., cap. 211; the 29 and 30 Vict., cap. 162; and other Acts relating to the West Riding and Grimsby Railway; the 9 and 10 Vict., cap. 268; 11 Vict., cap. 291; 22 and 23 Vict., cap. 101; 25 and 26 Vict., cap. 141; 27 and 28 Vict., cap. 77; 29 Vict., cap. 86; and other Acts relating to the South Yorkshire Railway and River Don Company, and the Manchester, Sheffield, and Lincolnshire Railway Company; and 25 and 26 Vict., cap. 140.

On or before the 30th day of November, 1872, duplicate plans and sections, describing the lines, situations, and levels of the proposed new cuts, channels, embankments, and works, and plans of the lands and houses which will or may be taken compulsorily under the powers of the Bill, with a book of reference to those plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, and a copy of this notice as published in the London Gazette, will 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, in the said Riding; and on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes before mentioned, in or through which the proposed works are intended to be made, or within which the lands, houses, and other property to be acquired are situate, together with a copy of this notice as published in the London Gazette, will be deposited, for public inspection, with the Parish Clerk of each such parish, at his usual place of abode. And in the case of any extra-parochial place, with the Clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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 twelfth day of November, 1872.

F. W. Fisher, Doncaster,
Shirley and Atkinson, Don-
caster. } Solicitors for
the Bill.

Marriott, Jordan and Cooper, 3, West-
minster Chambers, S.W., Parliamentary
Agents.

In Parliament.—Session 1873.

Henley-in-Arden Railway.

(Revival of, and Powers for Compulsory Purchase of Lands, and Extension of Time for completing Railway authorised by "The Henley-in-Arden Railway Act, 1861;" Incorporation of new Company, to empower new Company to purchase

the undertaking of existing Company, and exercise their powers; Power to raise additional capital, to postpone rights of existing creditors, to issue preference shares; Parliamentary sanction to agreement between Promoters of new Company and the existing Company and their creditors; to enable Great Western Railway Company to subscribe to raise capital and guarantee interest; Traffic arrangements; Amendment of Acts and other purposes.)

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

1. To incorporate a Company, hereinafter called the New Company, for the purposes hereinafter mentioned.
2. To empower the Henley-in-Arden Railway Company (hereinafter called the "Old Company"), to sell their undertaking to the new Company, and to empower the new Company to purchase such undertaking, and to exercise all the powers contained in the Acts hereinafter mentioned, and in the intended Bill.
3. To revive the compulsory powers for the purchase of lands granted by "The Henley-in-Arden Railway Act, 1861," and by "The Henley-in-Arden Railway Act, 1864," for the purposes of the works authorised by the first-mentioned Act, and also to extend the period limited by the said Acts, for the purposes of executing the works authorised by the said first-mentioned Act, and to revive and extend such of the powers of the said Acts relating to the said works, as may have expired, and to confer on the old Company and the new Company, or one of them, all necessary powers in relation thereto.
4. The railway authorised by the first-mentioned Act is a railway commencing in the parish of Rowington, in the county of Warwick, by a junction with the Birmingham and Oxford Junction Railway (belonging to the Great Western Railway Company), at a point 120 yards, or thereabouts, measured along the said Railway, in a southerly direction from the bridge carrying the said railway over the road leading from Rowington-green to Lowson-ford, and terminating in the township of Henley-in-Arden, in the parish of Wootton Wawen, in the said county, at a point 80 yards, or thereabouts, measured in an easterly direction from the Gate-house on the Birmingham and Stratford-on-Avon turnpike-road, at Henley-in-Arden, and is and will be situate in the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say :—Rowington, Lowson-ford, Finwood, Lapworth, Bushwood, Old Stratford, Preston Baggot, Beaudesert, Wootton Wawen, and Henley-in-Arden, all in the county of Warwick.
5. To empower the old Company and the new Company, or one of them, to purchase, by compulsion, or otherwise, the lands, houses, and other property, for the purposes of the said authorised railway, and works situated within the parishes, townships, and places before-mentioned, as the same are laid down and described on the plans deposited with the Clerk of the Peace for the county of Warwick, at his office, at Stratford-upon-Avon, with reference to "The Henley-in-Arden Railway Act, 1861," and as the same are described on the plans and books of reference deposited as hereinafter mentioned, and to alter, vary,

or extinguish all existing rights and privileges connected with such lands, houses, and other property which would interfere with the objects of the Bill.

6. To enable the new Company to raise capital by the issue of ordinary and preference shares, and to borrow money on mortgage bond or otherwise.

7. To enable the new Company and the old Company, or either of them, to apply any of their funds to the purposes of the Bill, and to raise additional capital for the purposes of the said recited Acts and of the Bill, and that by means of shares or by stock and by borrowing and to attach to such shares or stock any preference or priority of dividend, and any other special privileges, and to provide that the mortgages, debentures, or debenture stock to be raised, and the preference shares to be issued under the powers of the Bill shall have preference over all existing or authorised mortgages, debentures, and debenture stock of the old Company, and shall have preference over the claims of all, or some, or one of the existing creditors of the old Company.

8. To enable the Great Western Railway Company to subscribe towards the said Railway, and to apply any of their funds for such purposes, and to raise additional capital in their undertaking by means of ordinary or preference shares, or by borrowing; and also to enable the Great Western Railway Company to guarantee any of the share capital, or mortgages, debentures, or debenture stock of the old Company, or the new Company, or either of them now existing, or to be authorised by the Bill, and to enable the old Company and the new Company, or one of them, and the Great Western Railway Company to enter into working and traffic agreements with reference to their undertaking.

9. To repeal, or to alter, amend, or enlarge all or any of the provisions of the local and personal Acts following, that is to say, "The Henley-in-Arden Railway Act, 1861," and "The Henley-in-Arden Railway Act, 1864," or, if necessary, to consolidate and re-enact those Acts, with such alterations and amendments as may be deemed expedient, and also the 5th and 6th Wm. IV., cap. 107, and all other Acts relating to the Great Western Railway Company.

10. To give Parliamentary sanction to an agreement between the old Company, the promoters of the new Company, and all or some or one of the creditors of the old Company, as to the sale of the old Company's undertaking to the new Company, and as to the postponement of the debts or debt of such creditors or creditor, or the payment thereof in shares of the old Company and the new company or of one of them.

And notice is hereby further given, that duplicate plans and sections, describing the line or situation of the railway authorised by "The Henley-in-Arden Railway Act, 1861," and describing the lands and houses to be taken for the purposes thereof, and over which lands and houses revival of and compulsory powers of purchase, and extension of time for the completion of the works are sought, together with a book of reference to such plans, and also an Ordnance map, with the line of the said railway delineated thereon, and also 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 Warwick, at his office, at Stratford-

upon-Avon, on or before the 30th of November instant.

And on or before the same 30th day of November, a copy of so much of the said plans and sections and book of reference as relates to each of the said parishes in or through which the said authorised railway and works will pass or be situate, and in which any lands or houses over which revival of or powers of compulsory purchase are taken by the Bill, and also a copy of this Notice, as published in the London Gazette, will be deposited with the Clerk of each such parish, at his residence, or in the case of any extra-parochial place, with the Parish Clerk of some parish immediately adjoining thereto.

Printed copies of the said Bill will be deposited at the Private Bill Office of the House of Commons on or before the 21st day of December, 1872.

Dated this 15th day of November, 1872.

J. Heath Stubbs, Solicitor to the Bill, 21, Waterloo-street, Birmingham.

Board of Trade.—Session 1873.

Common Road Conveyance Company's Watford Tramway.

(Application to the Board of Trade for Confirmation of Provisional Order.)

NOTICE is hereby given, that application is intended to be made in the next session to the Board of Trade, in pursuance of "The Metropolitan Tramways Provisional Orders Suspension Act, 1872," for the confirmation by Act of Parliament of "The Common-road Conveyance Company's Watford Tramway Order," in the said Act entitled or referred to as "The Common Road Conveyance Company's Tramway Order," authorizing the construction of a tramway on the road from Watford to London.

And notice is hereby further given, that on or before the 23rd day of December next, copies of the Gazette and newspapers containing this notice, together with an estimate of the expense of the proposed works will be deposited at the office of the Board of Trade, Whitehall, London.

Victoria Buildings, Queen Victoria-street, London, E.C.

Dated this 20th day of November, 1872.

In Parliament—Session 1873.

Liverpool and North Wales Railway.

(Incorporation of Company for making a Railway from Birkenhead to the Holywell Railway; Compulsory Purchase of Property; Working and Traffic Arrangements.)

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

To incorporate a Company (herein referred to as "the Company") and to enable them to make and maintain the railways hereinafter mentioned, or some part thereof, with all needful works, stations, approaches, and conveniences connected therewith (that is to say):—

Railway No. 1, commencing in the parish of Holywell, in the county of Flint, by a junction with the Holywell Railway, at a point 100 yards or thereabouts from the terminus of the said railway on the banks of the estuary of the River Dee, and terminating in the township of Pensby and parish of Woodchurch, in the road leading from Irby to Pensby, at a point 110 yards or thereabouts from the point where a brook continuing the Arrow Brook crosses the said road, and opposite a field in the occupation of Edward Hancock, which said intended railway will pass from, in, through, or into the several parishes, townships, and extra parochial and other places following, that is to say, Holywell,

the estuary of the River Dee in the county of Flint, the estuary of the River Dee, Heswall, Irby, Thurstanton, Pensby, and Woodchurch, or some of them, in the county of Chester.

Railway No. 2, commencing by a junction with Railway No. 1 at its termination, as before described, and terminating by a junction with the authorised Mersey Railway at a point under the centre of the Borough-road, and in line with the eastern frontage of Wilbraham-street, in the extra parochial chapelry of Birkenhead, which said intended railway will pass through, from, in, or into the several parishes, townships, and extra-parochial places following—that is to say, Tranmere, Bebington, Prenton, Landican, Woodchurch, Arrow, Thingwall, Barnston, Thurstanton, Irby, and Pensby, or some of them in the county of Chester.

To enable the Company to form junctions and communications where necessary with the rails of the Mersey Railway and Holywell Railway, and to deviate from the line and levels of the railway to such an extent as may be necessary or expedient in executing any of the proposed works; to cross, divert, alter, or stop up, whether temporarily, or permanently, roads, tramways, drains, pipes, sewers, navigations, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works.

To purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works, and to acquire easements in, over, or under any such lands, and to levy tolls, rates, and charges in respect of the said railways and works, and to exercise other rights and privileges.

To enable the Company, on the one hand, and the Mersey and Holywell Railway Companies, 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 said intended railway and works, or any part thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic; and to authorise the appointment of joint committees for carrying into effect any such agreements 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.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Railway Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and of all such other Acts as may be necessary for any of the purposes of the Bill.

Duplicate plans and sections, describing the lines, situations, 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 line of railway delineated thereon, so as to show its general course and direction, and a copy of this notice, as published in the "London Gazette," will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of Peace for the county of Chester, at his office at Chester, and with the Clerk of the Peace for the county of Flint, at his office at Mold, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the Parish Clerk of each such parish at his residence, and in case of any extra-parochial place, with the Parish Clerk of an adjoining parish at his residence.

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

Dated this 14th day of November, 1872.

Isham H. E. Gill, 14, Cook Street, Liverpool, Solicitor for the Bill.

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

Dewsbury and Batley Tramways.

(Construction of Tramways in the parishes of Dewsbury, Batley, and Birstal, in the West Riding of the county of York; Breaking up of Streets; Purchase of Lands; Tolls; Provisions for use of Tramways and Streets traversed; Agreements with Street and other Authorities).

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, pursuant to the provisions of the Tramways Act, 1870, to authorize a Company to be incorporated for the purpose, under "The Companies' Act, 1862" (hereinafter referred to as the Company) to make and maintain the works, and carry into effect the objects, or some of the objects hereinafter mentioned, that is to say:—

To make and maintain the following street tramways, or some of them, with all necessary and proper works and conveniences connected therewith respectively:—

Tramway No. 1.—A Tramway (No. 1) commencing in the Market-place at Dewsbury, at a point one chain and a-half south-east of the centre of Prince-street, at its junction with Market-place, and two chains north-east of the centre of Market-street at its junction with Market-place, and passing thence in a northerly direction along Market-place, Northgate, and Bradford-road, and terminating in that road opposite the centre of Gelderd-road, at its junction with the Bradford-road.

The centre line of Tramway No. 1 will be at its commencement and for a length of one chain in the centre of Market-place, and will thence gradually diverge until in a length of half a chain it reaches a distance of four feet from and on the west side of the imaginary centre line of Market-place, and will thence continue on the same side of, and at the same distance from, the imaginary centre lines of Market-place, Northgate, and Bradford-road, to a point opposite the centre of Greaves-road, at its junction with the Bradford-road, and will thence gradually approach, until in a length of half a chain it reaches the centre of the last-mentioned road, and will continue to its termination in the centre of that road.

Tramway No. 2.—A Tramway (No. 2) commencing at the point of commencement of Tramway No. 1, hereinbefore described, thence passing in a northerly direction along Market-place, Northgate, and Bradford-road, and terminating at a point half a chain northward of the centre of Greaves-road, at its junction with the Bradford-road.

The centre line of Tramway (No. 2) will be at its commencement and for a length of one chain in the centre of Market-place, and will thence gradually diverge, so that in a length of half a chain it reaches a distance of four feet from, and on the east side of the imaginary centre line of Market-place, and will thence continue at the same distance from, and on the same side of, the imaginary centre lines of Market-place, Northgate, and Bradford-road, to a point opposite the centre of Greaves-road, at its junction with Bradford-road, and will thence gradually approach until at its termination it reaches the centre of the road.

Tramway No. 3.—A Tramway (No. 3) wholly in the Bradford-road, commencing at a point 3 chains south-eastward, measured along the Bradford-road, of the centre of Gelderd-road, at its junction with the Bradford-road.

The centre line of Tramway No. 3 will be at its commencement in the centre of the Bradford-road, and will thence gradually diverge, until in a length of half a chain it reaches a distance of four feet from, and on the east side of, the imaginary centre line of that road, and will continue to its termination at the same distance from, and on the same side of, the said imaginary centre line.

And the intended order will authorize the Company in the construction of the said tramways, to make, form, lay down, and maintain, in addition to the works already described, the following tramways or passing places, namely:—

Tramway No. 1a.—A Tramway or passing place (No. 1a), wholly in the Bradford-road, commencing at a point opposite the centre of Ward-street, and passing thence in a northerly direction along Bradford-road, and terminating at a point opposite the centre of North-street.

Tramway No. 1b.—A Tramway or passing place (No. 1b), wholly in the Bradford-road, commencing and terminating at points respectively 1 chain and 4 chains northward of the centre of Common Side-road.

Tramway No. 1c.—A Tramway or passing place (No. 1c), wholly in the Bradford-road, commencing at points respectively half a chain and 3½ chains southward of the centre of Alexandra-road.

Tramway No. 1d.—A Tramway or passing place (No. 1d), wholly in the Bradford-road, commencing and terminating at points respectively opposite to, and 3 chains northward of, the centre of Soothill-lane.

Tramway No. 1e.—A Tramway or passing place (No. 1e), wholly in the Bradford-road, commencing and terminating at points respectively 1 chain and 4 chains north-westward of the centre of Mill-lane.

Tramway No. 1f.—A Tramway or passing place (No. 1f) wholly in the Bradford-road, commencing and terminating at points respectively 1 chain and 4 chains north-eastward of the centre of Thomas-street.

Tramway No. 1g.—A Tramway or passing place (No. 1g) wholly in the Bradford-road, commencing at a point opposite the centre of Victoria-street, and terminating at a

point opposite the centre of Beck-lane, otherwise Back-lane.

Tramway No. 1h.—A Tramway or passing place (No. 1h), wholly in the Bradford-road, commencing and terminating at points respectively 24 and 27 chains northward of the centre of Beck-lane, otherwise Back-lane.

Tramway No. 1i.—A Tramway or passing place (No. 1i), commencing and terminating at points respectively 1 chain and 4 chains north-eastward from the centre of Brookroyd-lane.

The aforesaid passing places will be laid down and constructed as follows, namely: the centre line of each will be at the commencement and termination on the imaginary centre line of the road, and for a length of one chain at the commencement and termination it will gradually diverge so that in a length of one chain it reaches a distance of 8 feet from and on the east side of the imaginary centre line of the road, and for the remainder of the respective length it will be at the same distance from and on the same side of the said imaginary centre line.

The proposed tramways and passing places will be made or pass from, in, through, or into the townships and parishes following, or some of them, that is to say:

The townships of Dewsbury and Soothill (Upper), in the parish of Dewsbury; the township of Batley, in the parish of Batley; and the township of Gomersall, in the parish of Birstal, all in the West Riding of the county of York.

In the following instances, the said tramways and passing places will be laid along the several streets or roads hereinafter mentioned, 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 footpaths on either side of the said streets or roads, and the nearest rail of the tramway, that is to say:

In Market-place, between New Bridge-street and Prince-street, in Northgate from Market-place to Bradford-road, in Bradford-road from Bradford-street to Greaves-road, and on the east side of the Bradford-road from the point of commencement to the point of termination of each of the passing places hereinbefore described respectively.

In all cases where it is stated that any tramway is intended to be laid at a greater or less distance from the imaginary centre line than 4 feet, such tramway is, except where otherwise stated, intended to be laid at a gradually varying distance from the imaginary centre line for a length of half a chain before and after attaining the greater or less distance so stated, so as to make up in that length the difference between the distance of 4 feet and the greater or less distance so stated.

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

To authorize the Company to enter upon and open the surface of, and to alter and stop up, remove and otherwise interfere with the streets, turnpike-roads, highways, public roads, ways, 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 or places mentioned in this notice, for the purpose of constructing and maintaining, repairing, removing,

renewing, altering, or reinstating the proposed tramways, or of substituting others in their places, or for other the purposes of the Provisional Order.

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

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer and vary exemptions from the payment of such tolls, rates, or duties.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid; to reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge or on a grooved rail.

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

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over and across such tramways, and for preventing obstructions to all or any such traffic; and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws rules, and regulations, or of any of the provisions of the Provisional Order.

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

To enable the Company, and any municipal corporation, vestry, district, or other board, trustee, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control, or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing,

working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power, and to confirm any existing agreements with respect to the matters aforesaid.

And the Provisional Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that plans and sections of the proposed tramways and works, and a copy of this Notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, at the Office of the Board of Trade; and for public inspection, with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, in that county; and that a copy of so much of the said plans and sections as relates to each of the districts and parishes respectively, from, in, through, or into which the intended tramways will be made or pass, and also a copy of this Notice, as published in the London Gazette, will on or before the said 30th day of November be deposited for public inspection as follows, namely: with the town clerk of the borough of Dewsbury, at his office at Dewsbury; with the clerk to the Birstal Local Board of Health, at his office at Birstal; with the clerk to the Batley Local Board of Health, at his office at Batley; with the town clerk of the borough of Batley, at his office at Batley; and with the clerk to the Soothill (Upper) Local Board of Health, at his office at Batley; and with the parish clerk of each parish, at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order, when deposited, and of the Provisional Order, when made, will be furnished (at the price of one shilling for each copy) to all persons applying for same at the office of the undersigned, Walter Webb, 27, Gresham-street, London.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1873.

Dated the 20th day of November, 1872.

Walter Webb, 27, Gresham-street, London, Solicitor.

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

In Parliament.—Session 1873.

Solway Junction Railway Sale.

(Amalgamation or Sale of Solway Junction Railway with or to Caledonian Railway Company, Dissolution and Liquidation of Solway Junction Railway Company, Power to Caledonian Railway Company to raise additional Capital and to borrow—Extinguishment of Rights and Privileges, Repeal and 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 following objects and purposes, or some of them, that is to say:—

To vest or to authorise and provide for the vesting in or transfer to the Caledonian Railway Company of the whole undertaking, rights, powers, works, estate, and property, real and per-

sonal, of the Solway Junction Railway Company by amalgamation or sale in such manner and from and after such period, for such considerations, and upon such terms and conditions as may be or may have been agreed upon between the said two Companies, or as may be set forth or provided for in the intended Act or in any agreement between the said two Companies, and to confirm all or any agreements or agreement which may be entered into between the said two Companies relative to such amalgamation or sale, and to confer upon the said Companies respectively all such powers and authorities as may be requisite to enable them respectively to carry such amalgamation or sale into effect, and to provide for the dissolution of the Solway Junction Railway Company and the liquidation of their debts and other obligations, and for the distribution among the Shareholders of that Company of the purchase-money to be paid on any such sale, or the divisible residue thereof after discharge of such debts and other obligations, and for the general winding-up of the affairs of the latter Company, and to vary or extinguish all or any rights and privileges which could or might in any way prevent or obstruct the carrying into complete effect the objects and purposes of the said intended Act.

To empower the Caledonian Railway Company to raise money for the purposes aforesaid by the creation and issue of shares or stock on any terms and conditions, and with or without any preferences, priorities, and privileges inter se and in respect to other shares and stock of that Company, and subject or not to any powers of redemption (by the creation and substitution of ordinary shares or stock of the same Company or otherwise) as may be considered expedient, and by borrowing further moneys upon mortgage or by either of such means, and to create and issue debenture stock in lieu of any money so borrowed or authorised to be borrowed, and to apply towards the purposes aforesaid any funds belonging to or authorised to be raised by the same Company.

To amend or wholly or partially repeal the Acts hereinafter mentioned, or some or any of them, and any agreements confirmed by them respectively, 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, The Caledonian Railway (Additional Powers) Act, 1870; as also the Caledonian Railway Act, 1845, and the several other Acts relating respectively to the Caledonian Railway 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 13th 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 Queen Victoria, 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 12th day of November, 1872.

C. and H. and R. Tahourdin,
1, Victoria-street, Westminster.

In Parliament.—Session 1873.

Hoylake and Birkenhead Rail and Tramway Company.

(Construction of New Railways to West Kirby, Parkgate, and Parkgate Station, and Neston to New Brighton, Seacombe, and the Dock Lines of Railway: Purchase of Lands, &c.; Tolls; further Money Powers; Working Arrangements with other Railway Companies and Corporations; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for effecting the objects, or some of the objects, hereinafter mentioned, that is to say:—

1. To authorise and empower the Hoylake and Birkenhead Rail and Tramway Company (in this notice called "the Company") to make and maintain in the county of Chester the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works and conveniences connected therewith.

1. A Railway (No. 1) commencing in the township of Little Meols, in the parish of West Kirby, by a junction with the Hoylake Railway, at or near the south-west end of the booking office at the Hoylake Terminus of that railway, and terminating in the township and parish of West Kirby, in a garden numbered 72 on the *tithe commutation map* of that township.

2. A Railway (No. 2) commencing by a junction with the intended Railway No. 1 at its termination as above described, and terminating in the township of Great Neston, in the parish of Neston, in a field numbered 7 on the *tithe commutation map* of that township.

3. A Railway (No. 3) wholly in the township of Great Neston aforesaid, commencing by a junction with the intended Railway No. 2 at its termination as above described, and terminating by a junction with the Parkgate Branch of the Birkenhead Railway belonging to the London and North Western and Great Western Railway Companies at its terminus.

4. A Railway (No. 4) commencing by a junction with the intended Railway No. 2, at its termination as above described, and terminating in the township of Ness, in the parish of Neston, in a field numbered 29 on the *tithe commutation map* of that township.

The intended railways above described will be made or pass from, in, through or into the parishes, townships, and extra-parochial and other places following, or some of them, that is to say:—Hoylake, Little Meols, Great Meols, Grange, West Kirby (township and parish), Caldý, Thurstaston (township and parish), Heswell (township and parish), Heswell-cum-Oldfield, Gayton, Neston, Leighton, Parkgate, Great Neston, Little Neston, and Ness.

5. A railway (No. 5) commencing in the township and parish of Bidston by a junction with the Hoylake Railway, at a point about 7 chains from and eastward of the level crossing of that railway over a road imme-

diately to the eastward of the Bidston Station, and terminating in the township of Liscard, in the parish of Wallasey, in a field numbered 433 on the *tithe commutation map* of that township, which intended Railway No. 5 will be made or pass from, in, through, or into the parishes, townships, and places following, or some of them, that is to say:—Bidston (township and parish), Wallasey (township and parish), Liscard, and New Brighton.

6. A Railway (No. 6) commencing in the township and parish of Bidston by a junction with the Hoylake Railway, at or near the point at which the intended Railway No. 5 will commence as above described, and terminating in the township and parish of Wallasey, on the north-east side of Wallasey Pool, at a point about 10 chains north-westward from the north-east end of Wallasey Bridge over that pool.

7. A Railway (No. 7) commencing by a junction with the intended Railway No. 6, at its termination as above described, and terminating in the township of Poulton-cum-Seacombe, in the parish of Wallasey, at or near the east end of Church-road, opposite the Seacombe Hotel.

8. A Railway (No. 8) commencing by a junction with the intended Railway No. 6 at its termination as above described, and terminating in the township of Poulton-cum-Seacombe aforesaid by a junction with the Dock Line of Railway of the Mersey Docks and Harbour Board at the northern end of that line on the southern side of the road leading from Wallasey Bridge aforesaid to Poulton.

9. A Railway (No. 9) commencing in the township and parish of Bidston by a junction with the Hoylake Railway at its terminus at the Dock Station, and terminating in the extra-parochial chapelry of Birkenhead by a junction with the Dock Line of Railway of the Mersey Docks and Harbour Board, at or near the junction of Ilchester-road with Beaufort-road.

2. To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

3. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramways within the parishes, townships, and extra-parochial and other places aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railways and works, or any of them, or of the Bill.

4. To enable the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of such railways and works, and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

5. To authorise the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and to confer exemptions from the payment of such tolls, rates, and duties.

6. To enable the Company, for the purposes of the proposed railways and works, and of the Bill, to apply their corporate funds and revenues, and

to raise further money by borrowing and by the creation of new shares and stock in the Company, and, if the Company think fit, to attach to all or any of such new shares and stock a preference or priority of interest or dividend, and other special privileges.

7. To empower the Company, on the one hand, and the London and North Western Railway Company, the Great Western Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Lancashire and Yorkshire Railway Company, the Great Northern Railway Company, the Midland Railway Company, the Cheshire Lines Committee, the Mersey Railway Company, The Mersey Docks and Harbour Board, and any Railway Company to be incorporated by Act of Parliament in the ensuing Session under the name of the Birkenhead, Chester, and North Wales Railway Company, or any similar name; or any one or more of such Companies respectively on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting parties, or any or either of them, of their respective railways and works, or any part thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting parties, or any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the railways and works of the contracting parties, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such contract, agreement, and arrangement as aforesaid, and to confirm any contracts, agreements, and arrangements which have been or may be made touching any of the matters aforesaid.

8. 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.

9. And it is intended, so far as may be requisite or desirable for all or any of the purposes of the Bill, to amend, enlarge, or repeal the provisions, or some of them, of the several local and personal Acts of Parliament following (that is to say):—9 and 10 Vict., cap. 204, and all other Acts relating to or affecting the London and North Western Railway Company; 26, and 27 Vict., caps. 113 and 198, and all other Acts relating to or affecting the Great Western Railway Company; 12 and 13 Vict., cap. 81, and all other Acts relating to or affecting the Manchester, Sheffield, and Lincolnshire Railway Company; 6 and 7 Wm. 4, cap. 111; 10 and 11 Vict., cap. 166; 22 and 23 Vict., cap. 110, and all other Acts relating to or affecting the Lancashire and Yorkshire Railway Company; 9 and 10 Vict., cap. 71, and all other Acts relating to or affecting the Great Northern Railway Company; 7 and 8 Vict., caps. 18 and 59, and all other Acts relating to or affecting the Midland Railway Company; 29 and 30 Vict., cap. 351; 30 and 31 Vict., cap. 207; 31 and 32 Vict., cap. 26; and 35 and 36 Vict., cap. 57, and all other Acts relating to or affecting the Cheshire Lines Committee; "The Mersey Railway Act, 1866;" "The Mersey Railway Act, 1868;" and "The Mersey Railway Act, 1871," and "The Hoyle and

Birkenhead Railway and Tramways Act, 1872."

10. And notice is hereby also given that plans and sections of the proposed railways and works showing the situation and levels thereof, with a book of reference to such plans, and an Ordnance or published map, with the lines of the proposed 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, in the same county, 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 as relates to each parish, or extra-parochial place, in or through which the said railways and works, or any part of them, are or is intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each parish, with the parish clerk thereof at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at 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, 1872.

Dated this 1st day of November, 1872.

Ashurst, Morris, and Co., 22, Abingdon-street, Westminster, Solicitors for the Bill.

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

In Parliament.—Session 1873.

Belgrave Market.

(Extension of Time for Compulsory Purchase of Lands and Construction of Works; Revival of Powers; Amendment of Acts.)

APPLICATION is intended to be made to Parliament in the ensuing session by the Belgrave Market Company, for an Act for the purposes following, viz.: To extend the time limited by the Belgrave Market Act, 1869, for the compulsory purchase of lands and construction of works thereby authorised, and to revive and extend such of the powers of the Act as have expired; to provide for the appointment of new directors of the Company, and their qualification; so far as may be necessary for the purposes aforesaid, to alter and amend the said Act.

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 14th November, 1872.

In Parliament.—Session 1873.

Garstang and Knot End Railway.

(Compulsory Sale of Lease or Undertaking; Application of Sale or Proceeds of Lease; Confirmation of Contracts; Dissolution of Company; Amendment of Acts; Costs of Application to Parliament.)

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

1. To authorise the sale, by or under the Court of Chancery, or otherwise, by auction, or by private contract, or otherwise, of the undertaking, railway, works, and other property, estate, and effects, rights, powers, and privileges, agreements,

and benefits of agreements of the Garstang and Knot End Railway Company (hereinafter referred to as "the Company"), free from all debts, liabilities, and obligations of the Company, and to authorise the purchaser or purchasers under any such sale as aforesaid to exercise and fulfil all the rights, powers, and privileges of the Company, including the completion of their undertaking, and the fixing, demanding, and recovery of tolls, rates, and charges on the railway of that Company, and to provide for the dissolution of the Company and the winding up of their affairs, and to authorise the Official Liquidator of that Company to pay over to such purchaser or purchasers as aforesaid moneys due or payable to any creditor who may have been otherwise satisfied by such purchaser or purchasers, and any balances ultimately remaining in his hand.

2. To confer upon the Court of Chancery, and upon any Official Liquidator or other officer or person to be appointed on that behalf by the said Court, all necessary and proper powers for effecting and carrying out such sale, and to prescribe the terms and conditions of any sale, or of any biddings at such sale as aforesaid.

3. To provide that the consideration or price upon any such sale as aforesaid, shall or may be paid either in cash or in ordinary or preferential shares, or stock, or debentures of any Railway Company or Railway Companies who may purchase the same, or partly in the one mode or partly in the other, or in such other manner or securities as may be prescribed or authorised by the Bill, and to empower all corporations, trustees, persons under disability, or other persons, to accept the whole, or any part of any such consideration or price, in such securities of such Railway Company or Railway Companies as aforesaid.

4. To prescribe and regulate the application of the money or other consideration aforesaid, and the rights and priorities among themselves of the several classes of debenture holders, shareholders, and creditors of the Company, to, in, or with respect to the same.

5. To exempt the purchaser or purchasers as aforesaid from any penalties to which the Garstang and Knot End Railway Company are or may be subject for, or in consequence of the non-completion of, any part or parts of their authorised Railway.

6. Or to authorise and require the Company, with the assent or upon the requisition of the debenture holders of the Company, or some class or classes of such debenture holders, or some proportion thereof respectively, to sell and transfer or lease to any railway or other Company or Companies incorporated or to be hereafter incorporated, or to any person or persons to be named in the Bill, or otherwise, or in such other manner as may be prescribed or authorised by the Bill, the whole, or some parts or parts of the undertaking, works, and property, rights, and powers of the Company, for such price or consideration, or annual or other rent or payment, and upon such terms and conditions as may be agreed upon, or as may be prescribed in the Bill, and to confer all necessary and proper powers upon the Company, and the Company or Companies, or person or persons aforesaid, for the purposes of any such sale, transfer, or lease, and to empower such Company or Companies, or person or persons as aforesaid, for the purposes of any such transfer, sale, or lease, to raise further moneys by borrowing, or by the creation and issue of new shares or stock, and to attach to any such shares or stock any preference

or priority of interest or dividend or other special privileges.

7. To prescribe and regulate the application of the proceeds of any sale, transfer, or lease by the Company to any such Company or Companies, or person or persons as aforesaid under the powers of the Bill, and the rights and priorities among themselves of the several classes of holders of debentures of the Company, to or in or with respect to the proceeds of any such sale or transfer, or the rent or rents, or other moneys to arise under any such lease, to make provisions for effecting all arrangements between the Company, its creditors and other parties which may be incidental or accessory to the several purposes aforesaid, and which may be necessary for the protection of the rights and interests of such creditors and of the shareholders in the Company.

8. To authorise and empower the Company on the one hand, and such Company or Companies, or person or persons as aforesaid on the other hand, to enter into and carry into effect contracts and agreements with reference to the use, working, management, and maintenance of their respective railways and works, and the regulation, management, and transmission of traffic thereon respectively, the supply and maintenance of engines, stock, and plant, the employment of officers and servants, and the fixing, collection, payment, division, appropriation, and distribution of the tolls and profits and other moneys to arise from the respective undertakings.

9. To sanction, confirm, and give effect to any contract or agreement which may have been, or may hereafter be, entered into with respect to any of the matters aforesaid.

10. To provide, if necessary or expedient, for the dissolution of the Company and the winding up of its affairs.

11. To alter, amend, extend, and enlarge, or if necessary, and so far as may be necessary, to repeal and re-enact, either with or without modification, all or some of the powers and provisions of the several local and personal Acts following, or some or one of them, that is to say, "The Garstang and Knot End Railway Act, 1864," "The Garstang and Knot End Railway Act, 1867," and "The Garstang and Knot End Railway Act, 1869."

12. To vary or extinguish all rights and privileges granted by the said Acts, or which may be inconsistent with the purposes aforesaid, and to confer, vary, or extinguish other rights and privileges.

13. To prescribe the Company or Companies, person or persons, by whom the costs of and relating to the intended application to Parliament shall be paid.

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.

Sudlow and Gorst, 18, Abingdon-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1873.

Colne Valley Water.

(Incorporation of Company, Construction of Works, and Supply of Water to Bushey Harrow-on-the-Hill, Harrow Weald, Great Stanmore, Little Stanmore, Edgware, Hendon, Kingsbury, Willesden, Pinner, Aldenham, Elstree, and other places in the counties of Hertford and Middlesex.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to

effect the objects and purposes following, or some of them, that is to say:—

1. To incorporate a Company (hereinafter called "the Company"), and to enable the Company to make and maintain the waterworks hereinafter mentioned, or some part or parts thereof, with all needful works connected therewith, for the purpose of supplying with water the parishes and places following, or some part or parts thereof, namely, Bushey, Harrow-on-the-Hill, Harrow Weald, Great Stanmore, Little Stanmore, Edgware, Hendon, Kingsbury, Willesden, Pinner, Aldenham, Elstree, and the adjoining districts and places in the counties of Hertford and Middlesex.

2. To construct and maintain all or some of the following works, with all necessary approaches, fences, excavations, embankments, tanks, filtering beds, sluices, culverts, cuts, mains, pipes, tunnels, channels, levels, dams, weirs, gauges, overfalls, valves, engines, wells, drains, filters, and other conveniences and appliances connected therewith respectively—that is to say,

First. A shaft or well (to be sunk to an uncertain depth), and a pumping station, to be situated in the parish of Bushey, in the county of Hertford, to the east of the London and North-Western Railway, and north of the Bushey Lime-works, in a field numbered 157, upon the Ordnance maps on the scale of 25·344 inches to the mile, and belonging to, and in the occupation of, Edward Marjoribanks, Esq.

Second. A conduit, aqueduct or line of pipes commencing in the shaft or well or pumping station, lastly described, thence passing under and along roads and partly through private property, from, in, through, or into the parish of Bushey, in the county of Hertford, and terminating at or in the most westerly corner of the intended service reservoir next hereinafter described.

Third. A reservoir to be situated in the parish of Bushey, in the county of Hertford, in a field numbered 528 upon the Ordnance maps on the scale of 25·344 inches to the mile, which reservoir will be formed by an embankment commencing at its westerly corner at a point where an imaginary line, measuring 380 yards or thereabouts, in a north-easterly direction from the easterly corner of Windmill-lane, where the said lane joins the road from Watford to Stanmore, in the parish of Bushey, would intersect an imaginary line, measuring 94 yards or thereabouts, in a south-easterly direction from the most southerly corner of the windmill, situated to the north-west of the said Windmill-lane, from which point the said embankment will extend in a direction south-eastwards for a distance of 58 yards or thereabouts, and thence in a direction north-eastwards for a distance of 56 yards or thereabouts, and thence in a direction north-westwards for a distance of 57 yards or thereabouts, and thence in a direction south-westwards for a distance of 55 yards or thereabouts to its point of commencement where it will terminate.

Fourth. A conduit, aqueduct, or line of pipes, commencing in the intended reservoir thirdly hereinafter described, at its northerly corner, and thence passing under and along roads and partly through private property from, in, or through the parish or place of Bushey, in the county of Hertford, and in the parishes or places of Harrow-on-the-Hill, Great Stanmore, Little Stanmore, Edgware, Hendon, Kingsbury, and Willesden, in the county of Middlesex, and terminating in the village of Willesden, at a point in the main street 30 yards, or thereabouts, measured in a straight line due east from the north-east corner of St. Mary's Church, in the said village.

Fifth. A conduit, aqueduct, or line of pipes,

commencing at or in the conduit, aqueduct, or line of pipes fourthly hereinafter described in the village of Stanmore, at or near the junction of the three main streets in the said village opposite the north-east corner of the shop and dwelling-house occupied by Tom Coleman Ginger, and the property of the Reverend Leopold John Bernays, in the parish of Great Stanmore, thence passing in, under, and along roads from, in, through, or into the said parishes of Great Stanmore and Harrow-on-the-Hill, in the county of Middlesex, and terminating in the town or place of Harrow-on-the-Hill at a point in the High-street 15 yards, or thereabouts, measured in a south-easterly direction from the centre of the front door of the King's Head public-house.

Sixth. A conduit, aqueduct, or line of pipes, commencing at or in the conduit, aqueduct, or line of pipes fifthly hereinafter described at or in the public-road at the junction of four roads, at or near the entrance gates and lodge of Harrow Weald-park, at the south-easterly corner thereof, in the parish of Harrow-on-the-Hill, thence passing under or along roads in the said parishes of Harrow-on-the-Hill and Pinner, in the county of Middlesex, and terminating in the village of Pinner, at a point in the main street or road 43 yards or thereabouts, measured in a north-westerly direction from the south-west corner of St. John's Church.

Seventh. A conduit, aqueduct, or line of pipes, commencing at or in the conduit, aqueduct, or line of pipes, fourthly hereinafter described in the road called Edgware-road or Watling-street, at the point where the lane called Hyde or Kingsbury lane leaves the said road, the centre of which forms the division or boundary between the parishes of Kingsbury and Hendon, thence passing under or along a road or roads in the said parish of Kingsbury, in the county of Middlesex, to the village of Kingsbury-green, and there terminating at a point in the main street or road 80 yards, or thereabouts, measured in a southerly direction from the most southerly corner of the Plough Inn.

Eighth. A conduit, aqueduct, or line of pipes, commencing at or in the conduit, aqueduct, or line of pipes, fourthly hereinafter described, in the road called Watling-street or Edgware-road, at the point where the lane called Burrough's-lane leaves the said road, in the said parish of Hendon, thence passing under or along roads in the said parish of Hendon, in the county of Middlesex, and terminating in the village of Hendon, at a point in the main street or road 30 yards, or thereabouts, measured in a southerly direction from the southerly porch of St. Mary's Church.

Ninth. A conduit, aqueduct, or line of pipes, commencing at or in the conduit, aqueduct, or line of pipes, secondly hereinafter described, at a point in the parish of Bushey, where the road to Elstree leaves the roads from Watford to London, thence passing under and along roads, and from, through, or into the said parishes of Bushey, Aldenham, and Elstree, and terminating in the village of Elstree at a point in the main street or road 18 yards, or thereabouts, measured in a south-easterly direction from the south corner of the door of the Red Lion public-house, all in the county of Hertford.

3. To lay down, maintain, repair, and renew filtering beds, dams, sluices, conduits, aqueducts, pipes, and other works in and through the districts intended to be supplied with water, and to cross, alter, break up, divert, or stop up either temporarily or permanently, any turnpike or other roads, ways, streets, footpaths, bridges, public places, railways, tramways, canals, towing paths, sewers, drains, streams and water courses in the

parishes and places aforesaid, as may be expedient to cross, alter, break up, divert or stop up for the purpose of the Bill.

4. To take, collect, dam up, impound, appropriate, and use all or some of the springs, streams, and waters in and under the line of the proposed works, and in and under the lands to be taken for the purposes thereof, and defined on the plans hereinafter mentioned.

5. To purchase, take, and hold compulsorily or by agreement, lands, houses, springs, streams, waters, and other hereditaments, for the purposes of the undertaking, and also to take and acquire easements in and over the same, and to vary or extinguish all rights and privileges connected with such lands, houses, springs, streams, waters, and other hereditaments, and all other rights and privileges inconsistent with the objects and purposes of the Bill.

6. To supply water for domestic, public, trading, and other purposes, and to demand, collect, and receive rates, rents, and charges for such supply, to confer, vary, or extinguish exemptions from the payment thereof, to vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

7. To enable the Company and all 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 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.

8. To confer upon the Company powers for preventing their water from being polluted, wasted, or improperly taken or used, and for preventing any improper or unauthorised interference with their water or works.

9. To take power to provide meters for parties supplied with water for certain purposes, and to charge for the use of meters and for the supply of water by meter.

10. To incorporate all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869," "The Waterworks Clauses Acts, 1847 and 1863," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands.

Duplicate plans and sections describing the the lines, situation, and levels, of the proposed works, and the lands, houses, and other property in or through which they will be made, and a book of reference to such plans, containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this notice will, on or before the 30th day of November, 1872, be deposited for public inspection with the Clerk of the Peace for the county of Hertford, at his office at St. Albans, and with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions-house, Clerkenwell, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, and 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 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 13th day of November, 1872.

Murray and Hutchins, 11, Birchin-lanc, London, Solicitors for the Bill.

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

In Parliament.—Session 1873.

Birkenhead, North Wales, and Stafford Railways.

(Incorporation of Company—Construction of Railways from Wrexham and Ruabon to Stafford—Compulsory purchase of lands, &c.—Tolls—Running powers over Railways and Stations of the Wrexham, Mold, and Connah's Quay Railway Company, the Great Western Railway Company, the Shropshire Union Railways and Canal Company, the London and North-Western Railway Company, the Cambrian Railways Company, the North Staffordshire Railway Company, and the Stafford and Uttoxeter Railway Company—Working and other arrangements with those Companies and with the Buckley Railway Company, the Vale of Llangollen Railway Company, the Llangollen and Corwen Railway Company, the Shropshire Union Railways and Canal Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Midland Railway Company, the Great Northern Railway Company, and the Cheshire Lines Committee—Powers of Subscription by the Manchester, Sheffield, and Lincolnshire Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Shropshire Union Railways and Canal Company, the Wrexham, Mold, and Connah's Quay Railway Company, the Buckley Railway Company, the Stafford and Uttoxeter Railway Company, the North Staffordshire Railway Company and the Cambrian Railways Company—Further money powers to those Companies—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill for 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—

Railway No. 1.—Commencing in the parish of Wrexham, in the county of Denbigh, by a junction with the Wrexham, Mold, and Connah's Quay Railway, at or near the south end of the passenger platform at the Wrexham station of such railway, and terminating in the parish of Whitchurch, in the county of Salop, by a junction with the London and North Western Railway, at or near a point where such railway crosses under the public road from Whitchurch to Yokings Gate.

Railway No. 2.—Commencing in the parish of Marchwiel, in the county of Denbigh, by a junction with Railway No. 1, at a point 50 yards or thereabouts westward of the road leading from Marchwiel Rectory to Cock Bank, and 420 yards or thereabouts south-west of Marchwiel Old Hall Farm House, and terminating in the parish of Ruabon, in the county of Denbigh, by a junction with the Shropshire Union Railway,

150 yards or thereabouts east of the point where such last-mentioned railway crosses on the level the public road from Plas-Madoc to Wynn Hall.

Railway No. 3.—Situate wholly in the parish of Ruabon, in the county of Denbigh, and commencing by a junction with Railway No. 2, at a point 270 yards or thereabouts east of the level crossing lastly mentioned, and 200 yards or thereabouts south-west of the Rock Pit of the Wynn Hall Colliery, and terminating at or near the tipping stage of the Plas Kynaston Colliery, adjoining and on the west side of the Great Western Railway, near the Cefn Station of such railway.

Railway No. 4.—Situate wholly in the parish of Ruabon, in the county of Denbigh, and commencing by a junction with Railway No. 2, at a point 30 yards or thereabouts on the south side of the engine house at the Vauxhall Colliery situate on the east side of the Great Western Railway, near New Hall, and terminating by a junction with the Great Western Railway, at a point 500 yards or thereabouts north of the "Bryn Bridge," carrying such railway over the turnpike road from Wrexham to Ruabon, measured along the line of that railway.

Railway No. 5.—Commencing in the parish of Whitchurch, in the county of Salop, by a junction with the London and North Western Railway, 200 yards or thereabouts south of the booking office at the Whitchurch Station of such railway, and terminating in the parish of Drayton-in-Hales, in the county of Salop, by a junction with the Great Western Railway, 200 yards south-west of the bridge carrying the turnpike-road from Nantwich to Market Drayton across such railway.

Railway No. 6.—Situate wholly in the parish of Whitchurch, in the county of Salop, and commencing in the township of Doddington by a junction with the Cambrian Railway, at or near a point where such railway crosses over the public road from Whitchurch to Edgeley, and terminating by a junction with Railway No. 5, at a point in a field the property of the Trustee of the late Archibald Worthington, and in the occupation of George Hales, 250 yards or thereabouts west of Broughall Field's Farm House.

Railway No. 7.—Commencing in the parish of Drayton-in-Hales, in the county of Salop, by a junction with the Great Western Railway, 230 yards or thereabouts north-east of the booking office of the Market Drayton Station of such railway, and terminating in the parish of Castlechurch, in the county of Stafford, by a junction with the Stafford and Uttoxeter Railway, at or near the point where such railway passes under the public road from Stafford to Doxey.

Railway No. 8.—Commencing in the parish of Castlechurch, in the county of Stafford, by a junction with Railway No. 7 at a point 770 yards or thereabouts north-west of the bridge carrying the road from Stafford to Doxey over the Stafford and Uttoxeter Railway, and 550 yards or thereabouts south-west of the bridge carrying the turnpike road from Eccleshall to Stafford over the said last-mentioned railway, and terminating in the township or extra-parochial place of Tillington, in the county of Stafford, by a junction with the Stafford and Uttoxeter Railway, at a point 230 yards or thereabouts south of the bridge carrying

the said last-mentioned turnpike-road over the said Stafford and Uttoxeter Railway, measured along the line of that railway.

The said intended railways will pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some or one of them (that is to say): Abenbury-Fawr, Bangor-Issacoed, Broughton, Bersham, Bodyllytu, Christionydd-Keurick, Coed-Christionydd, Erthig, Esclusham-Below, Esclusham-Above, Gresford Hafod, Marchwiell, Royton, Ruabon, Rlyddallt, Sontley, Sesswick, Stansty, Wrexham, Wrexham Regis, and Wrexham Abbot, in the county of Denbigh; Abenbury Fechan, Bronington, Bangor-Issacoed, Hanmer, Iscoyd, Threapwood, Wrexham, Worthenbury, and Willington, in the county of Flint; Agden, Chidlow, Doddington, Great Saughall, Malpas, Newton-by-Malpas, Oldcastle, Stockton, Threapwood, Tushingham, otherwise Tushingham-cum-Grindley, Wichaugh, and Wigland, all in the county of Chester; Ash Magna, Ash Parva, Bradley, Broughall, Bletchley, Bittor, Calverhall, otherwise Corra, Chipnall, Cheswardine, Drayton Magna, Drayton Parva, Drayton-in-Hales, Edgeley, Hinton, Ightfield, Longford, Longslow, Moreton Say, Pree, Tilstock, Whitchurch, and Walton, all in the county of Salop; and Almington, Adbaston, Blore, Bishop's Offlow, Charnes, Croxton, Chebsey, Creswell, Castlechurch, Coton, Doxey, Eccleshall, Ellenhall, Great Bridgeford, Hales, High Offley, Horseley, Little Bridgeford, Pershall, Seigniford, St. Mary's Stafford, Tillington, Woolliston, Wootton, and Whitgreave, in the county of Stafford.

To enable the Company to cross, divert, alter, or stop up, either temporarily or permanently, roads, railways, drains, sewer pipes, rivers, canals, streams, and water-courses, so far as may be necessary in constructing and maintaining the said intended railways and works, or for other the purposes of the Bill, and to deviate horizontally the lines of Railway, and vertically from the levels of the said lines, as shewn upon the plans and sections hereinafter mentioned, to any extent to be authorised by the Bill.

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 of the Bill, and to vary and extinguish all 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.

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 tolls, rates, and duties, which those Companies are now authorised 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 Wrexham, Mold, and Connah's Quay Railway Company; the Great Western Railway from the junction therewith of the proposed Railway No. 4 above des-

cribed to the junction of the Great Western Railway with the Vale of Llangollen Railway, and including the use of the Ruabon Station; the Railways of the Shropshire Union Railways and Canal Company; the London and North-Western Railway from the junction therewith of the proposed Railway No. 1 above described, through and including the Whitchurch Station to the point of junction therewith of the proposed Railway No. 5 above described; the railways of the Cambrian Railways Company; so much of the Wellington and Drayton Branch of the Great Western Railway as lies between the point of junction therewith of the said proposed Railway No. 5, through and including the use of the Market Drayton Station on the said Great Western Railway to the point of the junction of the proposed Railway No. 7 above described with the Nantwich and Drayton Branch of the said Great Western Railway; the railways of the North Staffordshire Railway Company and the Stafford and Uttoxeter Railway Company; and so much of the London and North Western Railway as lies between the point of junction with that Railway of the Stafford and Uttoxeter Railway and Stafford Station, including the use of all stations at Stafford, 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 said intended Act.

To empower the Company and the Wrexham, Mold, and Connah's Quay Railway Company, the Buckley Railway Company, the Vale of Llangollen Railway Company, the Llangollen and Corwen Railway Company, the Shropshire Union Railways and Canal Company, the London and North-Western Railway Company, the Great Western Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Cheshire Lines Committee, the Stafford and Uttoxeter Railway Company, the North Staffordshire Railway Company, and the Cambrian Railways Company, or any one or more of them (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 empower the Manchester, Sheffield, and

Lincolnshire Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Shropshire Union Railways and Canal Company, the Wrexham, Mold, and Connah's Quay Railway Company, the Buckley Railway Company, the Stafford and Uttoxeter Railway Company, the North Staffordshire Railway Company, and the Cambrian Railways 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 monies 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.

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—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 Act or Acts relating to or in any way affecting the Great Western Railway Company, 7 and 8 Vic., caps. 18 and 59, and any other Act or Acts relating to or in any way affecting the Midland Railway Company, 9 and 10 Vic., cap. 204, 33, and 34 Vic., cap. 112, and any other Act or Acts relating to or in any way affecting the London and North-Western Railway Company, 9 and 10 Vic., cap. 71, and any other Act or Acts relating to or in any way affecting the Great Northern Railway Company, 12 and 13 Vic., cap. 81, and any other Act or Acts relating to or in any way affecting the Manchester, Sheffield, and Lincolnshire Railway Company, 29 and 30 Vic., cap. 351, 30 and 31 Vic., cap. 207, and any other Act or Acts relating to or in any way affecting the Cheshire Lines Committee, 25 and 26 Vic., cap. 221, and any other Act or Acts relating to or in any way affecting the Wrexham, Mold, and Connah's Quay Railway Company, 23 and 24 Vic., cap. 89, and any other Act or Acts relating to or in any way affecting the Buckley Railway Company, 7 and 8 Geo. IV., cap. 102, 9 and 10 Vic., caps. 322, sec. 3, and 323, sec. 39, and 10 and 11 Vic., cap. 121, and any other Act or Acts relating to or in any way affecting the Shropshire Union Railways and Canal Company, 22 and 23 Vic., cap. 64, and any other Act or Acts relating to or in any way affecting the Vale of Llangollen Railway Company, and 23 and 24 Vic., cap. 188, and any other Act or Acts relating to or in any way affecting the Llangollen and Corwen Railway Company, 25 and 26 Vic., cap. 175, and 28 and 29 Vic., cap. 45, and any other Act or Acts relating to or in any way affecting the Stafford and Uttoxeter Railway Company, 9 and 10 Vic., cap. 86, and any other Act or Acts relating to or in any way affecting the North Staffordshire Railway Company, 16 and 17 Vic., cap. 143, and any other Act or Acts relating to or in any way affecting the Cambrian Railways 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 or published map, with the lines of the said railways delineated thereon, so as to show their general course and direction, and a copy of this Notice as published in the 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 Flint, at his office at Mold, in that county; with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin, in that county; with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury; with the Clerk of the Peace for the county of Chester, at his office at Chester; and with the Clerk of the Peace for the county of Stafford, at his office at Stafford; 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 or 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 in the case of each such parish with the parish clerk of such parish, at his residence, and in the case of each such 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.

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

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

In Parliament.—Session 1873.

Solway Junction Railway.

(New Railway, Compulsory Purchase of Land, Tolls, Additional Capital and Borrowing Powers, Preference Shares, Application of of existing Capital, Application of Purchase-money for portion of Railway North of Annan, Separate Accounts of and Application of Receipts from New Railway, Agreements with Caledonian and North British Railway Companies, Powers and Arrangements with respect to Ordinary and Preference and Mortgage Capital, Scheme of Liquidation, Repeal and Amendment of Acts, and other purposes.)

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

1. To enable the Solway Junction Railway Company (hereinafter called "the Company") to make and maintain the railway hereinafter described, with all proper stations, works, and conveniences connected therewith, that is to say:—

A railway commencing in the township of Holme East Waver, in the parish of Holme Cultram, otherwise Abbey Holme, in the county of Cumberland, by a junction with the Solway Junction Railway at a point where that railway crosses an occupation road leading from Angerton to the Carlisle and Silloth Bay Railway, and which occupation road is distinguished on the plans deposited with the clerk of the peace for the county of Cumberland, with reference to "The Solway Junction Railway (Deviation) Act, 1865," by the number 15, in the same

parish and township, and terminating in the township of Holme Abbey, in the same parish, by a junction with the Solway Junction Railway at a point on that railway 6 chains or thereabouts south of the point of its junction with the Carlisle and Silloth Bay Railway, near Abbey, and which said intended railway will be made from, in, through, or into the parishes, townships, townlands, and extra-parochial places following, or some of them, that is to say:—Holme Cultram, otherwise Abbey Holme, Holme East Waver, Holme Abbey, and Kirkbride, all in the county of Cumberland.

2. To authorise the Company to purchase by compulsion or agreement lands, houses, and other hereditaments for the purposes of the said intended railway, and to vary and extinguish all rights, privileges, and easements connected with or incident to such lands, houses, and hereditaments, and to confer, vary, and extinguish other rights and privileges.
3. To authorise the Company to stop up, alter, or divert, for the purposes of the said intended railway, turnpike, and other roads, highways, tramways, streams, rivers, water-courses, and works within or adjoining the said several parishes, townships, townlands, or places, or any of them.
4. To authorise the Company to deviate in the construction of the proposed railway and works from the line and levels delineated on the plan and section thereof, to be deposited as after mentioned, to the extent to be defined in the said plan, and provided by the said Bill.
5. To authorise the Company to levy tolls, rates, and duties upon or in respect of the said intended railway and works; to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties.
6. To provide that the intended railway shall be deemed a part of the undertaking of the Company, and shall, except as may be otherwise provided by the Bill, be subject to the same provisions as the remainder of the railways of the Company.
7. To authorise the Company to raise further moneys for the purposes of the undertaking to be authorised by the Bill, and for general purposes, by the creation of new shares or stock in the Company, and by borrowing, or by either of those means, and to assign to such new shares or stock, or any part thereof any priority or preference in payment of interest or dividends, and any other special priorities, rights, privileges, and advantages which the Company see fit.
8. To enable the Company, notwithstanding any power contained in the Bill for raising further moneys, and either in substitution, wholly or partially, for the exercise of such power or provisionally until the moneys to be raised by virtue of such power are received by the Company, to apply in or towards defraying all or any part of the expense of the undertaking to be authorised by the Bill, and including the costs, charges, and expenses of and incident to the preparing for, obtaining, and passing of the said Bill, or otherwise in relation thereto (a), any moneys already raised or authorised to be raised by the Company under or by virtue of any other Act or Acts of Parliament, and (b) any portion of any moneys which may be received by the Company from the Cale-

- donian Railway Company for the purchase of any part of the Company's railway north of the Solway which the Caledonian Railway Company (by virtue of the heads of agreement made between them and the Company dated the 22nd day of March, 1867, and sanctioned and confirmed by and set forth in a schedule to the Caledonian Railway (Abandonment, &c.) Act, 1839) have elected or may elect to purchase, or either of the said moneys (a) and (b) alone, and to recoup any of the moneys (a) and (b) respectively out of any moneys which the Company may raise by virtue of the power of raising money to be contained in the Bill.
9. To provide for the Company being empowered and required or only empowered to keep separate accounts of the moneys received by them in respect of tolls, rates, and duties for the use of the intended railway and in respect of any service thereon, and of the working expenses thereof, and to apply the same receipts, subject or not to the said working expenses, in payment of dividend or interest upon the moneys expended in defraying the expense aforesaid, exclusively or up to some rate to be fixed by the Bill, and either in addition to or in exclusion of such moneys from the right to participate in the general dividends of the Company, and notwithstanding any preference or priority in payment of dividend already assigned to any shares in the Company.
 10. Subject to the last preceding provision to extend to the undertaking to be authorised by the Bill any of the provisions of the said agreement of the 22nd day of March, 1867, applicable to the portions of the Company's railway south of the Solway which may be deemed expedient.
 11. To provide for the repeal from and after the opening for public traffic of the railway to be authorised by the Bill, or at some other time, of the 29th section of the Solway Junction Railway Act, 1867, and for the continuance of such section in force until the time so appointed for its repeal.
 12. To empower the Company and the North British Railway Company to enter into and carry into effect agreements with respect to the running over and using by the Company and all Companies and persons lawfully using any railway of the Company of the portion of the Carlisle and Silloth Bay Railway, and the station and conveniences in the said 29th section of the Solway Junction Railway Act, 1867, referred to, and with respect to the terms of such user, and to sanction and confirm any agreements with respect to such running over and user, and the terms thereof which may be made between the said two Companies, and to repeal the said 29th section and substitute for the same any such agreement as last aforesaid.
 13. Subject to the provisions aforesaid to provide for and regulate the distribution of any money which may be received by the Company from the Caledonian Railway Company for such purchase as aforesaid.
 14. To reduce and vary, temporarily or permanently, the interest on the debenture and other debts of the Company, and on the preference shares of the Company. To convert all or any of such preference shares into any equal or other number of ordinary shares of the Company, or shares of any other class with any other preference or privilege. To suspend the payments of such debenture and other debts, and the interest thereof, and all actions, suits, and proceedings for the same. To provide for the cancellation of existing debentures of the Company, and the issue of new ones or of debenture stock at new rates of interest, in lieu thereof, and generally to provide a scheme for the liquidation and settlement of the Company's affairs.
 15. To provide for making the receipt of the Company, or of such other authority or person as Parliament shall direct, a sufficient discharge for the Caledonian Railway Company for the purchase-money aforesaid, and for absolving that Company from seeing to the application thereof, and for the vesting in the Caledonian Railway Company (upon such payment and receipt) of the portion of railway purchased by them free from all existing encumbrances, and from all claims and demands of the Company, or any Company or person claiming from, through, or or under the Company.
 16. To incorporate in whole or in part "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" "The Railways Companies Powers Act, 1864;" and any other Acts or Statutes which may be deemed necessary or expedient for the purposes of the said intended undertaking.
 17. To repeal, alter, amend, extend, or enlarge some or any of the provisions of the local and personal Acts of Parliament following, or some of them, that is to say:—"The Solway Junction Railway Act, 1861;" "The Solway Junction Railway (Deviation) Act, 1865;" including the agreement with the North British Railway Company set forth in the schedule thereto; "The Solway Junction Railway (Capital) Act, 1866;" and "The Solway Junction Railway Act, 1867," including the agreement with the Maryport and Carlisle Railway Company set forth in the schedule thereto; the Act 14 and 15 Vic., cap. 55, relating to and all or some of the other Acts relating to the North British Railway Company;" "The Caledonian Railway (Abandonment, &c.) Act, 1869," including the agreement with the Caledonian Railway Company set forth in the schedule thereto; "The Caledonian Railway Act, 1870;" the Acts, or some of them, relating respectively to the Carlisle and Silloth Bay Railway and Dock Company, the Port Carlisle Dock and Railway Company, the Maryport and Carlisle Railway Company, and the Glasgow and South Western Railway Company.
- And notice is hereby further given, that duplicate plans and sections, describing the line, situation, and levels of the railway and other works, and the lands in and through which the same may be made, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands; and a published map, whereon will be defined the general course or direction of such railway, together with a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1872, be deposited for public inspection with the clerk of the peace for the county of Cumberland, at his office at Carlisle, in the said county; and that on or before the said 30th day of November, a copy

of so much of the said plans, sections, and book of reference as may relate to each parish in or through which the railway and works are intended to be made, maintained, varied, extended, or enlarged, together with a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 15th day of November, 1872.

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

In Parliament.—Session 1873.

Birkenhead and South Wales Junction Railway. (Incorporation of Company; Power to make a Railway from Wrexham to Hindford; Compulsory Purchase of Lands, Tolls, &c.; Running Powers over Railways of the Cambrian Railways Company and the Wrexham, Mold, and Connahs Quay Railway Company; Subscriptions by those Companies and the Buckley Railway Company; Traffic and other Arrangements with those Companies and with the Mid-Wales Railway Company and the Brecon and Merthyr Tydfil 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 pass an Act to incorporate a Company for making and maintaining the railways hereinafter mentioned, or some part or parts thereof, or some or one of them, with all proper and necessary stations, works, and conveniences connected therewith (that is to say):—

A railway, hereinafter called Railway No. 1, commencing in the parish of Wrexham, in the county of Denbigh, by a junction with the Wrexham, Mold, and Connahs Quay Railway, at or near the south end of the passenger platform at the Wrexham station of such railway, and terminating in the parish of Marchwiel, in the county of Denbigh, at a point at the north-east corner of a field the property of the trustees of the Right Honourable Lord Kenyon, and in the occupation of James Davies, such point being 270 yards or thereabouts north of Stryt yr Hwch farmhouse, and which said intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say, Wrexham, Wrexham Regis, Wrexham Abbot, Stansty, Broughton, Bersham, Eclusham Below, Gresford Erddig, Marchwiel, and Sontley, all in the county of Denbigh. A railway, hereinafter called Railway No. 2, commencing in the parish of Marchwiel, in the county of Denbigh, by a junction with Railway No. 1 at its termination as above described, and terminating in the parish of Whittington, in the county of Salop, by a junction with the Cambrian Railway at or near a point where such railway crosses by means of a bridge over the River Perry, near Hindford, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some or one of them, that is to say, Marchwiel, Sontley, Bangor, Issacoed, Byton, Moreton Below, Moreton, Anglicorum, Hafod, Dinhyllle ucha, Diuhyllle issa, Erbistock, and Ruabon, all in the

county of Denbigh, and Duddleston, Ellesmere, Old Marton, New Marton, Saint Martins, Ifton Ifton Heath, Ifton Rhyn, Flannog, Wigginton, Whittington, Fernhill, Little Fernhill, Ebnal, Henlle, and Hindford, all in the county of Salop.

To authorize the Company 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 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 proposed railways and other works.

To alter, vary, or extinguish all existing rights, privileges, and exemptions, connected with any lands and houses proposed to be purchased, taken, used, or interfered with for the purposes of the intended Act, or which would in any manner impede or interfere with the construction, maintenance, and use of the proposed railways and other works, or any or either of them respectively, or the objects or purposes of the intended Act, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorize the crossing on the level, or over or under, and the deviating, altering, or stopping up, whether temporarily or permanently, of all such turnpike roads, parish roads, highways, streets and other roads, rivers, canals, streams, railways, tramroads, bridges, and other works within the parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, or interfere with by reason of the construction of the intended railways or works, or any of them, or otherwise, for the purposes of the intended Act, and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking.

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

To enable the Company and the Cambrian Railways Company, the Wrexham, Mold, and Connahs Quay Railway Company, the Buckley Railway Company, the Mid-Wales Railway Company, and the Brecon and Merthyr Tydfil Junction Railway Company, or any or either of them, to enter into agreements for the management, use, working, and maintenance of the intended railways or works, or either of them, or any part thereof; the supply of any rolling and 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 railways of the Company and the railways of the Cambrian Railways Company, the Wrexham, Mold, and Connahs Quay Railway Company, the Buckley Railway Company, the Mid-Wales Railway Company, and the Brecon and Merthyr Tydfil Junction Railway Company, or any or either of them, or any railway leased or worked by them, or any or either of them, and the fixing and division between the said Companies of the receipts arising from such traffic; and for referring to arbitration or to the Board of Trade the terms and conditions, and any differences that may arise between the said Companies with respect to any of the matters aforesaid; and to ratify and confirm any agreement or

agreements which have been or may be made with respect to such matters.

And it is also proposed by the said intended Act to authorise and empower the Cambrian Railways Company, the Wrexham, Mold, and Connahs Quay Railway Company, and the Buckley Railway Company any or either 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 undertaking, 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 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, so much of the railways of the Cambrian Railways Company as lies between Hindford and Oswestry, including the use of their station at Oswestry, and the station of the Wrexham, Mold, and Connahs Quay Railway Company at Wrexham, 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 portion of railways and stations 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 said intended Act.

And it is proposed by the intended Act to repeal, alter, amend, extend, and enlarge, and if need be, to repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say:—27 and 28 Vic., caps. 97, 147, 161, 262 and 263; 28 and 29 Vic., caps. 277, 283 and 291; 29 and 30 Vic., cap. 334; 30 and 31 Vic., cap. 137; and 31 and 32 Vic., cap. 177, relating to the Cambrian Railways Company, and any other Act relating to that Company; 25 and 26 Vic., cap. 221, relating to the Wrexham, Mold, and Connahs Quay Railway Company, and any other Act relating to that Company; 23 and 24 Vic., cap. 89, relating to the Buckley Railway Company, and any other Act relating to that Company; 22 and 23 Vic., cap. 63, relating to the Mid-Wales Railway Company, and any other Act relating to that Company; 22 and 23 Vic., cap. 68, relating to the Brecon and Merthyr Tydfil Junction Railway Company, and any other Act relating to that Company; and any other Acts of Parliament which it may be necessary to repeal, alter, or amend, for the purposes to be authorised by the intended Act; and to make other provisions in lieu of the provisions so repealed, altered, or amended.

And notice is hereby further given that, on or before the 30th day of November instant, 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, together with books of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of

such lands and houses, together with an ordinance 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 for public inspection with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin, in the said county, and with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, in the said county, and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the said proposed railways and other works are intended to be made, or within which the said lands, houses, and property are situate, and also a copy of this notice as published in the London Gazette will be deposited with the parish clerk of each such parish at his place of abode, and as regards any extra-parochial place with the clerk of some parish immediately adjoining thereto at his place of abode.

And notice is hereby further given, that 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 14th day of November, 1872.

Thos. and Chas. Minshall, Oswestry, Solicitors for the Bill.

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

In Parliament.—Session 1873.

New Shoreham Harbour.

(Alteration of Constitution of Commissioners of the Harbour; Dissolution of Present Commissioners, and Transfer of their Property to a New Body of Trustees; Power to Raise further Moneys by Borrowing; Alteration and Reduction of Rates; Power if need be to Levy other Rates; Alteration of Rights of Subscribers and Mortgagees; Provision for Better Regulation and Improvement of Harbour; Amendment or Repeal of Acts relating to the Commissioners of the Harbour and other Public Bodies.)

NOTICE is hereby given, that a Bill will be introduced into Parliament in the next ensuing session to effect all or some of the objects hereinafter mentioned, that is to say:—

1. To alter, amend, extend, and if need be, to repeal wholly or in part, and to consolidate and extend the powers and provisions of an Act of the 56 Geo. III., cap. 81, and of an Act of the 59 Geo. III., cap. 31, for improving and regulating the Harbour of New Shoreham, in the county of Sussex, and of all other Acts relating to the said harbour, hereinafter referred to as "the Harbour," and the said Acts are hereinafter referred to as "The Harbour Acts."

2. To alter, and if need be to dissolve the present body of Commissioners acting in execution of the Harbour Acts, and to appoint or to make provision for the election of a new body of Trustees for carrying into execution the Harbour Acts; and the intended Act, and to incorporate such new body.

3. To enable the traders interested in the trade of the harbour, and the owners of vessels registered at the Port of New Shoreham, the Board of Trade, the Mayor, Aldermen, and Burgesses of the Borough of Brighton, or the Town Council of that Borough, the Brunswick-square (Hove) Commissioners, the West Hove Improvement Commissioners, and the London, Brighton, and South Coast Railway Company respectively, or one or

more of these bodies, to elect or nominate one or more of such new body of Trustees.

4. To alter the present number of the Commissioners acting in execution of the Harbour Acts, and their powers and their qualifications, and the qualification of the electors, and the mode of electing the Commissioners.

5. To vest in the new body of Trustees, all the lands and works, and property, real or personal, and effects, powers, rights, and privileges, duties and liabilities of the present Commissioners, subject always to such alterations and extensions of the powers and provisions of the Harbour Acts as will be applied for in the said intended Act.

6. To alter and extend the powers conferred by the Harbour Acts, or one of them, with respect to the borrowing of money, and to authorise the paying off and re-borrowing of monies already owing under the provisions of the Harbour Acts, and the raising of additional moneys by borrowing on the security of the said harbour and works, and property, and effects, and the tolls, rates, and charges receivable, or which may be receivable thereat.

7. To alter the tolls, rates, duties, rents, and charges on vessels and goods authorised by the Harbour Acts with respect to, or in connection with, the harbour, and the works and the conveniences thereat, and if need be to reduce or provide for the reduction thereof, and to levy and receive other tolls, rates, duties, rents, and charges on vessels and goods.

8. To alter, vary, and extinguish all such rights and privileges as will be necessary or expedient to the attainment of any of the objects of the intended Act, and especially to alter, and define, and diminish all or some of the rights, claims, and demands of the several persons now being, or claiming to be, subscribers, or assignees of subscribers to the harbour, under and by virtue of the Harbour Acts, in respect of the principal moneys and interest, or dividend to which they are, or claim to be, respectively entitled, and to provide (if deemed expedient) for paying off or reducing the principal moneys and interest, or dividend owing to, or claimed by such subscribers, or some part thereof respectively. Also to provide, if deemed expedient, for an alteration of the rights and remedies of the mortgagees of the said harbour, works, and property.

9. To provide for the better regulation and management of the harbour, and of the vessels resorting thereto, and of the persons in charge of the same, and of the goods landed at or loaded from the harbour, and of all other persons employed at the harbour, and to make bye-laws for all such purposes, and other the purposes of the intended Act.

10. To enable the new body of Trustees to purchase and acquire additional lands, rights, and easements for the purposes of the harbour and works.

11. To incorporate with the Bill the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the necessary provisions of the Commissioners Clauses Act, 1847, and of the Harbours, Docks, and Piers Clauses Act, 1847, and to define the limits within which the Harbour Master shall exercise his authority, and the limits within which no vessel may anchor at or near the entrance of the harbour, and to confer upon the new body of Trustees further and additional powers for the improvement and management of the harbour, and the advancement of the trade thereof.

12. To alter and amend so far as need be, for the purposes of the intended Act, the several Acts of Parliament relating to the Mayor, Aldermen,

and Burgesses of the borough of Brighton, also those relating to the Brunswick-square (Hove) Commissioners, also those relating to the West Hove Improvement Commissioners, also those relating to the London, Brighton, and South Coast Railway Company.

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.

John Newall, 36, Great George-street,
Westminster, Parliamentary Agent.

The Worcester, Bromyard, and Leominster
Railway.

(Confirmation of, and Powers to give effect to Scheme enrolled in Chancery; Revival and Extension of Powers; Extension of Railway from Yearsett to Bromyard; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next Session, by the Worcester, Bromyard, and Leominster Railway Company, hereinafter called "the Company," for an Act for all, or some of the following objects, namely:—

To confirm, and by the powers hereinafter mentioned and all other necessary powers to be inserted in the Act, to enable the Company to carry out and give full effect to a certain scheme of arrangement filed in, confirmed by, and enrolled in the Court of Chancery in England, under and in pursuance and accordance with "The Railway Companies' Act, 1867.

To revive, enlarge, and extend the powers of the Company contained in "The Worcester, Bromyard, and Leominster Railway Act, 1861;" "The Worcester, Bromyard, and Leominster Railway Act, 1864;" and "The Worcester, Bromyard, and Leominster Railway Act, 1866;" for and so far as relates to the making and maintaining of the part of the thereby authorised line of the Worcester, Bromyard, and Leominster Railway (as the same may be altered and shown and described on the plans and sections hereinafter mentioned), and which said part, hereinafter called the intended railway, is to commence by a junction with such authorised line now in the course of construction in the parish of Whitbourne, in the county of Hereford, in a field at or near a place called Yearsett, on the east side of the turnpike road leading from Suckley to Bromyard, and which said field is distinguished on the plans of the said Worcester, Bromyard, and Leominster Railway, deposited with the Clerk of the Peace of the county of Hereford, and referred to in "The Worcester, Bromyard, and Leominster Railway Act, 1861," by the No. 11 in that parish, be made, maintained, varied, extended, or enlarged, in, through, or into the several parishes, townships, and extra-parochial places, or some of them, of Whitbourne, Linton, Stanford Bishop, Winslow, and Bromyard, all in the county of Hereford, and terminate in the township of Linton, and parish of Bromyard, and county of Hereford, at or near the turnpike road leading from Bromyard to Stourport, in a field distinguished on the said deposited plans by the No. 110 in that parish.

It is proposed by the intended Act to make provision for all or some of the following purposes:—

To empower the Company to purchase by compulsion or agreement, and to hold lands, houses, and buildings for the purposes of the intended railway and other works, and to vary or extinguish all existing rights and privileges connected therewith which would in any manner

impede or interfere with the purposes of the intended Act, and to confer other rights and privileges.

To authorise the Company to levy tolls, rates, or charges for or in respect of the said intended railway and other works, and to grant exemptions from the payment of tolls, rates, and charges.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, tramways, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, or other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To empower the Company to raise, as sanctioned by the said scheme, by a second creation of Debenture Stock, to rank with the first creation of the like stock, to the amount and to be applied in the manner mentioned in and prescribed by the said scheme, and also to raise additional capital and moneys for the purposes of the said intended railway and of their undertaking, by new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges, or by borrowing, or by any of such or other means as may be prescribed by the said Act.

And it is intended by the said Act to amend or repeal some of the provisions of the several Acts of Parliament relating to the Company, that is to say, local and personal Acts 24 and 25 Vic., cap. 213; 27 and 28 Vic., cap. 171; and 29 and 30 Vic., cap. 138; and the Great Western and West Midland Amalgamation Act, 1863.

And notice is further given that duplicate plans and sections of the intended railway and other works, together with an Ordnance map, whereon will be defined the general course or direction of such railway, and a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November in this present year, be deposited for public inspection with the Clerk of the peace for the county of Hereford, at his office at Hereford, in that county, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to the said several parishes within which the intended railway and works will be situate, together with a copy of the said notice, will be deposited for public inspection with the parish clerk of each such parish clerk, at his residence; or, if there be no parish clerk for any such parish or place, then with the clerk of some parish immediately adjoining thereto, 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 next, be deposited in the Private Bill Office in the House of Commons.

Dated this 14th day of November, 1872.

Pidcock and Son, Worcester.

Burchells, Broad Sanctuary, Westminster,
Solicitors for the Bill.

In Parliament—Session 1873.

Thames Embankment (South).

(Amendment or Repeal of Section 14 of "The Thames Embankment Act, 1863," and transfer to Metropolitan Board of Works of obligations under that Section; power to make Bye-laws for Protection of Embankment, &c.)

NOTICE is hereby given, that the Metropolitan Board of Works (who are herein referred

to as "the Board"), intend to apply to Parliament in the ensuing session for an Act for the following or some of the following, among other purposes, with relation to the Thames Embankment (South), now called the Albert Embankment:—

1. To declare that the Embankment wall and the adjoining footway, constructed under the powers of "The Thames Embankment Act, 1863" (herein referred to as the Act of 1863), shall be under the control and authority of and be vested in "the Board," and that the duty and obligations imposed by the 14th and any other sections of the Act of 1863 or otherwise upon the Vestry of Saint Mary, Lambeth, of paving, repairing, cleansing, and lighting the said footway, shall be transferred to and undertaken by the Board.

2. To empower the Board to defray all the expenses which they may incur under the intended Act out of the consolidated rate or otherwise, and to enable the Board to apply to the purposes of the Act any of the moneys arising from the rates levied or leviable by them within the Metropolis.

3. To repeal Section 14 of the Act of 1863, or so much of it as may be necessary for the purposes of the Act.

4. To enable the Board to make bye-laws and regulations for the protection of the Embankment and footway, and of the works connected therewith, and of the trees and plants from time to time planted and connected with the Embankment, with power to enforce such bye-laws by penalties or otherwise.

5. To vary and extinguish all existing rights, powers, and privileges which would interfere with the attainment of any of the objects of the Act.

6. To amend the several Acts relating to the Board, and among them the following:—"The Metropolis Management Act, 1855," "The Metropolis Management Amendment Act, 1856," "The Metropolis Management Amendment Act, 1858," "The Metropolis Management Amendment Act, 1862," "The Thames Embankment Act, 1862," "The Thames Embankment Act, 1863," "The Metropolis Improvement Act, 1863," "The Thames Embankment and Metropolis Improvement (Loans) Act, 1864," "The Thames Embankment and Metropolis Improvement (Loans) Act, 1868," and "The Metropolitan Board of Works (Loans) Acts, 1869 to 1871."

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.

J. E. Wakefield, Clerk to the Metropolitan Board of Works, Spring Gardens.

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

In Parliament.—Session 1873.

Ely and Clydach Valleys Railway.

(Incorporation of Company—Power to Company to construct a Railway from the Ely Valley Railway to and into the Clydach Valley, 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 to be wholly situate in the parish of Ystradyfodwg, in the county of Glamorgan, commencing by a junction with the Ely Valley Railway, at or near the present termination thereof near the Penygraig Colliery, and terminating at a fork of the Clydach Brook, 836 yards, or thereabouts, north-west of the pits now being sunk by Messrs. Thomas and Riches to the steam coal measures, and called the Clydach Vale Colliery.

To authorise the Company to purchase and take by compulsion or agreement lands, houses, buildings, or other hereditaments in the parish aforesaid 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 water-courses of every description, natural or artificial, sewers, pipes, buildings, and works, within the parish 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, water-course, 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 their 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, as to the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising in respect of any such traffic, and to confirm and give effect to any agreement which has been, or may be, entered into between the Company and the Great Western Railway Company in reference to the matters aforesaid, or any of them.

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 ordnance 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 Glamorgan, at his office at Cardiff; and a copy of the said plan, section, and book of reference will also be deposited with the parish clerk of the parish of Ystradyfodwg, at his residence, and 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 William IV., cap. 107, The Great Western, Hereford, Ross and Gloucester and Ely Valley Railways Act, 1862; Great Western Railway (West Midland Amalgamation) Act, 1863; Great Western Railway (South Wales Amalgamation) Act, 1863; Great Western Railway (Further Powers Act, 1866); and any other Act or Acts relating to or affecting that 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 14th day of November, 1872.

Richard Wyndham Williams, Solicitor,
Cardiff.

In Parliament.—Session 1873.

Mersey Railway.

(New Railways in Liverpool and Birkenhead; Compulsory Purchase of Property; Extension of Time for Authorised Railways; Agreements with Corporation of Liverpool, Birkenhead Commissioners, and Mersey Docks and Harbour Board; Working and Traffic Arrangements; Powers to other Companies to Subscribe; Money Powers; Amendment of Acts, &c.)

NOTICE is hereby given, that the Mersey Railway Company (hereinafter called "the Company" intend to apply to Parliament, in the ensuing Session, for an Act to enable the Company to effect the following purposes, or some of them, viz.:

To make and maintain the railways hereinafter described, with all needful stations, approaches, works, and conveniences connected therewith respectively (that is to say):

Railways in Liverpool.

Railway No. 1. Commencing by a junction with the authorised Liverpool Central Station Railway, in the course of construction, at a point in the centre line of the said railway, such point being 160 yards or thereabouts, measured along the centre line of the said railway, in a south-easterly direction from the southern face of the bridge carrying Newington over the Liverpool central station, and terminating at a point in the front wall of the house No. 2, Great Crosshall-street, in the occupation of William Allen, two yards or thereabouts east of the west corner of such house, wholly in the Parish and Borough of Liverpool.

Railway No. 2. Commencing by a junction, with the authorised Mersey Railway at a point at or near the centre of Lord-street, and forty-three yards or thereabouts, measured along the centre of Lord-street in an easterly direction from the centre of North John-street and terminating by a junction with Railway No. 1 at its point of termination as above described, wholly in the Parish and Borough of Liverpool.

Railway No. 3. Commencing in the Parish and Borough of Liverpool, by a junction with Railways Nos. 1 and 2 at their point of termination, as above described, and terminating in the Township of Kirkdale, and Parish of Walton-on-the-Hill and Borough of Liverpool, at or near a point in a waste piece of land, such point being fifteen yards or thereabouts westward of the western bank of the Leeds and Liverpool Canal, and ninety yards or thereabouts northwards of the northern boundary wall of the building known as the North Shore

Flour Mills, and which railway passes through the Parishes of Liverpool and Walton-on-the-Hill, and Township of Kirkdale and Borough of Liverpool.

Railway No. 4. Commencing by a junction with Railway No. 3 at its termination as above described, and terminating by a junction with the Lancashire and Yorkshire Railway (main line) at a point 270 yards or thereabouts, measured along the centre line of such railway from the centre of the bridge carrying such railway over the road known as Sandhills-lane, and which railway is wholly in the Parish of Walton-on-the-hill, and Township of Kirkdale, and Borough of Liverpool.

Railway No. 5. Commencing by a junction with Railways Nos. 1 and 2, at their point of termination as hereinbefore described, and terminating by a junction with the dock line of railway at the Prince's Dock Basin, at a point opposite the northern frontage line of the Paisley-street, wholly in the Parish and Borough of Liverpool.

Railway No. 6. Commencing by a junction with Railway No. 3, at a point under the centre of Vauxhall-road or thereabouts, and in a line with the southern frontage of Burlington street, and terminating at a point within the boundary of the Stanley Dock, close to the eastern boundary wall of such dock, and ten yards or thereabouts north of the northern end of the south-eastern carriage entrance gate of such dock, leading to Great Howard-street, wholly in the Parish and Borough of Liverpool.

Railway No. 7. Commencing by a junction with Railway No. 3, at its point of termination as hereinbefore described, and terminating by a junction with the dock line of railway in Saudon Graving Docks, at a point seventy-two yards or thereabouts, measured along such dock railway in a southerly direction from the dock carriage entrance gates, opposite the road known as Sandhills-lane, wholly in the Parish of Walton-on-the-Hill and Township of Kirkdale, and Borough of Liverpool.

Railway No. 8. Commencing by a junction with Railway No. 3, at its point of termination as hereinbefore described, and terminating by a junction with the dock line of railway on the Timber Quay, at or near a point two hundred and eighty-five yards, measured along such dock railway in a northerly direction from the northern end of the dock carriage entrance gates, opposite the road known as Sandhills-lane, wholly in the Parish of Walton-on-the-Hill and Township of Kirkdale and Borough of Liverpool.

Railway No. 9. Commencing by a junction with the authorised Mersey Railway at its authorised termination at a point under the centre or thereabouts of Church-street and opposite Compton House and terminating at a point near to and under the north-western carriage entrance of the Central railway station, in course of construction, such point being in line with the centre of Church-street or thereabouts, wholly in the Parish and Borough of Liverpool.

The above-mentioned Railways will be wholly situate in the County Palatine of Lancaster.

Railways in Birkenhead and Vicinity.

No. 10. A railway commencing in the extra-parochial chapelry of Birkenhead by a junction with the authorised Mersey Railway at a point near the centre of the Borough-road and nearly opposite the end of Wilbraham-street, passing through the extra-parochial chapelry of Birkenhead and the parishes of Woodchurch, Bebington, and Bidston, and the Townships of Tranmere, Cloughton-cum-Grange, Bidston-cum-Ford, or some of them, and terminating in the extra-parochial chapelry of Birkenhead by a junction with the dock line of railway belonging to the Mersey Docks and Harbour Board, opposite the western corner of the boundary fence of

the graving dock belonging to the said Board, to the north-west of the Canada Works.

No. 11. A railway commencing in the extra-parochial chapelry of Birkenhead by a junction with Railway No. 10, in the centre of Corporation-road, at or near a point 50 yards measured along the centre of such road in a westerly direction from the Telegraph Hotel, in the occupation of Richard Lloyd, and terminating in the Parish of Bidston and Township of Bidston-cum-Ford by a junction with the Hoylake Railway about 960 yards measured along the centre line of such Hoylake Railway towards Hoylake from its terminus at Wallasey, Bridge-road.

No. 12. A railway commencing in the extra-parochial chapelry of Birkenhead by a junction with the dock branch of the Birkenhead Joint Railway about 330 yards measured along the centre line of such dock branch northward of the centre of the bridge carrying the said railway over Green-lane and terminating in the Parish of Bebington and Township of Tranmere by a junction with the authorised Mersey Railway No. 3 at a point measured along the centre line of the Mersey Railway about 366 yards north-westward of the centre of the bridge carrying the said railway over Green-lane, in a field numbered 23, in the said Parish of Bebington, on the plans deposited for the purposes of the Mersey Railway Act, 1871.

No. 13. A railway (wholly in the Parish of Bebington and Township of Tranmere), commencing by a junction with the authorised Mersey Railway No. 3 at the point marked, 6 furlongs in the field numbered 19 in the said parish on the plans deposited for the purposes of the Mersey Railway Act, 1871, and terminating at a point 13 yards south of the centre of Borough-road, nearly opposite the south end of Nelson-street.

The last-mentioned railways, numbered 10, 11, 12, and 13, will pass from, through, or into the parishes, townships, and places of Birkenhead, Bebington, Bidston, Tranmere, Cloughton-cum-Grange, Woodchurch, and Bidston-cum-Ford, or some of them, and all in the County of Chester.

And the intended Act will enable the Company to exercise the following powers, viz: To apply any capital or funds at their disposal, or authorised to be raised by them, to the purposes of the intended Act, or any of them; and to raise further sums for such purposes, or any of them; and also for the general purposes of their undertaking, by the creation of new shares or stock, with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage or bond, or by any of those means. To appropriate or use any street, square, road, or land traversed by the intended railways; and also to acquire compulsorily any easement only for the purpose of the said intended railways, through, or under the ground, and all buildings traversed by the intended railways; and also to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, drains, pipes, sewers, navigations, streams, and water-courses, so far as may be necessary in constructing or maintaining the said intended railways and works; and particularly to stop up and appropriate the sites of Johnson-street, Houllgrave-street, Locke-street, Hawkshaw-street, Errington-street, Holme-street, Galton-street, Paisley-street, Glasgow-street, and Greenock-street, and to divert Manchester-street throughout its whole length, all in the Borough of Liverpool. To under-pin, or otherwise secure, buildings which may be rendered insecure by any of the authorised or intended works of the company, and which buildings the company do not desire to purchase for the purposes of their undertaking.

To purchase lands, houses, and other property

compulsorily for the purposes of the intended Act, and to levy tolls, rates and charges in respect of the new railways before described, and to exercise other rights and privileges.

To deviate laterally from the lines, and vertically from the levels and gradients shown on the plans and sections hereinafter mentioned, to such an extent as may be found necessary or expedient in the construction of the said intended railways and works, and for continuing the communication between the sewers, drains, and water and other existing or authorised works or pipes on either side thereof.

The intended Act will authorise the Company and the Corporation of Liverpool, and the Birkenhead Improvement Commissioners and the Mersey Docks and Harbour Board, to make and carry into effect agreements with respect to the occupation for the purposes of the proposed undertaking of lands or property vested in or under the control and management of the said Corporation Commissioners, or Board; and with respect to the construction of railways, works and buildings in and over the same, and also with respect to the construction of approaches and accesses to and communications through the property to be acquired by the Company, and the construction and use of streets, subways, sewers, drains, tramways, junctions, and other works, and the payments to be made by either of the parties towards the construction and maintenance of any such approaches, accesses, communications, streets, subways, sewers, drains, tramways, junctions and works.

And it is intended to levy tolls, rates, and charges in respect of the intended railways; to alter and repeal the tolls, rates, and charges authorised to be taken by the Mersey Railway Act, 1866; and to levy other tolls, rates, and charges in lieu thereof.

To extend the time limited by the Mersey Railway Act, 1871, for the purchase of land and completion of the Railways authorised by the Company's Acts.

To authorise the Great Western Railway Company, the London and North-Western Railway Company, the Lancashire and Yorkshire Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Manchester, Sheffield, and Lincolnshire Company, and the Hoylake Railway Company, or any of them, to promote the Bill for the intended Act; and out of their corporate or other funds, or out of money to be raised under the powers of the said intended Act, to take shares in and subscribe for or towards the making, maintaining, working, and using the railways and works of the Company, or any part thereof; and to raise money by ordinary or preference shares, and by borrowing, for the purposes aforesaid, or any of them; and to guarantee the payment of interest or dividend upon the whole or any portion of the capital of the Company; and to exercise certain rights and privileges with reference to the Company as to the appointment of directors or otherwise, as may be prescribed by the intended Act.

To enable the Company, on the one hand, and the Great Western Railway Company, the London and North-Western Railway Company, the Lancashire and Yorkshire Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the Hoylake Railway Company, or any one or more of these Companies, on the other hand, from time to time, to enter into agreements with respect to the working, use, management, and maintenance of the undertaking of the Company, or any part or parts thereof, the supply of rolling stock and plant, the payments to be made, and the conditions to be performed with

respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from, or destined for, the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from the traffic, and to authorise the contracting Companies to apply any money which they have raised or may raise to the above purposes, and to appoint joint committees for carrying into effect any such agreement as aforesaid, and the Act will confirm any agreement already made, or which previously to the passing of the intended Act may be made touching any of the matters aforesaid.

The intended Act will vary and extinguish all existing rights and privileges which will interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863 and 1868," "The Land Clauses Consolidation Act, 1845," "The Lands Clauses Acts, 1860 and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Acts, 1863," with such modifications of the provisions of these Acts as may be contained in the intended Act, with respect to the assessing of compensation, in respect of property injuriously affected, the prevention of frauds upon the Company, and obstructions upon the intended or authorised railways, or any of them, or otherwise; and will amend and enlarge the powers and provisions of the 5th and 6th Wm. IV., cap. 107, and of the several other Acts relating to the Great Western Railway Company; also of the 9th and 10th Vic., cap. 204, and of the several other Acts relating to the London and North-Western Railway Company; also of the 1st and 2nd Wm. IV., cap. 6, and of the several other Acts relating to the Lancashire and Yorkshire Railway Company; also of the 12th and 13th Vic., cap. 81, and of the several other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; also of the 9th and 10th Vic., cap. 71, and of the several other Acts relating to the Great Northern Railway Company; and also of the 7th and 8th Vic., cap. 13, and of the several other Acts relating to the Midland Railway Company, 26 and 27 Vic., cap. 207, and of the several other Acts relating to the Hoylake Railway Company, and "The Mersey Railway Act, 1866," "The Mersey Railway Act, 1868," and "The Mersey Railway Act, 1871."

Duplicate plans and sections describing the lines, situations, and levels of the proposed new railways and works, and showing 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 the occupiers of such lands, houses and other property, also a 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 Palatine of Lancaster, at his office at Preston, and with the Clerk of the Peace for the Borough of Liverpool, at his office in Liverpool, and with the Clerk of the Peace for the County of Chester, at his office at Chester; and on or before the same day a copy of so much of the said plans, sections, and Book of Reference as relates to each parish or extra-parochial chapelry or place in or through which the intended works will be made, or in which any lauds, houses, and other property are intended to be taken, and a copy of this Notice will be deposited with the Parish Clerk of each such parish, at his residence, and in the case of each extra-parochial chapelry or extra-parochial place,

with the Parish Clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 14th day of November, 1872.

Isham H. E. Gill, 14, Cook-street, Liverpool, Solicitor.

Wm. Bell, 27, Great George-street, Westminster, Parliamentary Agent.

In Parliament—Session 1873.

Llanelly Railway and Dock Company.

(New Railways and Works at Llanelly; Additional Capital; Lease or Sale of Company's undertakings to London and North-Western, Great Western, or Midland Railway Companies; Running Powers to those Companies; Traffic Arrangements and facilities; Running Powers to Llanelly Company over Swansea Vale, Central Wales Railway, Mid-Wales Railway, South Wales Railway, and Pembroke and Tenby Railway; Amendment of Acts.)

THE Llanelly Railway and Dock Company (herein referred to as "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 enable the Company to make and maintain with all needful works, stations, sidings, approaches, and conveniences, the several railways hereinafter mentioned, all in the borough of Llanelly, parish of Llanelly, and parish of Saint Pauls, Llanelly, in the county of Carmarthen.

1. A Railway commencing by a junction with the Great Western (South Wales) Railway, at a point 500 yards, or thereabouts, east of the highway level crossing near the Llanelly passenger station of the Great Western (South Wales) Railway, and terminating at the highway leading from the town of Llanelly to the Llanelly Dock, at a point 110 yards, or thereabouts, south of the said level crossing.
2. A Railway commencing by a junction with the railway connecting the Llanelly Railway with the Llanelly (Great Western) station, at a point about 500 yards, or thereabouts, east of such station, and terminating at the said highway, at a point 110 yards south of the said level crossing.

To enable the Company to purchase lands by agreement, and, if necessary, by compulsion, near to the Llanelly station of the Great Western Railway, in the said parish of Llanelly, for the purposes of the said intended railways and works, and also for the purpose of erecting and constructing thereon warehouses and sheds, with all needful machinery, appliances, and conveniences.

To enable the Company to cross, alter, divert, or stop up, whether permanently or temporarily, roads, railways, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways, buildings, erections, and works, and to deviate from the lines of railway to any extent within the limits of deviation, to be shown on the deposited plans.

To enable the Company to levy tolls, rates, and charges in respect of the said railways and works, and for the use of the said warehouses and sheds.

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

and for the like purposes, and for the general purposes of their undertaking, to raise additional capital by shares, or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

To enable the London and North Western Railway Company, the Great Western Railway Company, and the Midland Railway Company (herein referred to as the three Companies), and any or either of them, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, all or any part or parts of the undertakings of the Company, and to levy tolls, rates, and charges in respect thereof.

To enable the Company, and all companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering places, booking offices, warehouses, landing places, sidings, shipping stages, works, and conveniences connected therewith respectively, that is to say:—

The Swansea Vale Railway.

The Central Wales Railway of the London and North Western undertaking between Llan-doverly and its junction with the Shrewsbury and Hereford Railway, at the Craven Arms Station, together with the Branch connecting the Central Wales Railway with the Mid Wales Railway near the Builth Road Station.

So much of the South Wales Railway of the Great Western Railway as lies between New Milford and Swansea and its junction with the Swansea Harbour (High Level) Railway.

The Pembroke and Tenby Railway.

To enable the Company to lease and sell, and the three Companies, or any or either of them, to take a lease of and purchase the whole or any part or parts of the undertakings of the Company, and to enable the lessees or purchasing Companies or Company to exercise the powers and authorities of the Company with reference to their undertakings, or the undertakings of any other Company.

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

To enable the Company and the three Companies, or any or either of them, to enter into contracts and agreements with reference to the construction of the said intended railways and works, or any part or parts thereof, and the working, maintenance, and use of the undertakings of the Company, or any part thereof, and as to the apportionment of the tolls in respect of traffic thereon, and the payments to be made by

the three Companies, or any or either of them in respect of such maintenance and user.

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 following Acts of Parliament, namely, "The Llanelly Railway and Dock Act, 1853;" "Llanelly Railway (New Lines) Act, 1861;" "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 and Dock (Capital) Act, 1865;" "The Llanelly Railway (Extension to Mumbles) 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 of any other Acts relating to the Llanelly Railway and Dock Company; of the Act (local and personal) 9 and 10 Vic., cap. 204, and of any other Acts relating to the London and North Western Railway Company; also 5 and 6 William IV, cap. 107; "The Great Western (Birmingham and Chester) Railways Act, 1854;" "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;" "The Great Western Railway Act, 1869;" "The Great Western Railway Act, 1872," and of any other Acts relating to the Great Western Railway Company; also of the Act (local and personal) 7 and 8 Vic., cap. 18, and of any other Acts relating to the Midland Railway Company; also of the several Acts relating to the Swansea Vale Railway, the Central Wales Railway, the Mid Wales Railway, the South Wales Railway, and the Pembroke and Tenby Railway.

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 Carmarthen, at his office at Llandovery, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence.

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

Dated this 9th day of November, 1872.

Markby and Tarry, 57, Coleman-street, City, Solicitors for the Bill.

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

No. 23923.

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In Parliament.—Session 1872 and 1873.

Albert Bridge.

(Extension of Time for Completion of Works; Renewal and Enlargement of Powers; 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 Albert Bridge Company, for leave to bring in a Bill and to pass an Act to extend the time limited for the completion and opening for public use of the bridge and works authorised by "The Albert Bridge Act, 1864," "The Albert Bridge Act, 1869," and "The Albert Bridge Act, 1871," and to renew, continue, and enlarge the powers granted by such Acts respectively, and to alter or repeal certain of the provisions of such Acts; and to alter or repeal the powers and provisions of any other Act or Acts impeding or interfering with or capable of impeding or interfering with the objects of such Acts by reason of the non-completion of the bridge by the time limited or otherwise.

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

Dated this 14th day of November, 1872.

Mayhew, Salmon, and Whiting, 30, Great George-street, Westminster, Solicitors to the Company.

In Parliament.—Session 1873.

Harrow, Edgware, and London Railway.

(Extension of Time for Completion of Works; Revival of Powers for Compulsory Purchase of Lands; Additional Capital; Amendment of Acts.)

THE Harrow, Edgware, and London 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 limited by "The Harrow, Edgware, and London Railway Act, 1869," for the construction of the railway and works authorised by that Act.

To revive the powers conferred upon the Company by the said Act for the compulsory purchase of lands and houses for the purposes of their undertaking.

To authorise the Company to raise additional capital by the creation and issue of new shares or stock, with or without any preferential dividend or other advantage, and to raise money by borrowing.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and confer other rights and privileges, and will incorporate with itself the necessary provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Acts, 1845 and 1863;" and "The Companies Clauses Acts, 1845, 1863, and 1869;" and will amend and enlarge "The Harrow, Edgware, and London Railway Act, 1869;" and "The Harrow, Edgware, and London Railway Act, 1871," and any other Acts relating to the Company.

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 13th day of November, 1872.

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

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

In Parliament.—Session 1873.

Charing-cross and Victoria Embankment
Approach.

(Power to Metropolitan Board of Works to Construct Street from Charing-cross to Victoria Embankment; Extension of Coal and Wine Duties; Borrowing of Money, and other Powers; Amendment of Acts.)

NOTICE is hereby given that the Metropolitan Board of Works (who are in this notice referred to as "the Board") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill to confer upon them the following or some of the following among other powers (that is to say):—

1. To make wholly in the parish of St. Martin-in-the-Fields, in the county of Middlesex, a new street to commence at Charing-cross at or near Northumberland House, passing through that house and the premises connected therewith, and terminating at the Victoria Embankment at or near the Charing-cross Station of the Metropolitan District Railway.

2. In connection with the proposed new street to make junctions and communications with any existing streets which may be joined, intersected, or interfered with, or be contiguous to the line of the intended new street, and to alter the line or levels of any existing streets, roads, or ways, public or private, and to stop up, divert, alter, and appropriate all or any part of the streets, courts, passages, and places in the line of the said new street; and also any streets, courts, passages, and places, sewers, drains, and pipes within the limits of lateral deviation to be described on the plans hereinafter mentioned, to deviate from the lines and levels of the intended works, and to construct all such subways, sewers, drains, and works as are necessary or incident to the proposed improvement.

3. To purchase by compulsion and agreement all such lands, houses, and other property as may be required for the purposes of, or in connection with, the proposed new street, and as will be included within the limits of deviation to be shown upon the said plans, and also to acquire easements in, over, or through any such lands.

4. To sell, lease, or appropriate for building or other purposes any land to be acquired under the proposed Act, and not required for the purposes thereof, and to do all such works and exercise all such powers as may be incidental or accessory to any of the objects of the Bill.

5. To raise and to apply to the purposes of the Bill any moneys which the Board have been authorized to raise, but which may not be required for the purposes for which they were originally authorized, and for the same purposes, if necessary, to borrow further money, and to charge, levy, and apply for the said purposes the rates and funds authorized to be levied and raised by the Board by virtue of any Act or Acts of Parliament relating to the Board, and if necessary to extend and enlarge for the purposes aforesaid the powers and provisions of "The Metropolitan Board of Works (Loans) Acts, 1864, 1868, 1869, 1870, and 1871," and to enable the Board to borrow further moneys.

6. To extend wholly or partially the London coal and wine duties beyond the 5th day of July, 1869, and to charge the moneys or some part of the moneys to be expended under the Bill upon the said duties, and to enable the Board to raise moneys by mortgage or other disposition of the said duties.

7. To charge upon the said parish of Saint Martin-in-the-Fields the future maintenance of the proposed new street.

8. To amend and enlarge some of the powers and provisions of (among other Acts) "The Metropolis Management Act, 1855," "The Metropolis Management Amendment Act, 1856," "The Metropolis Management Amendment Act, 1862," "The Thames Embankment and Metropolis Improvement (Loans) Act, 1864," "The Thames Embankment and Metropolis Improvement (Loans) Act, 1868," "The Metropolitan Board of Works (Loans) Acts, 1869 to 1871," and of the several London Coal and Wine Duties Continuance Acts.

9. To incorporate with the Bill the necessary provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," to vary and extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer upon the Board all such other rights, powers, and privileges as may be necessary or expedient in carrying out the objects of the Bill.

Plans and sections describing the situation lines and levels of the proposed new street, and the lands and houses to be taken compulsorily under the powers of the Bill, with a book of reference to those plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Session-house, Clerkenwell-green; and on or before the same day a copy of the said plans, sections, and book of reference will be deposited, along with a copy of this notice, with the vestry clerk of Saint Martin-in-the-Fields, at his office at the vestry-hall in that parish.

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

Dated this 13th day of November, 1872.

J. E. Wakefield, Clerk to the Metropolitan Board of Works.

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

In Parliament.—Session 1872-3.

Whitby, Redcar, and Middlesborough, Union
Railway.

(Deviation of Line and Alteration of Levels of authorized Line; Powers to North Eastern Railway Company; Amendment of Acts.)

NOTICE is hereby given, that an application is intended to be made to Parliament in the next session by the Whitby, Redcar, and Middlesborough Union Railway Company, hereinafter called the Company for an Act to enable them to construct the works and effect the objects following, or some of them, viz.:—

To make and maintain a deviation railway with all proper stations, approaches, works, and conveniences connected therewith, commencing in the township of Ruswarp, in the parish of Whitby, by a junction with the Whitby Branch of the North Eastern Railway at a point about 20 yards measured along that branch from the public road level crossing at Boghall, and terminating by a junction with the Cleveland Railway of the North Eastern Railway Company, at the termination of that railway at Waytail Beck, at or near to the boundary between the parishes of Lofthouse and Easington, otherwise Easington-cum-Liverton; which deviation railway will be situated in, or will pass from, in, through, or into the parishes, townships, and places of Sneaton, Ruswarp, Newholm-cum-Dunsley, Whitby, Lythe, Barnby,

Mickleby, Ellerby, Hinderwell, Borrowby, Easington, otherwise Easington-cum-Liverton, Loft-house, and Liverton, or some of them, in the North Riding of the county of York.

To relinquish so much of the railway authorised by the Whitby, Redcar, and Middlesborough Union Railway Act, 1866, as will be rendered unnecessary by the construction of such new or deviation railway.

The intended Act will authorise the Company to exercise all or some of the following powers, viz. :—

To cross, stop up, alter, or divert for the purposes of the Act, and either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways, and watercourses within or adjoining to the aforesaid parishes, townships, and places, or any of them.

To purchase by compulsion and by agreement, lands, houses, and hereditaments, and to acquire easements over lands and hereditaments, for the purposes of the intended works and of the Act, and to vary or extinguish any rights or privileges, connected with such lands, houses, and hereditaments.

To levy tolls, rates, and duties upon or in respect of the said intended railways and works, to alter the tolls which the Company are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties respectively, and to confer, vary, or extinguish other rights and privileges.

To apply to the purposes of the intended Act the funds raised and to be raised under the Company's said Act, of 1866, and the intended Act will confirm, sanction, and prescribe the mode of raising the same, and to authorise the North Eastern Railway Company to take and hold shares in the capital of the Company, to guarantee interest or dividend thereon, and on all or any part of the Company's mortgages or debenture stock, and to lend money to the Company on the security of their undertaking.

And it is intended to incorporate with the said Act all or some 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 Acts, 1845 and 1863," and so far as may be necessary or desirable for any of the purposes of the said Act, to amend or repeal all or some of the provisions of "The Whitby, Redcar, and Middlesborough Union Railway Act, 1866," and of the 17th Vic., cap. 73; 28th and 29th Vic., cap. 868; and of all other Acts relating to the North Eastern Railway Company.

And notice is hereby given, that on or before the 30th day of November, 1872, plans and sections of the said intended railway and works, together with a book of reference to such plans or 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 for public inspection with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton, in the said county, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place from, in, through, or into which the said railway and works will be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish, with the parish clerk thereof at his residence, and in the case of each extra-parochial

place with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 14th day of November, 1872.

Tilleard, Godden, and Holme, 34, Old Jewry, London, Solicitors.

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

In Parliament—Session 1873.

Mersey Docks and Harbour Board (No. 1).
(New Works on the Liverpool side of the Mersey; Purchase of Lands; Application of Funds, and Further Money Powers; Tolls, Rates, &c.; Amendment of Acts).

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

1. To authorise the Board to make and maintain the following works, or some or one of them (that is to say):

(a) A river wall in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the county of Lancaster, commencing in the existing river wall of the Board, at or near the south-west corner of the Government Fort, called the North Fort, running thence in a northerly direction for about 800 feet, and terminating in the existing river wall of the Board, and to reclaim and vest in the Board such portion of the foreshore of the River Mersey as will lie to the eastward of the proposed river wall, and is not already vested in the Board;

(b) An alteration (in connection with an intended extension and enlargement of the Canada Basin) in the township of Bootle-cum-Linacre, in the parish of Walton-on-the-Hill aforesaid, of the northern pier at the entrance to that basin, such alteration to commence at a point about 400 feet northward from the head or south end of that pier, and to extend southwardly for about 220 feet, and to enable the Board to remove such part or parts of the said Northern Pier as it may be necessary or advisable to remove;

(c) A new dock in the township of Bootle-cum-Linacre aforesaid, commencing at a point about 500 feet northward from the north side of the Canada Basin, and extending thence in a northerly direction for about 1,200 feet, and being in its southern portion of the average width of 480 feet, and at its northern portion of the average width of about 1,000 feet.

(d) Three docks in the said township of Bootle-cum-Linacre aforesaid, on the eastern side of the proposed dock (c), commencing respectively at points about 230, 450, and 680 feet respectively northward of the north-east corner of the present Canada Half-tide Dock, and respectively extending in length from east to west, about 920 feet, and respectively lying between the proposed new dock (c) and the Regent-road;

(e) A dock in the township of Bootle-cum-Linacre aforesaid, immediately to the northward of the docks (c) and (d) above described, and extending northward for a length of about 1,800 feet, and lying between the river wall of the Board on the one side and

- Regent-road and part of the goods station of the Lancashire and Yorkshire Railway Company on the other side ;
- (f.) A dock in the township of Bootle-cum-Linacre aforesaid, immediately to the northward of the dock (e) above described, and lying between the river wall of the Board and the goods station of the Lancashire and Yorkshire Railway Company, and being in length from east to west about 1,700 feet, and in breadth from north to south about 500 feet ;
- (g.) A dock in the extra-parochial place of Toxteth-park, in the county of Lancaster, to be situate between the Brunswick Dock and Sefton-street, and to extend in length from north to south about 1,130 feet ;
- (h.) A dock or passage in the said extra-parochial place of Toxteth-park, commencing at or near the south-east corner of Brunswick Dock, and running thence in a southerly direction, and terminating at or near the northern side of Toxteth Dock ;
- (i.) A dock in the extra-parochial place of Toxteth-park aforesaid, commencing at or near the termination as above described of the proposed dock, or passage (h), and extending thence in a southward or south-easterly direction for about 1,500 feet, and lying between the river wall of the Board and Sefton-street ;
- (k.) A dock in the extra-parochial place of Toxteth-park aforesaid, commencing at or near the southern end of the proposed dock (i), and extending thence in a southerly or south-easterly direction for about 1,520 feet, and terminating at or near the northern side of Herculaneum Half-tide Dock ;
- (l.) An enlargement in the extra-parochial place of Toxteth-park aforesaid, eastwardly of the Herculaneum Half-tide Dock, for the distance of about 360 feet, with an arm of the width of 150 feet, and extending southward for about 680 feet from the south-east corner of the said Half-tide Dock, as proposed to be so enlarged ;
- (m.) A dock in the extra-parochial place of Toxteth-park aforesaid, commencing at or near the south-east corner of the existing Herculaneum Half-tide Dock, and running thence in a southward or south-easterly direction for about 800 feet ;
- (n.) A portion of river wall in the extra-parochial place of Toxteth-park aforesaid, about eighty feet in length, commencing and terminating in the present river wall of the Board, for the purpose of closing the entrance to the Egerton Dock ;
- (o.) A portion of river wall in the extra-parochial place of Toxteth-park aforesaid, about 100 feet in length, commencing and terminating in the present river wall of the Board, at a distance of about 360 feet southward from the portion of new river wall above described, for the purpose of closing up an existing inlet there from the River Mersey ;
- (p.) The making, providing, and maintaining, in connection with the aforesaid works, or any of them, or any portions thereof, all necessary and convenient shipping places, wharves, depôts, warehouses, sheds, custom-houses, watch-houses, staiths, jetties, landing places, stages, quays, slips, gates, entrances, locks, cranes, hydraulic lifts, drops, dolphins, buoys, moorings, roads, approaches, railways, tramways, sewers, drains, and other works and conveniences.
2. To authorise deviations from the lines and levels of the proposed works ;
3. To enable the Board for the purpose of supplying the proposed docks and works with water, to take, divert, and impound water from the River Mersey ;
4. To empower the Board to take or purchase, by compulsion or agreement, any lands or hereditaments required for the purposes of the intended works, or of the Bill, or any easement, interest, or right over, or in any lands or hereditaments, and to vary or extinguish all public, private, or other rights and privileges incidental thereto, or connected therewith ;
5. To empower the Board for any of the purposes of the proposed works and of the Bill, to apply the income and any other moneys of the Board, and to borrow, and from time to time to re-borrow further money by bonds or otherwise ;
6. To authorise the Board to levy tolls, rents, rates, and dues upon persons, goods, wares, merchandise, cattle, ships, vessels, boats, carts, carriages, and other vehicles using or passing over, or frequenting, or resorting to the proposed works, or any of them, or any part or parts thereof respectively, and to alter or vary the tolls, rates, and dues which the Board are now authorised to take ;
7. To vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges ;
8. To amend or repeal, so far as may be necessary for the purposes of the Bill, the provisions, or some of the provisions, of the following local and personal Acts of Parliament, that is to say :— 20 and 21 Vic., cap. 162 ; 21 and 22 Vic., caps. 90 and 92 ; 22 Vic., cap. 20 ; 23 and 24 Vic., cap. 150 ; 24 and 25 Vic., cap. 188 ; 26 Vic., cap. 54 ; 27 and 28 Vic., cap. 213 ; 29 Vic., cap. 84 ; 29 and 30 Vic., cap. 103 ; 30 and 31 Vic., cap. 206 ; and 34 and 35 Vic., cap. 197, relating to the Board ;
9. And notice is hereby further given that on or before the 30th day of November instant plans and sections of the intended works, together with a book of reference to such plans, and a copy of this notice, as published in the *London Gazette*, will be deposited for public inspection, with the Clerk of the Peace for the County Palatine of Lancaster, at his office at Preston, in that county ; and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in which the proposed works, or any part thereof, will be made, or in which any lands to be taken compulsorily under the powers of the Bill are situate, together with a copy of this notice, as published in the *London Gazette* will be deposited for public inspection as regards each such parish with the parish clerk thereof, at his residence, and as regards the extra-parochial place of Toxteth-park aforesaid with the parish clerk of the parish of Liverpool, in the county of Lancaster, at his residence.
10. Printed copies of the intended Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.
- Dated this 14th day of November, 1872.
- A. T. Squarey,
Dock Solicitor, Liverpool.
- J. Dorington and Co.,
29, Great George-street, Westminster,
Parliamentary Agents,

In Parliament.—Session 1873.

Banbury and Cheltenham Direct Railway.

(Incorporation of Company for Construction of Railways between the Great Western Railway at King's Sutton and the Great Western Railway at Chipping Norton, and between the Bourton-on-the-Water Railway near its termination, and the Railway between Cheltenham and Gloucester at Cheltenham with a Junction between the said Chipping Norton and Bourton-on-the-Water Railways; Working and other Agreements with the Great Western and Bourton-on-the-Water 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 purposes following, or some of them (that is to say):—

To incorporate a Company (hereinafter called "the Company"), and to empower the Company to make and maintain the railways following, or some of them, with all proper approaches, sidings, stations, works, and conveniences connected therewith (that is to say):—

A railway (No. 1) commencing in the parish of King's Sutton, in the county of Northampton, by a junction with the Birmingham and Oxford Railway of the Great Western Railway Company at a point thereon 12 chains or thereabouts southward of the platform entrance to the booking office of the King's Sutton station of that railway, and terminating in the parish of Chipping Norton, in the county of Oxford, by a junction with the Chipping Norton Railway of the Great Western Railway Company, at a point thereon 17 chains or thereabouts westward of the platform entrance to the booking office of the Chipping Norton station of that railway.

A railway (No. 2) commencing by a junction with Railway No. 1 at a point 29 chains or thereabouts south-west of the commencement thereof as above described, and terminating by a junction with the Birmingham and Oxford Railway of the Great Western Railway Company at a point thereon 49 chains or thereabouts southward of the platform entrance to the booking office of the King's Sutton station of that railway.

A railway (No. 3) commencing in the parish of Churchill, in the county of Oxford, by a junction with the Chipping Norton Railway of the Great Western Railway Company, at a point thereon 40 chains or thereabouts (measured along that railway) north-eastward of the platform entrance to the booking office of the Chipping Norton Junction station, and terminating in the parish of Bledington, in the county of Gloucester, by a junction with the Bourton-on-the-Water Railway, at a point thereon 60 chains or thereabouts (measured along that railway) north-westward of the platform entrance to the booking office of the Chipping Norton Junction station.

A railway (No. 4) commencing in the parish of Bourton-on-the-Water, in the county of Gloucester, by a junction with the Bourton-on-the-Water Railway, near the termination thereof, and at or near the mile post thereon, indicating $6\frac{1}{2}$ miles from the Chipping Norton Junction on that railway, and terminating in the parish of Cheltenham, by a junction with the railway between Cheltenham and Gloucester at or near the mile post thereon indicating $119\frac{1}{4}$ miles from London.

A railway (No. 5) commencing in the parish of Cheltenham, in the county of Gloucester,

by a junction with Railway No. 4 at a point 60 chains or thereabouts southward of its termination as before described, and terminating in the said parish of Cheltenham by a junction with the railway between Cheltenham and Gloucester at a point thereon 7 chains or thereabouts north-eastward of the mile post thereon indicating $118\frac{1}{4}$ miles from London.

Which said intended railways will pass from, in, through, or into, or be situate within the several parishes and extra-parochial or other places following, or some of them (that is to say), King's Sutton, in the county of Northampton, Boddicot, Adderbury, Adderbury East, Adderbury West, Milton, Bloxham, Milcomb, South Newington, Tadmarton, Swalcliffe, Wigington, otherwise Wigington, Great Tew, Little Tew, Hook-Norton, Swerford, Heythrop, Great Rollwright, Little Rollwright, Salford, Over Norton, Chipping Norton, Churchill, and Kingham, in the county of Oxford; and Bledington, Bourton-on-the-Water, Cold Aston, otherwise Aston Blank, Upper Slaughter, Lower Slaughter, Naunton, Guiting Power, otherwise Lower Guiting, Notgrove, Salperton, Compton Abdale, Hawling, Sevenhampton, Shipton Olive, Shipton Sollars, or Shipton Oliffe and Shipton Sollars, Whittington, Dowdeswell, Charlton Kings, Leckhampton, Cheltenham, Arle, Alston, Westall, Sandford, Badgworth, Up-Hatherley, and Naunton, in the county of Gloucester.

To empower the Company to purchase and take by compulsion or agreement, and to hold lands, houses, and buildings in the parishes and other places aforesaid for the purposes of the intended railways and works.

To vary and extinguish all existing rights and privileges connected with the lands, houses, and buildings 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 or other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To empower the Company to demand and recover tolls, rates, and charges for or in respect of the intended railways and works, and to grant exemptions from the payment of tolls, rates, and charges.

To empower the Company on the one hand, and the Great Western Railway Company and the Bourton-on-the-Water Railway Company, or either of them, on the other hand, to enter into and carry into effect agreements for or with respect to the working, use, management, and maintenance of the intended railways and works or any part thereof, 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 said railways, and with respect to the interchange, transmission, and delivery of traffic coming from or destined for the respective railways of the contracting Companies, and with respect to the fixing of the tolls or charges to be demanded and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and to authorize or provide for the appointment of a joint committee for carrying into effect any such agreements as aforesaid, and to confirm and give effect

to any agreement which has been or may be entered into in reference to the matters aforesaid, or any of them.

And notice is hereby further given, that plans and sections of the intended railways and works, showing the lines and levels of the railways, and the lands and property intended to be taken for the purposes thereof, with a book of reference to such plans, and an ordnance map whereon will be delineated the general course and direction of the railways, with 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 Northampton, at his office in Northampton; with the Clerk of the Peace for the county of Oxford, at his office in Oxford; and with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester, 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 as relates to each parish in or through which the said intended railways and works are to be made, or within which the said lands and property intended to be taken are situate, and also a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish at his place of abode, and as regards any extra-parochial place with the parish clerk of some adjoining parish at his residence.

And it is proposed by the intended Act to alter or amend, so far as may be necessary for any of the purposes of the intended Act, the Acts (local and personal) 5 and 6 Will. 4, cap. 107; 10 and 11 Vict. cap. 226; 11 and 12 Vict. cap. 135, and any other Act relating to or affecting the Great Western Railway Company, and the Bourton-on-the-Water Railway Act, 1860, and any other Act relating to or affecting the Bourton-on-the-Water Railway Company.

And notice is also hereby 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 13th day of November, 1872.

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster; *J. B. Looker*, Banbury, Solicitors for the Bill.

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

In Parliament.—Session 1873.

Criccieth Corporation.

(Incorporation of Governing Body; Enlarged Powers for Government of Town; Sanitary and other Regulations; Power to deal with Public Lands; Bye Laws; Tolls, Rates, and Duties; Borrowing Powers; Incorporation of General Acts; Amendment of Acts and 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 to effect the objects following, or some of them. *viz.*—

1. To provide for the better government and sanitary regulation of the town and borough of Criccieth, in the county of Carnarvon, and to define and if need be to extend the present limits of the said borough;

2. To empower the present governing body or a new Corporation or body of Commissioners to be named in the Bill to carry the objects and purposes of the said Bill into effect and to incorporate (with the right of using a seal) the said

Corporation or Commissioners (hereinafter respectively referred to as the governing body):

3. To vest in the governing body all estates, lands, rates, rents, charges, privileges and advantages acquired by the present Corporation or the inhabitants of the said borough, under any royal charter, grants, or Acts of Parliament, and particularly the lands and property following, that is to say:—

First.—A certain common called Y Maes, bounded on the north by lands belonging to Mrs. Priestley, on the west by lands belonging to J. R. Ormsby Gore, Esq., M.P., and H. J. E. Nanney, Esq., on the east by lands belonging to the said H. J. E. Nanney, Esq. and certain lands called Caer'baillaid, on the south-west by lands belonging to J. R. O. Gore, Esq., M.P., John Jones, Esq., and Mr. William Ellis, on the south by common lands called Maes Tynygelats and a certain brook called Ffrwdybrain, and on the north-east by lands belonging to H. J. E. Nanney, Esq., Mrs. Morgan, Rev. Erasmus Parry, Doctor William Williams, and a certain piece of land called Caebailaid.

Secondly.—A certain common called Maes Tynygelats, bounded on the north by lands belonging to the said Corporation of Criccieth, H. J. E. Nanney, Esq., and the said brook called Ffrwdybrain, on the south by the Cardigan Bay and lands belonging to J. R. O. Gore, Esq., M.P., on the east by lands belonging to the said H. J. E. Nanney, Esq., and the said Corporation of Criccieth, and on the west by the lands belonging to the said J. R. O. Gore, Esq., M.P., H. J. E. Nanney, Esq., and the said Corporation.

Thirdly.—A certain common called Maesymerylyn, bounded on the east by lands belonging to Owen Evans, Esq., on the north-west by lands belonging to the said H. J. E. Nanney, Esq., on the west by lands of the said H. J. E. Nanney, Esq., and the said Corporation, and on the south by the Cardigan Bay.

Fourthly.—A certain enclosed common called Dinas, bounded on the east by lands belonging to the Rev. Parry Morgan, and the said H. J. E. Nanney, Esq., on the west and south by lands of William Watkin, Esq., and Mrs. Williams, on the north by lands of the said H. J. E. Nanney, Esq., and William Watkin, Esq., and on the south-east by gardens belonging to certain houses called Y Lon Bach.

Fifthly.—A certain common called Maes Aberistedd, bounded on the north by lands of George Augustus Huddart, Esq., John Jones, Esq., William Watkin, Esq., Mr. Thomas Owen, Mrs. Williams, and Mrs. Evans, on the south by the Cardigan Bay, on the east by the Castle Grounds, and on the west by lands belonging to G. A. Huddart, Esq., and Mr. Thomas Owen.

Sixthly.—Certain lands called Caebailaid, bounded on the north, east, and west by lands of H. J. E. Nanney, Esq., and on the south by Maes Tynygelats aforesaid; also certain other lands called Caebailaid, bounded on the north by the road leading from Pwllheli to Tremadoc and houses belonging to Rev. St. George Armstrong Williams and Owen Griffith, Esq., on the east by lands of H. J. E. Nanney, Esq., on the west by the said common lands called Y Maes, and on the south by the Cambrian Railway and houses belonging to Robert Jones. And also all that piece of land portion of Caebail-

iaid, bounded on the south by the turnpike road leading from Pwllheli to Tremadoc, on the north-west by the road leading from the said road to the Parish Church of Criccieth, and on the east by lands of H. J. E. Nauney, Esq.

All which said property is situate in the borough and parish of Criccieth, in the county of Carnarvon.

4. To extinguish all rights of pasturage and other rights and privileges in over or upon the before-mentioned lands, and to shut up any foot-paths or other public or private roads or ways over such lands, and to vest the fee simple thereof in the Governing Body free from all rights and claims whatsoever.

5. To empower the Governing Body to sell, lease or otherwise let and dispose of all or any part of the lands so proposed to be vested in them, and to apply the proceeds thereof in the reduction of rates or in carrying into effect the objects and purposes of the said Bill.

6. To authorize the governing body and the owner, lessee or occupier of, or other person interested in any lands within or adjoining the said borough to enter into contracts and agreements for the sale and purchase and exchange of lands, the formation of roads and promenades, and for carrying into effect other improvements within the said borough and any extended limits thereof, and generally for carrying into effect all or any of the objects and purposes of the said Bill, and to confirm all sales, leases, and other disposition of lands and property by the governing body, and all contracts and agreements entered into by them.

7. To regulate any market and the sale of any cattle, merchandise, articles, and things in the public streets and highways within the said borough and extended limits thereof, and if need be to establish a market-place with all necessary houses, buildings, sheds, and conveniences connected therewith, and to let the whole or any part thereof, and to establish or license slaughter houses and knacker's yards within the said borough, or to prohibit the slaughtering of animals within the said borough, and the sale of animals, articles, and things in the public streets and thoroughfares thereof:

8. To empower the governing body to regulate restrict or prohibit and to make further and other provisions with respect to all or any of the following purposes, that is to say:—

The erecting and altering buildings, the height and number of stories thereof, and as to the yards and gardens attached thereto, and the approval of plans and elevations thereof:

The providing adequate means of ingress and egress in case of public buildings:

The ventilation of houses and buildings, and the dimensions and other requirements as to windows:

The position and mode of affixing and other requirements as to spouts and pipes for carrying off water from the roofs of buildings:

The completing, paving, flagging, and channeling of streets and the payment and recovery of the expenses thereof:

The removal of projections and obstructions:

The providing of sewers and drains, and earth or water closets, and the supplying of the same with water and the better and more effectual drainage of houses, buildings, and other property:

The use and closing of wells:

The purification and disinfection of houses:

The establishment of noxious and offensive trades:

The slaughtering of animals elsewhere than in the public slaughter houses provided by the governing body:

The licensing and fixing rates of hire of horses, carriages and carts, and pleasure boats:

The fixing and regulation of stands for hackney carriages and carts plying for hire:

The regulation of bathing machines and the use thereof, and bathers on the sea shore:

The loading and unloading of waggons, carts, and other vehicles in the streets:

The selling by auction or otherwise in any streets or vacant ground, and the creation of other obstructions:

The overcrowding of houses and buildings:

The prevention of other nuisances, offences, annoyances, obstructions, disturbances, and inconveniences:

The inflicting, imposing, and enforcing of punishments, fines, and penalties:

The making and revision of bye-laws, rules, and regulations with respect to all or any of the matters aforesaid.

9. To alter, amend, enlarge, or repeal, either wholly or in part, and to re-enact and incorporate with the Bill in extenso, or by reference and with such variations as may be deemed expedient, and to make applicable to the borough and any extension thereof, the provisions of (amongst other Acts) the Municipal Corporation Act, 5 and 6 Will. 4, cap. 76, and the other Acts amending or extending the same, or relating to municipal corporations; the Public Health Act, 1848; the Local Government Act (1858) Amendment Act, 1861; the Local Government Board Act, 1871, and other Acts relating to public health or local government; the Towns Improvement Clauses Act, 1847; the Markets and Fairs Clauses Act, 1847; the Commissioners Clauses Act, 1847; the Towns Police Clauses Act, 1847; the Waterworks Clauses Act, 1847 and 1863; the Gas Works Clauses Act, 1847; the Gas Works Clauses Act, 1871; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869 (so far as they relate to the purchase of lands by agreement); the provisions of the Railways Clauses Consolidation Act, 1845, with respect to roads, and the temporary occupation of lands; the Nuisances Removal Act for England, 1855; the Diseases Prevention Act, 1855; the Sanitary Act, 1866; the Sanitary Act, 1868; the Sanitary Act, 1870, and any other Acts relating to the same matters.

10. To confirm and enlarge the powers of any charter granted or which may hereafter be granted to the said borough.

11. To enable the governing body to levy tolls, rates, and duties within the said borough and extended limits thereof, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and charges, and to lease or let tolls, rates, duties, and charges, and to borrow money upon the credit thereof, and upon the credit of the lands and property belonging to or held by them.

And notice is hereby also given, that 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 13th day of November, 1872.

Jones and Jones, Solicitors, Portmadoc.

Wyatt, Hoskins, and Hooker, 28, Parliament Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1873.

Garstang and Knot End Railway.

(Revival of Powers ; Extension of Time for Purchase of Land and Construction of Works ; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill and pass an Act to revive the powers conferred upon the Garstang and Knot End Railway Company by the "Garstang and Knot End Railway Act, 1864," the "Garstang and Knot End Railway Act, 1867," and the "Garstang and Knot End Railway Act, 1869," for the compulsory purchase of lands and houses, and to extend the time for the completion of the works by the first mentioned Act authorised.

To alter, amend, extend, and enlarge, or if necessary to repeal all or some of the powers of the several local and personal Acts following, or some or one them that is to say the "Garstang and Knot End Railway Act, 1864," the "Garstang and Knot End Railway Act, 1867," and the "Garstang and Knot End Railway Act, 1869."

To vary or extinguish all rights and privileges granted by the said Acts, or which may be inconsistent with the purposes aforesaid, and to confer, vary, or extinguish other rights and privileges.

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.

In Parliament.—Session 1873.

Mersey Docks and Harbour Board (No. 2).

(Construction of New Landing Stage opposite the South Reserve at Birkenhead—Purchase of Lands—Further Borrowing Powers to the Board and the London and North Western and Great Western Railway Companies—Appropriation of Works to particular Traffic—Tolls, &c.—Modification of Agreement between the Board and the said two Railway Companies—Further Agreements between them—Amendment of Acts.)

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

1. To authorise the Board to make and maintain the following works, or some or one of them, on the foreshore of and in the River Mersey, and in the extra-parochial chapelry of Birkenhead, in the county of Chester, that is to say :

- (a) Two piers or fixed stages, commencing respectively in the river wall of the Board, the one at a point about 200 feet north-eastward from the north-east corner of the River Craft Dock, belonging to the Great Western Railway Company, upon the South Reserve, and the other at a distance of about 220 feet to the northward of the commencement of the first-described pier or fixed stage, and extending respectively eastward or riverward for a distance of about 50 feet.
- (b) A floating landing stage (supported on pontoons) of the length of about 350 feet, and to be placed in the River Mersey, at the distance of about 200 feet from the river wall of the South Reserve.
- (c) Two bridges to connect the proposed piers or fixed stages above described, with the proposed floating landing stage, together with all necessary and proper approaches, moorings, mooring

chains, works, and conveniences connected therewith.

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

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

4. To empower the board, for any of the purposes of the proposed works, and of the Bill, to borrow, and from time to time to re-borrow, further money by bonds or otherwise ;

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

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

7. To rescind, vary, or modify the agreement or memorandum of arrangements dated the 13th day of March, 1866, and made or purporting to be made between the board on the one part, and the London and North Western Railway Company and the Great Western Railway Company (hereinafter called "the two railway companies"), on the other part, or some of the stipulations or conditions thereof, and to enable the board and the two railway companies to enter into and carry into effect other agreements and arrangements with reference to any of the matters provided for or referred to in the said agreement or memorandum of arrangements, and to confirm, sanction, and give effect to any agreement or arrangement which may have been or may be made in that behalf between the board and the two railway companies, and to enable the two railway companies respectively, for the purpose of any such agreement or arrangement, to apply their corporate funds and revenue, and to raise further moneys by the creation and issue of new shares or stock, preferential or otherwise, and by borrowing ;

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

9. To amend or repeal, as far as may be necessary for the purposes of the Bill, the provisions, or some of the provisions, of the following local and personal Acts of Parliament, that is to say : 20 and 21 Vic., cap. 162 ; 21 and 22 Vic., caps. 90 and 92 ; 22 Vic., cap. 20 ; 23 and 24 Vic., cap. 150 ; 24 and 25 Vic., cap. 188 ; 26 Vic., cap. 54 ; 27 and 28 Vic., cap. 213 ; 29 Vic., cap. 84 ; 29 and 30 Vic., cap. 103 ; 30 and 31 Vic., cap. 206 ; and 34 and 35 Vic., cap. 197 ; relating to the board ; 9 and 10 Vic. cap. 204, and all other Acts relating to the London and North Western Railway Company ; and 5 and 6 Wm. IV., cap. 107 ; 26 and 27 Vic., caps. 113 and 198 ; and all other

Acts relating to the Great Western Railway Company.

10. And notice is hereby further given, that on or before the 30th day of November, instant, duplicate plans and sections of the intended works, together with a book of reference to such plans, and a copy of this notice as published in the *London Gazette*, will be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office at Chester, in that county; and that, on or before the said 30th day of November instant, a copy of the said plans, sections, and book of reference, together with a copy of this notice as published in the *London Gazette*, will be deposited for public inspection with the parish clerk of the parish of Wallasey, in the county of Chester, at his residence.

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

Dated this 14th day of November, 1872.

A. T. Squarey, Dock Solicitor, Liverpool.

J. Dorington & Co., 29, Great George St., Westminster,

Parliamentary Agents.

n Parliament—Session 1873.

High Wycombe Water.

(Incorporation of Company, Construction of Works and supply of Water to High Wycombe, otherwise Chepping Wycombe, and other places in the County of Bucks; Acquisition of existing Waterworks; Powers to Chepping Wycombe Corporation and Local Board to purchase or lease Undertaking; Rates, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for an Act to incorporate a Company (hereinafter called "The Company") for supplying with water the borough and parish of High Wycombe, otherwise Chepping Wycombe, and the said borough and the district of the Local Board for the said parish respectively.

The intended Act will confer upon the Company power to make and maintain the following Works, with all necessary approaches, fences, excavations, embankments, tanks, sluices, culverts, pipes, tunnels, channels, adits, level dams, weirs, overfalls, valves, wells, pumps, drains, filters, and other conveniences and appliances connected therewith respectively, that is to say:—

1. A well or tank, and shaft or boring, and pumping station with pumping engine, engine and boiler houses, and other works, buildings, and conveniences, to be situated in the south-west corner of a field belonging to William Terry, Esquire, and in the occupation of George George, in the said parish of High Wycombe, otherwise Chepping Wycombe, which field is numbered 52 on the Tithe Commutation Map of that parish.
2. A service reservoir, to be situated in the field or enclosure known as Middle Nicholas, belonging to William Terry, Esquire, and occupied by William Birch, and numbered 54 on the Tithe Commutation Map of the said parish, at or near the place where that field abuts upon the south-eastern corner of the field or enclosure No. 55, on the same map.
3. A line of pipes or pumping main, commencing at the well and pumping station first before described, passing from thence in a northerly direction through the said field, No. 52 on the Tithe Commutation Map, and under the Wycombe Railway, and along the road or street leading from the said Railway

to the Totteridge-road, crossing that road, and also a field known as Middle Nicholas, and terminating in that field in the service reservoir secondly before described.

4. A conduit, aqueduct, or line of pipes, commencing in the service reservoir secondly before described, and terminating at a point in High-street, in the borough of Chepping Wycombe, nearly opposite to the place where that street is joined by Crendon-street.

The aforesaid works will be situated in the borough and parish of Chepping Wycombe and County of Buckingham.

To lay down and maintain conduits, aqueducts, pipes, and other works, in, under, over, across, and along, and to cross, break up, open, alter, divert, or stop up, temporarily or permanently, public and private roads, highways, footpaths, streets, quays pavements, squares, alleys, bridges, public places, canals, towing paths, railways, tramways, sewers, drains, and watercourses in the aforesaid parishes and places.

The Act will also authorise the the Company to effect the following objects, viz:—

To purchase and acquire by compulsion or agreement, and hold lands, houses, waters, and other hereditaments and property, and also to take grants of, or acquire easements over lands, houses, springs, streams, waters, and other hereditaments for the purposes of their undertaking.

To supply water for domestic, public, trading, and other purposes, and to demand, collect, and recover rates, rents, and charges for such supply; to confer, vary, or extinguish exemptions from the payment thereof; to vary or extinguish all rights and privileges which would interfere with the objects of the Act, and to confer other rights and privileges.

To purchase by compulsion or agreement the existing Water Works in the borough and parish of Chepping Wycombe belonging to Messrs. Thomas Wheeler & Company, and also the Water Works in the said borough and parish belonging to the Great Western Railway Company, with the well, engines, machinery, tanks, pipes, property rights, and privileges belonging to, or connected with such works respectively, and to vest the same in the Company with power either to continue or discontinue the use of all or any part thereof, and to extinguish any rights or privileges connected therewith respectively.

The Act will enable the Company and the Town Council of the borough of Chepping Wycombe and the Local Board for the parish of Chepping Wycombe and any Commissioners, Trustees, Surveyors, bodies, and persons within the limits of the Act to contract and agree with the Company for a supply of water in bulk or otherwise for any purpose whatever, and will enable such Town Council, Local Board, Commissioners, Trustees, Surveyors, bodies, and persons to appropriate and apply funds and raise additional funds by rates or otherwise for such purpose.

To sell absolutely or to lease for a term of years to the Mayor, Aldermen, and Burgesses of the borough of Chepping Wycombe (hereinafter referred to as the Corporation), or to the Local Board for the parish of Chepping Wycombe (hereinafter called the Local Board), the whole or any part of the works and undertakings to be authorised by the intended Act, and the Act will authorise the said Corporation and Local Board respectively to purchase or lease the same for such consideration or rent, and on such terms and conditions, as the Company and the Corporation and Local Board may mutually agree upon or as may be provided for as prescribed by the intended Act,

The intended Act will for the purposes thereof alter, amend, enlarge, or repeal all or some of the provisions of the Act V. and VI William IV., cap. 107, and of any other Act relating to the Great Western Railway Company, and it will incorporate with itself all or some of the provisions of the "Waterworks' Clauses Acts, 1847 and 1863;" "The Lands Clauses Acts, 1845, 1860, and 1869;" "The Companies' Clauses Acts, 1845 and 1863;" and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads, the temporary occupation of lands, and such other matters as may be deemed expedient.

On or before the 30th day of November, 1872, duplicate plans and sections, showing the lines, situation, and levels of the intended works and the lands and property which may be taken for the purposes thereof, with a book of reference to such plans and a copy of this notice as published in the *London Gazette* will be deposited for public inspection with the Clerk of the Peace for the county of Buckingham, at his office in the town of Aylesbury; and on or before the same day copies of so much of the said plans, sections, and book of reference as relates to such borough and parish in or through which the intended works will be made or pass, with a copy of this notice, will be deposited for public inspection with the clerk of such borough and parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of the parish immediately adjoining thereto, at his residence.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1872.

Dated this 13th day of November, 1872.

Daniel Clarke, High Wycombe, Solicitor.

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

In Parliament—Session 1873.

Moulton Salt Marshes Enclosure.

(Incorporation of Commissioners for the Enclosure of Salt Marshes in the Parishes of Moulton Fosdike, and Holbeach, in Lincolnshire; Compounding of Rights; Levying of Taxes.)

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

The Embanking, Enclosing, Draining, Dividing, and Apportioning all or any of the Open Salt Marshes hereinafter described, that is to say:—

- (1.) The open Salt Marsh in the parishes of Moulton and Fosdike or one of them, including the portion thereof belonging to the Right Honourable Lord Boston, in the parts of Holland, in Lincolnshire, bounded on the north-west by the artificial Channel of the River Welland, on the south by the present Sea Bank, on the east by the open Salt Marsh belonging to Mr. Richard Jackson (No. 2), and on the west by the Public Highway leading from Holbeach to Fosdyke Bridge.
- (2.) The said open Salt Marsh in the same parish, belonging to Mr. Richard Jackson, bounded on the north by the artificial channel of the River Welland, on the west by the open Salt Marsh (No. 1) hereinbefore described, on the south and south-west by the old Sea Bank, and on the east by the Holbeach, Whaplode and Moulton Outfall Creek, and the open Salt Marsh belonging to Edgar Walter Garland, Esquire, (No. 3.)
- (3.) An open Salt Marsh in the Parish of Hol-

beach, in the Parts of Holland, belonging to Edgar Walter Garland, Esquire, bounded on the north partly by the artificial channel of the River Welland, and partly by the open estuary of the Welland, on the south by the old Sea Bank, on the west by the said Outfall Creek, and on the east by the open Salt Marsh belonging to the trustees of the late John Reckerby.

To appoint and incorporate commissioners to be named in the Bill, or to be appointed in the manner prescribed by the Bill, by or on behalf of the owners of common rights in, and of frontages to the said open Salt Marshes, or in such of the Salt Marshes as may be the subject matter of the Bill, and to provide for the rotation and periodical election of such commissioners, and to vest in the commissioners the powers of the Bill, or such of the said powers as the Bill shall define, and for this and for the other purposes of the Bill the commissioners' clauses Act, 1847, or such parts thereof as may be necessary, will be incorporated with the Bill.

To enable the commissioners, either themselves or by arbitration, or by such other means as the Bill shall define, to ascertain any manorial, ecclesiastical, or other rights affecting the said Marshes, and to extinguish or commute any rights in the soil, or rights to tithe or other rights, by the apportionment and conveyance of lands in the said Marshes in lieu of or by way of consideration for the said rights, and to extinguish all such rights, and the Bill will enable the commissioners to agree upon and compound all such rights or claims thereto, or to entirely reject the same.

To enable the commissioners to divide, set out, and apportion the various Marshes amongst and to the persons entitled thereto, and to construct, maintain, and renew embankments, roads, drains, sewers, sluices, outfalls, and such other works of defence, communication, and drainage as they may think fit.

To enable the commissioners to appoint, from time to time, a surveyor or surveyors for all or any of the purposes of the Bill, and to enable either the commissioners or such surveyor to make an award or awards, if directed by the Bill so to do, with respect to all or any of the matters hereinbefore enumerated, and also with respect to the proportionate amount of benefit derived by each Salt Marsh from the exercise of the powers of the Bill, and the proportionate expense incurred, or to be incurred in the erection and maintenance of the works necessary for each Marsh, and the proportionate rate of taxation which ought to be imposed on each Marsh.

To provide for the ascertaining, either by the commissioners or by arbitration, or by such other means as the Bill shall prescribe, of all disputed rights, whether manorial, ecclesiastical, or otherwise, in or over, or affecting the said Marshes, and to enable the commissioners to commute any rights in the soil, or rights to tithe or other rights in, over, or affecting the said Marshes, by the allotment and conveyance of lands in the said Marshes in lieu of or by way of consideration for the said rights, and to extinguish all such rights; and the Bill will enable the commissioners to agree upon and to compound all such rights and all claims thereto.

To enable the commissioners to assess and levy acre and other rates and taxes upon the owners and occupiers of the Marshes, to be enclosed under the powers of the Bill, for the purpose of constructing, upholding, maintaining, and renewing the Works authorised by the Bill, such rates or taxes being either uniform and general over the whole of

the said Marshes, or graduated according to the proportionate expense of executing and maintaining the works of drainage and enclosure of the several Marches, or in the nature of a district rate, or to be fixed according to any other scale prescribed in the Bill; and to enable the commissioners to borrow money upon the credit of the said rates and taxes, or upon the credit of any lands or other property which may be vested in them under the powers of the Bill; and also to enable them to reserve and hold, and demise, or sell and dispose of a sufficient proportionate part of the said marshes, to enable them to defray the expense of obtaining the Act, and of executing the works authorised by the Bill, and maintaining, upholding, and renewing the same.

The Bill will provide that if powers are not contained therein for the enclosure and improvement of the Salt Marshes hereinbefore numbered 2 and 3, there shall be reserved to the commissioners and to the owners for the time being of the said Marshes respectively, power to agree with the owners of the then enclosed Marshes for the application to the same Marshes, or to either of them, of all or some of the powers of the said Bill.

The Bill will vary or extinguish all rights and privileges inconsistent with its objects, and will incorporate with itself any provisions which may be deemed necessary or expedient of the Lands Clauses Consolidation Act, 1845, 1860, and 1869; the Commissioners Clauses Act, 1847; the Land Drainage Act, 1861, and any Acts amending the same or incorporated therewith; and also the powers of the Railways Clauses Consolidation Act, 1845, "with respect to the temporary occupation of lands near the Railway during the construction thereof."

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

Dated this 11th day of November, 1872.

Bonner & Calthrop,
Spalding,

Solicitors for the Bill.

Dyson & Co.,

24, Parliament-street, Westminster,
Parliamentary Agents.

Sheffield Corporation Water.

(Transfer of Sheffield Water Works Company's Undertaking to Corporation; Winding up and Dissolution of Company; Powers to Corporation to Levy Rates, &c.; Raise more Money; and other Powers with respect to Purchase of Undertaking and Supplying Water within the Company's Limits; Amendment of Acts.)

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

And it is proposed to authorise the Corporation to carry on the undertaking of the Company, and to break up streets, roads, highways, and places,

and to lay, relay, take up, repair, and remove reservoirs, conduits, and other works, and mains, pipes, and other apparatus and things from time to time; and to construct and maintain works and supply water within and throughout the whole of the Company's limits, or any part or parts thereof; and to purchase, sell, let, hire, and otherwise deal in meters, fittings, and other apparatus, articles, and things used in the sale, supply or consumption of water; and to have and exercise all or any of the powers, rights, authorities, and privileges of the Company in as full and ample a manner in all respects as the Company could or might lawfully have exercised the same respectively; and also such further and other powers, rights, authorities, and privileges with respect to the several matters aforesaid, as may be necessary, proper and convenient for the Corporation to have and exercise, whether the same are, or are not, usually conferred upon a corporation, local board, or other local authority, empowered to construct and maintain water works and supply water, and are or are not necessarily incidental to such construction and maintenance of waterworks and supply of water.

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

And it is proposed to authorise the Corporation to levy public rates throughout all or any part or parts of the Company's limits for supplying water, also other rates, rents, duties and charges, to alter existing rates, rents, duties, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, duties and charges; also to authorise the Corporation to grant rent charges or annuities, or other annual sums, and to borrow money on mortgage or debenture, and to charge as well the undertaking, rates, revenues, and property which they may acquire under the intended Act, as all other the estate, rates, revenues, and property of the Corporation, and the borough fund of the borough, and the district rates of the district of Sheffield, or any of them, or any part or parts thereof respectively, with and as security for all or any part of such rent charges, annuities, or annual sums, or money to be borrowed as aforesaid, and out of all or any funds or moneys belonging to them to pay the costs of the intended Act and of all or any Parliamentary proceedings of the Corporation in former sessions.

And it is proposed by the intended Act to take powers to stop up, alter, or divert, temporarily or permanently, so far as may be necessary or convenient for any of the purposes of the intended Act, all or any turnpike or other roads, highways, footpaths, passages, and places, sewers, drains, mains, and works, of every description, and to extinguish all existing rights and privileges which would or might in any way prevent or interfere with or delay the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges, and to repeal, alter, amend, and enlarge all or some of the provisions of the Act known as the Municipal Corporations Act, and of all Acts amending the same; also of the several local Acts following, or some of them (that is to say): 8th and 9th Vic., cap. 175; 16th and 17th Vic., cap. 22; 23rd and 24th Vic., cap. 70; 27th and 28th Vic., cap. 324; 29th and 30th Vic., cap. 286; 30th Vic., cap. 87; and 30th Vic., cap. 97, relating to the Company; 7th and 8th Geo. IV, cap. 46; 1st and 2nd Vict., cap. 34; 9th and 10th Vic., cap. 348; and 15th and 16th Vic., cap. 49; and the Sheffield

Improvement Act, 1871, relating to the Corporation, and all other Acts (if any) relating to the Corporation and the Company, or either of them, and to incorporate with the intended Act, as far as applicable to the Corporation, and to all or any of the objects of the intended Act, with such modifications as may be requisite, all or some of the provisions of "The Waterworks Clauses Acts, 1847 and 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869."

Printed copies of the 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 the 14th day of November, 1872.

John Yeomans, Town Clerk, Sheffield.

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

In Parliament.—Session 1873.

Hove Improvement.

(Formation of the Parish of Hove in the County of Sussex into one District under one Body of Commissioners for Purposes of Local Government, and constituting them the Urban Sanitary Authority throughout the District; Transfer of the Properties and Powers of the Brunswick Square and Terrace Commissioners, the West Hove Commissioners, the Guardians of the Poor for the Union of Steyning, and any other Local Authority (whether under Act of Parliament or otherwise) within the District to the New Commissioners, and the Extinction of the Jurisdiction of such Existing Bodies and Provision as to their Debts and Liabilities, and for their Dissolution; Extinction of Exemption of Lands in Schedule A of the Hove Improvement Act, 1858, from Improvement Purposes; Provision as to Enclosures and Pleasure Grounds; Adoption of the Acts 23 and 24 Victoria, cap. 30, 26 Victoria, cap. 13, 20, and 21st Victoria, cap. 81; Extended Powers in regard to Sanitary Matters, Streets, Sewers, and Drains, and Local Government, and compelling Compliance with Orders and Bye-laws; Police and Purposes in Relation thereto; Bye-laws; Rates; Purchase of Lands; Gas; Borrowing; Incorporation of General Acts; Amendment or Repeal of the Acts relating to Existing Commissioners, of the Public Health Act, 1872, and of "The Brighton Intercepting Outfall Sewers Act, 1870," as to Members of Sewers Board and otherwise.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next ensuing session for an Act to effect the objects, or some of the objects, mentioned in this notice; and in construing this notice the following expressions have the meanings hereby assigned to them, unless there be something in the subject or context repugnant to such construction.

The expression—"The Acts of 1830, 1851, and 1858"—means the following Acts, to wit:—

"An act for paving, lighting, watching, cleansing, and otherwise improving Brunswick-square and Brunswick-terrace and certain streets and other public places upon certain grounds, late part of a farm, called the Wick Farm, in the parish of Hove, in the county of Sussex."

"The Brunswick-square Improvement Extension Act, 1851."

"The Hove Improvement Act, 1858."

The expression "The existing districts," means the districts formed for improvement purposes in the parish of Hove by Act of Parliament or otherwise.

The expression "The District," means the parish of Hove, and includes the beach and foreshore of the sea down to low-water mark of high spring tides.

The expression "The existing Commissioners," means the Commissioners acting under the Acts of 1830, 1851, and 1858 respectively.

The expression "The existing Local Authority," means the guardians of the poor for the union of Steyning, and any other Corporation or person (other than the existing Commissioners) who now have or exercise sanitary or improvement powers within the parish of Hove, whether under Act of Parliament or otherwise.

The expression "Sanitary Acts," has the meaning assigned thereto in the Public Health Act, 1872.

The expression "The Commissioners," means the Commissioners to be appointed to execute the intended Act.

The objects of the Bill are as follows:—

1. To repeal wholly or in part, and to alter, amend, extend, enlarge, and consolidate the Acts of 1830, 1851, and 1858, and to make other provisions in lieu thereof, and to dissolve the Commissioners acting under those Acts respectively, and to provide for the winding up of their affairs.

2. To alter and amend the Public Health Act, 1872, so far as may be necessary for the purposes of the Bill.

3. To transfer to the Commissioners, by compulsion or by agreement, the property (real and personal) powers, rights, remedies, privileges, claims and demands of the existing Commissioners, and of the existing local authorities, so far as the same may be necessary or desirable for the purposes of the Bill, and to authorize or require the Commissioners to accept such transfer, and to take upon themselves the debts, liabilities, and obligations of the existing Commissioners and the existing local authorities, and to provide for the charging or apportionment thereof respectively, or some part thereof respectively, if deemed necessary or advisable, either over the district or over particular parts of the district, and generally to make such provisions with respect thereto as may be deemed expedient.

4. To make provision for the appointment and retirement by rotation of the Commissioners, and to prescribe their number and qualification, and to incorporate them by the title of "The Hove Commissioners," or by such other title as may be deemed expedient, and to declare that they shall be the Urban Sanitary Authority for the whole of the district, under "The Public Health Act, 1872," to the exclusion of any power or jurisdiction on the part of any existing Commissioners or existing local authority.

5. To provide that none of the lands comprised within the district, nor any owners, leasees, or occupiers in the district, shall be exempted by virtue of section 8 of the Act of 1858, or otherwise, from the jurisdiction of the Commissioners as transferees of the powers of the existing Commissioners, or as an Urban Sanitary Authority, or as acting under [the powers to be conferred upon the Commissioners by the Bill, and to repeal the said section 8 and the exemptions and

privileges therein contained, in favour of the persons and properties named in Schedule A to the Act of 1858.

6. To divide or make provision for dividing the district into six wards, or such other number as may be deemed expedient, or Parliament may prescribe, and to prescribe the number of Commissioners to be elected for each ward, and the qualification of persons entitled to vote at elections of Commissioners.

7. To alter and amend "The Brighton Intercepting and Outfall Sewers Act, 1870," in regard to the election of members of the Sewers Board by the Commissioners acting in execution of the Acts of 1830 and 1851, and by the Commissioners acting in execution of the Act of 1858, and to provide if need be, for the retirement of the members of the Sewers Board representing those Commissioners respectively, and for the nomination or election of members of the Sewers Board to represent the Commissioners, and otherwise as may be necessary.

8. To provide for the maintenance, management, improvement, regulation, and user of enclosures or pleasure grounds within the district by the Commissioners, or by Committees consisting of all or some of the Commissioners elected for the respective wards in which such enclosures or pleasure grounds may be situate, and to enable the Commissioners or such Committees to apply moneys to such purposes and to levy private improvement rates upon the owners, lessees, and occupiers of the properties in respect of which they have or claim the right of user of such enclosures or pleasure grounds respectively, and to grant licenses to use such enclosures or pleasure grounds, and to make bye laws, rules, and regulations for the use thereof, and to prevent the misuse thereof, and to enable the Commissioners and such Committees to borrow money on security of such private improvement rates, and of the income arising from the user of the enclosures or pleasure grounds.

9. To provide that the Acts (public and general) of the 23rd and 24th years of Queen Victoria, cap. 30, and of the 26th year of Queen Victoria, cap. 13, and of the 20th and 21st years of Queen Victoria, cap. 81, and the Acts to be read as one with the last-mentioned Act, shall be applied to the district, and that the expenses incurred thereby shall be paid by the Commissioners out of their corporate funds.

10. To give the Commissioners extended powers in regard to sanitary matters and the prevention of diseases.

11. To provide for the construction, repairs, maintenance, and management of streets, roads, and highways, and for prescribing the line and level thereof.

12. To give to the Commissioners enlarged powers in regard to sewers and drains, and the prescribing the mode of construction and the lines and levels thereof, and the maintenance and cleansing thereof.

13. To provide that, as regards the district, section 53 of the Local Government Act, 1858, shall extend to and include a power for the Commissioners to purchase, and for any Gas Company to sell, the undertaking of the latter to the Commissioners.

14. To confer upon the Commissioners additional powers for compelling compliance with their orders and bye-laws, and for removing or abating works or things done in contravention thereof.

15. To give to the Commissioners as respects the district the powers in regard to police purposes contained in the Acts of 1830, 1851, and

1858, or some of them, and to enable them to establish police barracks and a police superannuation fund, and to give them additional powers in regard to police purposes generally, and for preventing the commission of offences and nuisances and annoyances, and to enable them to prescribe the streets or routes along which alone certain carriages, carts, and other traffic shall be permitted to pass.

16. To enable the Commissioners to make bye-laws for any purposes which they may deem expedient, in order to ensure the better government and regulation of the district, and the proper construction and maintenance of buildings and matters appertaining thereto, or the execution of the Sanitary Acts or the intended Act, and to give the Commissioners extended powers for the recovery of moneys payable to them.

17. To authorize the Commissioners to make and levy a rate or rates for the purpose of discharging the principal and interest owing by the existing Commissioners, or by or to any local authority, and to make and levy such rates upon the owners, lessees, and occupiers of lands and property in the portion of the district in respect of which such debts are now due.

18. To empower the Commissioners to levy over and above all other rates which they are or may be empowered to levy, a rate or rates for the purposes of the Sanitary Acts, and the intended Act to be called "General District Rate," or by such other names as may be prescribed, and to levy such rate or rates upon the owners, lessees, and occupiers of lands and property in the district.

19. To enable the Commissioners to make and levy all tolls, rates, and duties, which they may require for the purposes of the intended Act, whether herein specifically mentioned or not, and to make and levy all tolls, rates, and duties under the provisions of the Sanitary Acts, or under the provisions to be contained in the intended Act, and to provide that the owners of any railway, within the district, shall be rateable to the full annual value thereof, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties.

20. To enable the Commissioners, under and in accordance with the provisions of the Sanitary Acts, with respect to the purchase of lands by compulsion, or by agreement, or under the provisions of the intended Act, to purchase by compulsion, or by agreement, any lands or any rights, easements, or privileges, in over, or under lands for all or any of the purposes of the intended Act.

21. To empower the Commissioners to raise moneys by mortgage or bond upon the security of the lands, properties, tolls, rates, duties, rents, and remunerations for the time being vested in them by virtue of the Sanitary Acts, and of the intended Act or any of them, and to raise such moneys under the powers contained in the Sanitary Acts, or under the powers contained in the intended Act.

22. To incorporate in the Bill, or to extend and make applicable to the purposes thereof, all or some of the provisions of the following General Acts, viz.:—the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Waterworks Clauses Acts, 1847 and 1863; the Gasworks Clauses Act, 1847; the Railway Clauses Consolidation Act, 1845; the Markets and Fairs Clauses Act, 1847; the Commissioners Clauses Act, 1847; the Towns Improvement Clauses Act, 1847; the Towns Police Clauses Act, 1847; the

Sanitary Acts, and all Acts amending or extending all or any of the Acts herein specified, and also to incorporate, wholly or partially, the Acts of 1830, 1851, and 1858, so far as the same respectively shall not be repealed or altered by the Bill.

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

Dated this 14th day of November, 1872.

Hill, Fitzhugh, and Woolley; Cooper and Williams, Brighton, Solicitors.

John Newall, 36, Great George-street, Westminster.

Henry E. Brown, 11, Pall Mall East, Parliamentary Agents.

In Parliament.—Session 1873.

Bootle-cum-Linacre (Borough Boundary).

(Part of the Township of Bootle-cum-Linacre to cease to belong to the Borough of Liverpool, and to form part of the Borough of Bootle-cum-Linacre; Amendment of Acts; Power to levy Tolls; and other Powers.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the mayor, aldermen, and burgesses of the borough of Bootle-cum-Linacre, in the county palatine of Lancaster (hereinafter called the Corporation) for leave to bring in a Bill for the following, or some of the following, amongst other purposes, that is to say:—

To enact and declare that after a time, to be named in the Bill, notwithstanding anything in Section 344, or in any other provision of the Mersey Dock Acts Consolidation Act, 1858, no part of the township of Bootle-cum-Linacre shall, for any purpose whatsoever, be deemed or be taken to be within or be part of the borough of Liverpool, but the same township and every part thereof shall be deemed and be taken to be within and shall be part of the borough of Bootle-cum-Linacre.

To alter, extend, and define the boundaries of the wards of the borough of Bootle-cum-Linacre.

To provide for the collection and recovery by the mayor, aldermen, and burgesses of the borough of Liverpool, of rates made or assessed before the commencement of the intended Act in respect of property within part of the township of Bootle-cum-Linacre, and to provide for the application thereof.

To preserve the jurisdiction of the magistrates of the borough of Liverpool and Justices of the Peace of Lancashire, with respect to offences committed within any part of the Liverpool Docks, and to make other provisions in relation thereto.

To make provision for the watching of so much of the Liverpool Docks as will lie within the proposed extended borough of Bootle-cum-Linacre, and for the expenses attending the same, and for exempting the Mersey Docks and Harbour Board from the payment of all or part of the watch rate.

To provide for the payment of the costs of the intended Act out of the borough fund or borough rate.

To repeal or amend some of the powers and provision of the Mersey Dock Acts Consolidation Act, 1858, or any Act altering, varying, amending, or extending that Act. To amend or repeal the powers and provisions, or some of them, of the local and personal Acts following, or some of them, that is to say:—5 and 6 Vic., cap. 44; 5 and 6 Vic., cap. 106; 6 and 7 Vic., cap. 75; 9 and 10 Vic., cap. 120; 9 and 10 Vic., cap. 127; 17 Vic., cap. 15; 18 and 19 Vic., cap. 155; 21 and 22 Vic., cap. 80; 24 and 25 Vic., cap. 42;

27 and 28 Vic., cap. 72; 27 and 28 Vic., cap. 78; 28 and 29 Vic., cap. 20; 29 and 30 Vic., cap. 293; 30 and 31 Vic., cap. 168; 30 and 31 Vic., cap. 173; 31 and 32 Vic., cap. 115; 31 and 32 Vic., cap. 175; 33 and 34 Vic., cap. 53; 34 and 35 Vic., cap. 184; and any other Act or Acts relating to the borough of Liverpool.

To enable the Corporation to levy tolls, rates, or duties, and to alter or vary any existing tolls, rates, or duties, and to confer, vary, or extinguish, any exemptions from payment of tolls, rates, or duties.

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

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

Dated this 13th day of November, 1872.

C. S. Goodman, Liverpool, Solicitor for the Bill.

Sharpe, Parkers, Pritchard, and Sharpe, 41, Bedford-row, London, Parliamentary Agents.

In Parliament.—Session 1873.

Halifax, Thornton, and Keighley Railways.

(Incorporation of Company; Railways from Thornton to Midland Railway at Keighley, and from neighbourhood of Queensbury to Halifax and Ovenden Railway; powers over undertakings of Midland, Great Northern, Lancashire and Yorkshire, and Keighley and Worth Railway Companies; powers to those Companies.)

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, amongst other purposes:—

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

A Railway No. 1 commencing by a junction with the Railway No. 1, authorized by the Bradford and Thornton Railways Act, 1871, in the township of Thornton, in the parish of Bradford, in a field belonging to the Reverend John Firth Franks, and occupied by Mr. Francis Craven, and numbered 72 on the plans, deposited with the Clerk of the Peace of the West Riding of the county of York in respect of the application for the said Act, such field being 150 yards or thereabouts south of the public highway called Alderscoles-lane, passing thence from, through, or into Thornton, Bradford, Headley, Denholme, Denholme-gate, Well-head, Birk-hill, Doe-park, Denholme Car, Cullingworth, Wilsden, Harden, Bingley, and Keighley, or some of those places, and terminating in the parish and township of Keighley, in a garden belonging to and in the occupation of Thomas Craven, Esquire, situate on the south-east of the Keighley and Bradford turnpike-road, and about 60 yards or thereabouts to the west of Low Mill House, in the occupation of the said Thomas Craven.

A Railway No. 2 wholly situate in the township and parish of Keighley, commencing by a junction with Railway No. 1 in a field belonging to the Duke of Devonshire, William Laycock, Thomas Rhodes Grace, and Thomas Cullingworth, or some of them, and in the occupation of Mr. Jonathan Mitchell, 30 yards or thereabouts south-west of

the large chimney of the brickworks belonging to and in the occupation of the said Messrs. William Laycock, Thomas Rhodes Grace, and Thomas Cullingworth, and terminating by a junction with the Keighley and Worth Valley Railway at a point 370 yards or thereabouts north-east of the bridge carrying that railway over the public road leading from Keighley to Harden, and called Park-lane.

A Railway No. 3 to commence by a double junction with the authorized line of the Bradford and Thornton Railway, one of such junctions to commence in a field adjoining Leys Bottom, No. 87 on the said deposited plans of the Bradford and Thornton Railway, in the township of Clayton, and parish of Bradford, belonging to John Foster, Esq., and occupied by Henry Robertshaw, and the other of such junctions to commence in a field 45 yards or thereabouts north-west of the public road called Brow-lane, leading from West Scholes to Hole Bottom, and which field is numbered 112 on the said deposited plans, in the same township, and belonging to Mr. Abraham Bower, and is occupied by Mr. John Scholesfield Briggs, and the said junctions will form a junction with each other in the same township in a field near to and on the north side of Bell Wood, 230 yards or thereabouts west of the said Leys Bottom, belonging to the said John Foster, Esq., and occupied by Mr. Joseph Holt; the said railway will pass from, through, or into Clayton, Bradford, Queenshead, Queensbury, Beggerington, Holdsworth, Northowram, Ovenden, and Halifax, and will terminate by a junction with the Halifax and Ovenden Junction Railway at or near the termination of the said railway as now in course of construction, in a field numbered 186, in the township of Ovenden, in the parish of Halifax, on the plans deposited with respect to the Halifax and Ovenden Junction Railway Act, 1864, which field belongs to the Lancashire and Yorkshire and Great Northern Railway Companies, and is about 100 yards south-west of Holmefield Mill.

All the said railways and works will be in the West Riding of Yorkshire.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorise the Great Northern, the London and North-Western, and the Lancashire and Yorkshire Railway Companies, or any of those Companies, to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and, if necessary, out of capital to be raised by them respectively under the powers of the Bill by shares and by loan, and with or without any priority of dividend or interest, and other advantage over their respective existing and authorised capitals; and to enable the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

To enable the Company on the one hand, and the said three Companies, and the Keighley and Worth Valley Railway Company, or any of those

Companies, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any part or parts thereof respectively; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways; the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic; and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To enable the Company and all Companies and persons lawfully using the railways of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected therewith respectively (that is to say):—

The Midland Railway Station at Keighley and so much of the Midland Railway as will give access to that station from Railway No. 1, hereinbefore described.

The Keighley and Worth Valley Railway.

The undertaking authorised by the Bradford and Thornton Railways Act, 1871, together with the use of the Lancashire and Yorkshire passenger station at Bradford, and the Great Northern goods station at Bradford, together with so much of the Lancashire and Yorkshire and Great Northern Railways as will give access to those stations.

The undertaking authorised by the Halifax and Ovenden Junction Railway Acts, 1864 and 1867.

The Bill will or may authorise the Great Northern, the Lancashire and Yorkshire, and the London and North Western Railway Companies, or any of them, jointly or severally, to execute the works hereinbefore described, and to exercise the powers hereinbefore specified, instead of the Company to be incorporated by the Bill, or it may authorise the said three Companies, or any of them, to execute the said works, and to exercise the said powers jointly with the Company, in such proportions and upon such conditions and subject to such restrictions as 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 the powers and provisions of the 9th and 10th Vic., cap. 71, and of any other Acts relating to the Great Northern Railway Company, the 1 and 2 Wm. IV., cap. 60, and 22 and 23 Vic., cap. 110, and any other Acts relating to the Lancashire and Yorkshire Railway Company; the 9 and 10 Vic., cap. 204, and any other Acts

relating to the London and North Western Railway Company; and the 25 and 26 Vic., cap. 90, and any other Acts relating to the Keighley and Worth Valley 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 West Riding of the county of York, 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 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 15th day of November, 1872.

Barr, Nelson, and Barr, 4, South-parade, Leeds, Solicitors for the Bill.

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

In Parliament.—Session 1872.—3.

Ross and Ledbury Railway.

(Incorporation of Company; Construction of Railways from Ross to Ledbury; Conversion into Railway of Canal between Dymock and Ledbury; Commutation of Canal Rent-charge into Stock of the Great Western Railway Company; Working Agreements; Powers to Great Western, and Ross and Monmouth Railway Companies to subscribe; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to incorporate a Company (hereinafter called "the Company"), and to confer on the Company power to make and maintain the following railways, with all proper stations, approaches, works, and conveniences connected therewith respectively, that is to say:—

1. A railway, commencing in the parish of Ross, in the county of Hereford, by a junction there with the Great Western Railway, about five chains to the eastward of the passenger shed of the said Great Western Railway at Ross, and terminating in the parish of Dymock, in the county of Gloucester, in a pasture field, called the "Four Acres," situate near a place called "The Maypole," and belonging, or reputed to belong, to Reginald Wynniatt, Esquire, and in the occupation of Charles Price, and numbered 1534 on the tithe commutation map of the parish of Dymock, which intended railway Number 1 will be situated within, or pass from, in, through, or into the following parishes, townships, and places, or some of them, that is to say:—

Ross, Weston-under-Penyard, Brampton-Abbotts, Upton-Bishop, Linton, Yatton, and Much Marcle, in the county of Hereford, and Kempsey and Dymock, in the county of Gloucester.

2. A railway to be wholly situated in the parish of Ross, commencing by a junction with the Ross and Monmouth Railway, at or near the bridge whereby the turnpike road leading from Ross to Gloucester is carried over the said Ross and Monmouth Railway, and terminating by a junction with Railway No. 1, in a field called "The Moors," part of the glebe lands of the rectory of Ross, and numbered 488 on the tithe commutation map of the said parish of Ross.
3. A railway commencing in the parish of Dymock, at the hereinbefore described termination of Railway No. 1, and terminating in the parish of Ledbury, in the county of Hereford, by a junction with the Great Western Railway, at the western extremity of the bridge, whereby the Great Western Railway is carried over the public highway leading from Ledbury to Bromyard; which intended Railway No. 3 will be situated within, or pass from, in, through, or into the following parishes, townships, and places, or some of them, that is to say:—Dymock, Kempsey, and Preston, in the county of Gloucester; Much Marcle, Little Marcle, Yatton, Donnington, and Ledbury, in the county of Hereford.

To enable the Company to purchase by compulsion, and also by agreement, land, houses, canals, and hereditaments for the purposes of the said proposed railways and works connected therewith; to levy tolls, rates, and charges upon or in respect of the proposed railways and works; to confer exemptions from the payment of tolls, rates, and charges; to vary or extinguish all existing rights and privileges inconsistent with the objects of the intended Act; and to confer other rights and privileges.

To enable the Company to cross, divert, alter, or stop up, for the purposes of the intended Act, and either temporarily or permanently roads, streets, ways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, tramroads, and watercourses within or adjoining the parishes and places aforesaid, or any of them.

To authorize the Company to stop up and discontinue the navigation of that portion of the Hereford and Gloucester Canal, now vested in the Great Western Railway Company, which lies between Dymock and Ledbury; and to appropriate and utilize for the purposes of the intended railways, all or any part of the said canal between the places aforesaid, freed and discharged from all duties, liabilities, and responsibilities connected with that part of the said canal, and to enter into and give effect to agreements between the Company and the Great Western Railway Company for the sale and purchase of that part of the said canal, and to authorize the Great Western Railway Company to sell the same and to substitute stock, either with or without a preference or priority, of that Company for the canal rent charge of £5,000 per annum, now payable under the Great Western Railway (Hereford and Gloucester Canal Vesting) Act, 1870, to the Company of Proprietors of the Herefordshire and Gloucestershire Canal Navigation.

The Act will authorise and give effect to contracts and arrangements between the Company, on the one hand, and the Great Western Railway

Company and the Ross and Monmouth Railway Company, or either of them, on the other hand, for or with reference to the management, maintenance, working and use of the whole or any part of the railways of the Company and some part or parts of the railways of the said other Companies, and the stations, sidings, works, and conveniences connected with such railways, the supply and maintenance of engines, rolling stock, and plant; the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising from the aforesaid railways, stations, and other works, and from any traffic passing over any other lines of the said Companies; the contributions, payments, and allowances to be made by any or either of the said Companies to the others or other of them, for, or with reference to, or on account of, all or any of the objects of the intended Act, or of any contracts or arrangements, and the application thereof; the services, facilities, and accommodation to be afforded, made, and provided by all or any of the said Companies, to or for the benefit of all or some of them, and any matters incidental thereto or connected with the objects and purposes aforesaid.

To empower the Great Western Railway Company and the Ross and Monmouth Railway Company, or either of them, to take and hold shares in and subscribe towards the said intended undertaking of the Company, or any part thereof, and for those purposes to empower the Great Western Railway Company and the Ross and Monmouth Railway Company to apply their corporate funds, and to raise further capital by the creation of new shares or stock, with or without preference or priority in payment of interest or dividends, or other privileges, and by borrowing on mortgage; and to empower the Great Western Railway Company and the Ross and Monmouth Railway Company, or either of them, to appoint directors of the Company.

The intended Act will incorporate all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; and it will alter, amend, extend, and enlarge or repeal all or some of the provisions of the local and personal Acts following, or some of them, viz., 5 and 6 William IV, cap. 107; the Great Western Railway (West Midland Amalgamation) Act, 1863; the Great Western Railway (Hereford and Gloucester Canal Vesting) Act, 1870; and of all other Acts relating to the Great Western Railway Company or the said canal; the Ross and Monmouth Railway Acts, 1865, 1867, and 1871.

Plans and sections in duplicate, showing the lines and levels of the said intended railways and works, and describing the lands intended to be taken under the powers of the intended Act, together with a book of reference to such plans, containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands, and an Ordnance or published map, with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November in the present year, with the Clerk of the Peace for the county of Hereford, at his office at Hereford, and with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester; and so much of the said plans, sections, and book of reference as

relates to each of the parishes or townships in or through which the said railways and works are proposed to be made, and within which such lands are situate, and also a copy of the said Gazette notice will be deposited on or before the 30th day of November in the present year with the parish clerk of each such parish or township, at his residence, and in the case of any extra-parochial place, with the parish clerk of some immediately adjoining parish at his residence.

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

Dated this 12th day of November, 1872.

Masefield and Sons, Ledbury. } Solicitors.

Minett and Son, Ross.

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

I. Parliament.—Session 1873.

Metropolitan Railway.

(Consolidation of Stocks; Additional Capital; Regulation of Capital; Abandonment of Railway beyond Aldgate; Additional Lands; Arrangements with Metropolitan District Railway Company; Variation of Agreements with Great Western, Great Northern, Midland, and London, Chatham, and Dover Railway Companies; Agreements with Railway Companies having termini in or access to London; Powers with respect to Metropolitan and Saint John's Wood Railway; Amendment of Acts).

APPLICATION is intended to be made to Parliament, in the next session thereof, by the Metropolitan Railway Company (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 authorise the consolidation of the various preference or guaranteed stocks or shares of the Company into a smaller number of stocks, by such means, and subject to such conditions and restrictions, as the Bill shall prescribe, and with that view to extinguish certain of the said stocks, and to create other stocks in lieu thereof, and to make payments to the holders of the said stocks by way of equalising their interests.

To enable the Company to apply to the purposes of the Bill any existing funds under their control or which they have power to raise, and for the same purposes and for the general purposes of their undertaking to raise further capital by shares, whether preferential or ordinary, and with or without any special privileges or restrictions, and by borrowing, or by any of those means, and to regulate the capital of the Company, and to attach to any portions of the capital which the Company are already authorised to raise any preferences or privileges which the Bill may define, and to enable the Company, upon such conditions as the Bill may define, to attach parts of their capital to particular portions of their undertaking, and to repeal the provision contained in the 23rd section of "The Metropolitan Railway Act, 1868" (31 and 32 Vict., cap. 19).

To enable the Company to purchase, by compulsion or otherwise, additional lands adjoining the authorised line of railway of the Company in the parishes of Saint Stephen, Coleman-street, and Saint Botolph Without, Bishopsgate, in the City of London, and in the parish of Saint Mary Abbott, Kensington, in the county of Middlesex, near Methwold's Almshouses, and to enable the Company to stop up Cromwell-lane, in the last-mentioned parish, and to extinguish all rights of way therein, and to appropriate to the Company

the soil thereof, or of so much thereof as the Bill shall define.

To authorise the Company to abandon so much of their undertaking as was intended to be constructed between the north-west side of High-street, Aldgate, and the authorised terminus of the said railway at Trinity-square.

To enable the Company to sell and demise and otherwise dispose of any superfluous lands (which expression in this notice includes houses, buildings, and all other hereditaments) now held by the Company, whether such lands were acquired for the purposes of their existing undertaking, or acquired under the authority of any Acts the powers of which have expired, or under whatever circumstances the same lands may have been acquired or are now held by the Company, and to enlarge, amend, and explain the powers contained in the several Acts relating to the Company concerning the sale, demise, or other disposition of the lands of the Company, and to enable the Company to retain portions of land which may now be deemed superfluous, notwithstanding anything contained in the said Acts or in "The Lands Clauses Consolidation Act, 1845."

To authorise the Company to enter into arrangements with the Metropolitan District Railway Company with respect to lands held or used in common by the two Companies, or which they both are or may from time to time be authorised to purchase, and with respect to any works common to or which may be used in common by both Companies, and the method and cost of executing and maintaining any such works, and the payments to be made by the said Companies respectively with relation to the foregoing matters, and for that purpose to extend the powers contained in "The Metropolitan District Railway Act, 1864," and the Bill will confirm any awards which may have been made under or by virtue of the said Act, with respect to the matters aforesaid, and especially an award of Mr. John Fowler.

To enable the Company, on the one hand, and all Railway Companies having termini within the metropolis, or having access to the metropolis, by running powers, agreement, or otherwise, on the other hand, to agree together for the grant of mutual running powers, or mutual arrangements for the transmission of traffic in the trucks and carriages of the contracting Companies, and generally for the use of the undertakings of the contracting Companies, and the conduct of the traffic thereon, and the payments to be made, and the conditions to be performed with respect to the foregoing matters, and the Bill will enlarge, extend, and vary the powers of the said Companies, and also the agreements already subsisting between the Company and the Great Western, the Great Northern, the Midland, and the London, Chatham, and Dover Railway Companies, or some or one of such Companies, and the tolls and charges payable by the same Companies, or some or one of them, under the said agreements or otherwise, in respect of the use of the undertaking of the Company, or of any parts thereof, or of services to be performed by the Company.

To enable the Company to subscribe funds towards the capital of the Metropolitan and Saint John's Wood Railway Company, or to purchase or hold shares in the said capital, or to vest or provide for the vesting in the Company of the undertaking of the Metropolitan and Saint John's Wood Railway Company, and of all its lands, railways, rights, powers, and privileges, either by purchase thereof or the exchange of the shares and stock of the last-named Company for shares or stock or securities of the Company, or by the

amalgamation of the two Companies, and of their several capitals and undertakings, and to provide for the dissolution of the Metropolitan and Saint John's Wood Railway Company, and the performance by the Company of all the duties and obligations imposed on or attaching to the dissolved Company, at the time of the transfer. And the Bill will vary, extend, or repeal the Acts relating to the Metropolitan and Saint John's Wood Railway Company, and bearing its name, passed in the years 1864, 1865, 1866, 1868, and 1870.

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 following and of any other Acts relating to the Company and bearing its name, passed in the years 1854, 1855, 1856, 1857, 1859, 1860, 1861 (two Acts), 1862, 1863, 1864 (three Acts), 1865, 1866, 1867, 1868, 1869, 1870, 1871, and 1872.

Duplicate plans describing the lands, houses, and other property proposed to be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell-green, and with the clerk of the peace for the City of London, at his office, at the Sessions House, in the Old Bailey; and with respect to the lands at Kensington, with the vestry clerk for the parish of Saint Mary Abbott, Kensington, at his office, High-street, Kensington, and with respect to the lands in the City of London, with the parish clerks of the respective parishes, at their residences.

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.

Burchells, 5, Broad Sanctuary, Solicitors for the Bill.

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

In Parliament.—Session 1873.

Great Northern Railway.

(Additional Powers.)

(Railways at Peterborough and at Barkston; Additional Lands; Relinquishment of Tottenham and Hampstead Branch of Edgware, Highgate, and London Railway; Additional Capital; General Powers; Amendment of Acts.)

APPPLICATION is intended to be made to Parliament in the next Session thereof by the Great Northern 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, that is to say:—

A railway (No. 1) commencing by a junction with the Great Northern Railway, in the parish of Fletton, in the county of Huntingdon, at a point seven chains or thereabouts south of the bridge

carrying the public road leading from Fletton to Woodstone over the said railway, passing thence through or into the following parishes and places or some of them (that is to say):—Fletton, Woodstone, Orton otherwise Overton Longville, all in the County of Huntingdon, and terminating in the said Parish of Orton otherwise Overton Longville at or near a place called Botolph Bridge Stairs, owned by the Marquis of Huntly and occupied by William Godwin, by a Junction with the Northampton and Peterborough Branch of the London and North-Western Railway.

A Railway (No. 2) commencing about two chains east of the point at which the Nottingham and Grantham Branch of the Great Northern Railway crosses on the level the public road leading from Barrowby to Allington, in the Parish of Barrowby, passing thence through or into the following parishes and places or some of them (that is to say):—Sedgebrook, Barrowby, Great Gonerby, Marston, Belton, Syston, and Barkston, all in the Parts of Kesteven, in the County of Lincoln, and terminating in the Parish of Barkston by a junction with the main line of the Great Northern Railway at a point about 14 chains south of the point at which the Great Northern Railway crosses on the level the public road leading from Barkston to Marston.

To enable the Company to purchase by compulsion or agreement the lands hereinafter described (in which terms houses buildings and other hereditaments are in this Notice included that is to say):—

Land at Seven Sisters Road and Clarence Road, in the Parish of St. Mary Islington, in the County of Middlesex, abutting on the East upon the Great Northern Railway.

Lands at Wood Green Station on the Great Northern Railway, in the Parish of Tottenham, in the County of Middlesex.

Lands near the King's Cross Station of the Great Northern Railway, in the Parish of St. Pancras, in the County of Middlesex. And to stop up the following streets or roads in connection with the last mentioned lands;—Ashby Street, Northampton Street, Edmund Street, Norfolk Street, and to divert Suffolk Street.

Lands in the Parish of St. Mary Islington, in the County of Middlesex, bounded on the South and West by the side of Albert Place and Victoria Place, and other lands in the same parish in the immediate neighbourhood of Highbury Hill Park.

Lands at Hitchin on the East side of the Great Northern Railway and the Hitchin Station, in the Parish of Hitchin, in the County of Hertford.

Lands at Peterborough on both sides of the River Nene, on the one side of the River in the Parish of Fletton, in the County of Huntingdon; and, on the other side of the River, in the Parish of St. John the Baptist, in the City of Peterborough, in the County of Northampton.

Lands lying between Peterborough and New England, bounded on the West by the Great Northern Railway, in the Parish of St. Mark, Peterborough, in the County of Northampton.

Lands on both sides of the Essendine Station on the Great Northern Railway in the Chapelry of Essendine in the Parish of Ryall in the County of Rutland.

Lands at Bourn Station on the Great Northern Railway and on the south side thereof in the

Parish of Bourn, in the Parts of Kesteven, in the County of Lincoln.

Lands at Spalding Station on the loop line of the Great Northern Railway, in the Parish of Spalding, in the Parts of Holland, in the County of Lincoln.

Lands on the south side of the Bingham Station on the Grantham and Nottingham Line of the Great Northern Railway, in the Parish of Bingham, in the County of Nottingham.

Lands on the Northern side of the Great Northern Railway and Station in the Parish of Sneinton, in the County of Nottingham.

Lands on the east side of the Retford Station on the main line of the Great Northern Railway, in the Parish of Ordsall, in the County of Nottingham.

Lands at Wrenthorpe Junction in the Township of Stanley-cum-Wrenthorpe, in the Parish of Wakefield, in the West Riding of the County of York.

Lands on the South West side of the Sandal Station on the West Riding and Grimsby Railway, in the Parish of Sandal Magna, in the West Riding of the County of York.

Lands on the South side of and adjoining the main line of the Great Northern Railway in the Township and Parish of Bradford, in the West Riding of the County of York, near the Laister Dyke Station of the same Railway.

To enable the Company to divert the road called Southwood Lane in the Parish of St. Mary, Hornsey, in Middlesex, near Upton Farm and Southwood Villa, such diversion extending for a distance of about 200 yards, and to extinguish all rights of way over the existing road within such limits and to vest in the Company the site of the road within those limits.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, streets, roads, tramways, sewers, drains, pipes, navigations, rivers, streams, watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the lines and level of the intended railways 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 purpose of the said intended railways and works; to levy tolls, rates, and charges in respect of the said intended railways and works, and to exercise other rights and privileges.

To authorise the Company to apply their existing funds, and any moneys which they have still power to raise, to the purposes of the said Bill and for the same purposes and for the general purposes of the Company to raise additional capital by shares, and by borrowing, and to attach to all or any of such shares any guaranteed or preferential dividend or any other rights or privileges, and otherwise to make provisions with respect to the capital of the Company,

To authorise the Company to stop up and to extinguish all rights of way in and over Cherry Street, and Little Cherry Street, in the Parish of St. Alkmund, and Short Street, South Street, Baxter Street, and New Street, otherwise Granville Street, in the Parish of St. Werburgh, in the Town of Derby, and to appropriate and vest in the Company the soil of such portions of the said streets as the Company are authorised to take for the purposes of "The Great Northern Railway (Derbyshire and Staffordshire) Act, 1872," or as are shown within the limits of deviation defined upon the Plans deposited with respect to the said Act,

and for this purpose to amend and extend the powers of the said Act.

To authorise the abandonment of the railway authorised by the Edgware, Highgate, and London (Junction) Railway Act, 1865, and therein described as a railway wholly in the Parish of St. Mary, Islington, to commence by a junction at Crouch Hill with the then authorised Edgware, Highgate and London Railway (which railway is now vested in the Great Northern Railway Company) and to terminate by a junction with the then authorised line of the Tottenham and Hampstead Junction Railway, at or near the Holloway Road, and to authorise the repayment or transfer by the Court of Chancery of any stocks now remaining in the name of the Accountant-General of the said Court, in respect of the application to Parliament for the said Act, together with all interest or dividends which may have accrued thereon, and for this purpose to amend the said Act, and to alter the capital of the Company and their power to raise by shares or by borrowing the capital authorised to be raised under the said Act of 1865.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863 and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the 9th and 10th Vic. cap. 71, the 35th and 36th Vic. cap. 139 and any other Acts relating to the Company.

Duplicate Plans and Sections describing the lines, situation, and levels of the proposed works and the lands, houses, and other property in or through which they will be made, and duplicate Plans of the lands to be taken and of the streets to be closed 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 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 as follows:—

With respect to the Railway No. 1, at the office of the Clerk of the Peace for Huntingdonshire, at his office at Huntingdon; and with respect to the Railway No. 2, and to any lands to be taken in the parts of Kesteven, in Lincolnshire, with the Clerk of the Peace for those parts at his Office at Stamford; and with respect to lands to be taken or works to be executed in the following Counties or Divisions at the offices of the Clerks of the Peace of those several Counties or Divisions as hereinafter mentioned, namely, for the parts of Holland, in Lincolnshire, at Boston; for the County of Middlesex, at the Sessions House, Clerkenwell Green; for the County of Hertford, at St. Albans; for the County of Northampton, at Northampton; for the City of Peterborough, at Peterborough; for Huntingdonshire, at Huntingdon; for the County of Rutland, at Oakham; for the County of Nottingham, at Newark; for the West Riding of the County of York, at Wakefield; and for the County of Derby, at Derby.

And on or before the same day a copy of so much of the said Plans, Sections, and Book of Re-

ference 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, excepting that in the case of St. Mary, Islington, the plans and other documents will be deposited at the office of the Vestry Clerk of that same Parish in the Vestry Hall of that Parish, 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 11th day of November, 1872.

Johnston, Farquhar, and Leech, 65, Moorgate Street, E.C., Solicitors for the Bill.
Dyson and Co., 24, Parliament Street, Westminster, Parliamentary Agents.

In Parliament—Session 1873.

Carlisle and Silloth Bay Railway and Dock and the Port Carlisle Dock and Railway Companies.

(Alteration and Re-adjustment of Capital, Rights, and Priorities of Preference, Debenture, and other Shareholders; Vesting undertakings in North British Railway Company; Power to North British Railway Company to raise money to create Preference and other Shares; to Alter, Amend, and Repeal 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 amongst other purposes, that is to say:—

To alter, modify, and re-adjust the share and loan capitals of the said two Companies or either of those Companies and the rights and priorities of holders of stock and shares, whether debenture, guaranteed, preference, or ordinary, in the Capital of the said two Companies, and to alter, vary, modify, define, and regulate the rights or priorities of the holders of such several shares or stock and to give effect to and confirm any arrangement with reference to the matters aforesaid to which consent may be given by the holders of any portion of such shares or stock, of the capital of the said two Companies respectively, and to provide for paying off of the existing debenture stock of the two Companies or either of them, and for the surrender and cancellation of the existing debenture and guaranteed stock and preference and other shares, and the creation and issue of new stock and shares in lieu thereof, and to enable the said two Companies or either of them to provide a sinking fund to be applied in such manner as may be prescribed by the said intended Act in and towards the redemption of all or any of the aforesaid debenture and guaranteed stock or preference shares of such Companies or either of them, or by way of guarantee for the payment of dividends on such stock or shares or either or any of them.

To make further and other provisions with respect to the management of the affairs of the said Companies, or either of them, and to attach to such shares or stock, whether debenture, guaranteed, preference, or ordinary, such interest or dividend as may be considered expedient, and to define and regulate the application of the revenues of the Company.

To enable and require trustees, executors, guardians, and persons having a limited interest to consent to any arrangements which may be made under the powers of the intended Act, and to take and accept debenture and other stock and

shares of the said Companies, or of the North British Railway Company, or either of the Companies in lieu of existing shares, debentures, and other securities, and the interest thereon.

To enable the said two Companies or either of them, and the North British Railway Company, to enter into and carry into effect contracts, agreements, or arrangements with reference to the vesting, sale, or transfer of the undertakings of the said two Companies, or either of them, to the North British Railway Company, or for the amalgamation of the undertakings of the said two Companies, or either of them, with the North British Railway Company, and to confirm and (738)

give effect to any agreement or agreements for any of those purposes entered into before the passing of the intended Act; for the dissolution in certain events of the said two or one of those Companies, and for other purposes, and to make provisions in respect thereto, and for the purpose of merging in the North British Railway Company all the rights, powers, and privileges of the said two Companies or either of such Companies with reference to their respective undertakings.

To vest or provide for the vesting of the undertakings of the said two Companies, or either of them in, and the amalgamation thereof with the undertaking of the North British Railway Company upon such terms and conditions as may be agreed upon, or as may be provided for or prescribed by the intended Act.

To authorize if need be the exchange or substitution of preferred guaranteed or ordinary shares or stock of the North British Railway Company, for shares or stock of the said two Companies, or either of such Companies, and to enable the North British Railway Company to create, or issue preference, or other shares, or stock for that purpose.

To dissolve or provide for the dissolution of the said two Companies, and to provide for the exercise and fulfilment by the North British Railway Company, in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants of all the rights, powers, privileges, liabilities, and obligations of the said two Companies, or either of those Companies, whether with reference to the acquisition of lands, the construction or maintenance of works, the levying of tolls, rates, and charges, the granting or issuing of mortgages, or bonds, or otherwise; and for the conversion into shares or stock of the North British Railway Company, of the shares or stock in the capital of the said two Companies or either of them.

To enable the North British Railway 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 additional capital by the creation of shares or stock, with or without a preference guarantee or priority in payment of dividends, and by mortgage or borrowing, or by any of such means.

To vary and extinguish all rights and privileges which may interfere with any of the objects and purposes aforesaid, or with the objects and purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, enlarge, or if need be to repeal, so far as may be necessary, all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, that is to say:—The Acts 18 and 19 Vic., cap. 153; 25 and 26 Vic., cap. 45, and all other Acts relating to the Carlisle and Silloth Bay Railway and Dock Company. The Act 16 and 17 Vic., cap. 119, relating to the Port Carlisle Dock and Railway Company. The Act

25 and 26 Vic., cap. 189, and the several Acts relating to the North British Railway Company, and the undertakings connected therewith (that is to say), the Acts passed in the Sessions held respectively in the 49th, the 54th, the 57th, and the 59th years of the reign of King George the 3rd; the 2nd, the 4th, the 5th, the 7th, the 10th, and the 11th years of the reign of King George the 4th; and the 1st, 3rd, and 4th, 5th, and 6th, the 6th and 7th, and the 7th years of the reign of King William the 4th; 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 the 35th and 36th years of the reign of her present Majesty, and all other Acts relating to the Company or the Companies connected therewith.

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.

Durnford and Co., Parliament-street,
Westminster.

In Parliament.—Session 1873.

Metropolitan Bridges.

(Freeing of certain Bridges from Toll; Extension of Coal and Wine Duties and other powers; power to lend monies for purposes of Kew and other Bridges Act, 1869; Repeal and Amendment of Acts).

NOTICE is hereby given, that the Metropolitan Board of Works (who are herein referred to as "the Board") intend to apply to Parliament in the next Session for leave to bring in a Bill to provide for the freeing from Toll, and throwing open to the public, the following Bridges, or some of them, that is to say:—Hammersmith Suspension Bridge, Fulham otherwise Putney Bridge, Wandsworth Bridge, Battersea Bridge, Albert Bridge, Chelsea Suspension Bridge, Vauxhall Bridge, Lambeth Bridge, Waterloo Bridge, and Deptford Creek Bridge.

To authorise agreements with the several proprietors of the said respective Bridges, and the lessees, mortgagees, trustees, creditors, and other persons interested in the tolls on any of such Bridges, as to the sums of money or compensation to be paid in respect of the said respective Bridges, or any of them, with a view to throwing the said Bridges, or some of them, open to the public free from toll; and where no such agreement is come to, to authorise and require the amount of compensation to be settled in manner provided by "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869" (as amended by "The Regulation of Railways Act, 1868"), with respect to the purchase and taking of lands otherwise than by agreement, and for this purpose to extend to the Bill the compulsory powers of purchase, and the other needful provisions of those Acts.

To provide that on payment of the moneys agreed upon or ascertained in manner before-mentioned, the said respective Bridges shall thenceforth be free, and that toll shall no longer be taken thereat, and that the Bridges so freed shall afterwards be maintained as County Bridges,

or by such persons, bodies, and corporations in such proportions, and out of such rates. and by such means as the Bill may define, or Parliament may prescribe; and if need be, to authorise the levying of a special rate or rates within all or any of the counties, or some part of the counties and districts in which the said bridges are respectively situate, for the purposes of such maintenance.

To enable the Board on the one hand and the South Eastern Railway Company on the other hand to contract and agree for the passing of traffic over the Hungerford and Lambeth Suspension Foot Bridge, now called the Charing Cross Bridge and the Cannon Street Railway Bridge, free from toll in consideration of the payment to the said Railway Company of an annual payment or a sum in gross.

To enable the Board to lend or provide monies to the Joint Committee appointed under and acting in execution of "The Kew and other Bridges Act, 1869," for the purpose of enabling them to free from toll such of the bridges mentioned in that Act as have not yet been freed.

To extend wholly or partially the London Coal and Wine Duties beyond the 5th day of July, 1869, and to charge the moneys to be paid and expended under the Bill upon the said duties, and to enable the Board to raise the necessary funds for the purposes of the Bill by mortgage, or other disposition of the said Coal and Wine Duties.

To amend and enlarge some of the powers and provisions of (among other Acts) "The Metropolis Management Act, 1855," "The Metropolis Management Amendment Act, 1856," "The Metropolis Management Amendment Act, 1862," "The Thames Embankment and Metropolis Improvement (Loans) Act, 1864," "The Thames Embankment and Metropolis Improvement (Loans) Act, 1868," "The Metropolitan Board of Works (Loans) Acts, 1869 to 1871," and of "The London Coal and Wine Duties Continuance Act, 1861," and of the several other London Coal and Wine Duties Continuance Acts, and of "The Kew and other Bridge Acts, 1869."

To vary and extinguish all rights and privileges which would interfere with any of the objects of the Bill, and to confer all such other rights, powers, and privileges as may be necessary or expedient in carrying out the said objects.

To amend or repeal the following Acts of Parliament, namely, the 5th George IV., c. 112; 9th George IV, c. 52, and any other Acts relating to Hammersmith Suspension Bridge; the 12th George I, cap. 36; 1st George II, c. 18; 26th and 27th Vic. c. 211, and any other Acts relating to Fulham, otherwise Putney Bridge; 27 and 28 Vic., c. 138—30 and 31 Vic. c. 201, and 33 and 34 Vic., c. 125, relating to the Wandsworth Bridge; 6th George III, c. 60, and any other Acts relating to Battersea Bridge; "The Albert Bridge Act, 1864," "The Albert Bridge Act, 1869," "The Albert Bridge Act, 1871," and any other Acts relating to Albert Bridge; the 9th and 10th Vic., c. 39; 21st and 22nd Vic., c. 66, and any other Acts relating to Chelsea Bridge; the 49th George III, c. 142; 52nd George III, c. 147; 6th George IV, c. 31; 21st and 22nd Vic. c. 32, and any other Acts relating to Vauxhall Bridge; the 24th and 25th Vic., c. 117, and any other Acts relating to Lambeth Bridge; the 40th George III, c. 191; 53rd George III, c. 184; 56th George, III, c. 63; 58th George III, c. 28, and any other Acts relating to Waterloo Bridge; the 6th and 7th Wm. IV, c. 133; 6th and 7th Vic., c. 19; 8th and 9th Vic., c. 62; 12th and 13th Vic., c. 51; 14th and 15th Vict., c. 144; 22nd and 23rd Vic., c. 81,

23rd and 24th Vic., c. 147, and any other Acts relating to the Hungerford and Lambeth Suspension Foot Bridge, now called the Charing Cross Bridge, and to the South Eastern Railway Company; the 43rd George III, c. 131, and any other Acts relating to Deptford Creek Bridge; and to provide for the dissolution and winding-up of the affairs of any company or companies incorporated by any of these Acts; and the distribution and application of the purchase moneys.

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.

J. E. Wakefield, Clerk to the Metropolitan Board of Works, Spring-gardens.

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

In Parliament.—Session 1873.

Trowbridge Water Supply.

(Re-Incorporation of Trowbridge and District New Water Company (Limited). Powers to maintain Works and construct New Works, and to supply Trowbridge and other places in Wiltshire. New sources of supply and compensation Water. Further Money Powers. Arrangements with Local Bodies Further provisions as to Trowbridge Water Company Limited, and the vesting of their property in the New Company.)

A PPLICATION is intended to be made to Parliament next session by the Trowbridge and District New Water Company Limited, (hereinafter called "the existing Company,") for an Act to effect the objects or some of the objects following, viz. :—

1. To annul the memorandum of association of the existing Company, and to incorporate into a new Company under a new name, the proprietors of the existing Company, and if so thought fit, to dissolve the existing Company.

2. To declare, define, and regulate the undertaking capital and borrowing powers of the new Company, so to be incorporated as aforesaid (hereinafter called "the new Company"), and to make provision for the regulation and management of their affairs and proceedings, and in addition to the powers of raising money and borrowing which the existing Company now have, to enable the new Company to raise money by the creation of new shares and stock in their undertaking, with or without preference or priority, or other special privileges, and by borrowing, and to create and issue debenture stock.

3. To vest in the new Company all the undertaking, works, property, stock and plant, rights, powers, and privileges, licences and agreements, and benefits of licences and agreements, of the existing Company.

To empower the new Company to effect the objects or some of the objects following, viz. :—

4. To supply with water for public and private purposes, the following towns, townships, parishes, chapelries, and places, or some of them, that is to say, the town and parish of Trowbridge, the town and parish of Westbury, and the townships, parishes, chapelries, and places of North Bradley, Steeple Ashton, Hilperton, Upton Scudamore, Semington, and Whaddon (all in Wiltshire), and to lay, take-up, and alter, and repair mains, pipes, and other works in and through the same.

5. To open, break-up, cross, alter, and divert or stop up, temporarily or permanently, streets, roads, highways, footpaths, bridges, railways,

tramways, canals, sewers, drains, watercourses, streams, and rivers within the aforesaid towns, townships, parishes, chapelries, and places.

6. To levy water rates and rents for the supply of water, and to vary or extinguish exemptions from the payment thereof, and to vary the rates and rents now, or heretofore, levied by the existing Company, or the Trowbridge Water Company Limited.

7. To maintain, alter, enlarge, extend, and improve the existing water-mains, and pipes, within the town and parish of Trowbridge.

8. To make and maintain the following water-works, or some of them, with all necessary approaches, works, and conveniences connected therewith, viz. :—

(A.) A collecting tank, with pipes, and other apparatus in Upton Scudamore Parish, in Wiltshire, situate at or near the source or head of the Biss Brook and partly in the garden belonging and adjoining to a cottage of which Richard Leckonby Hothersole Phipps, Esquire, is the owner or reputed owner, and Charles Carpenter is the occupier, and which cottage and garden are numbered 179 on the tithe commutation map for Upton Scudamore Parish, and partly in the north-western end of the field belonging, or reputed to belong, to Richard Leckonby Hothersole Phipps, Esquire, and occupied by Isaac Godwin Pearce, and which field is numbered 180 on the tithe commutation map for Upton Scudamore Parish, or wholly in the said garden, or wholly in the north-western corner of the said field.

(B.) A collecting tank, with pipes and other apparatus in Upton Scudamore Parish aforesaid, in the garden belonging and adjoining to a cottage, of which Edward Stent is the owner, or reputed owner, and occupier, and which cottage and garden are numbered 178 on the tithe commutation map for Upton Scudamore Parish.

(C.) A collecting tank with pipes and other apparatus in Upton Scudamore Parish aforesaid, partly in the garden belonging and adjoining to a cottage of which William Deacon is the owner or reputed owner, and Isaac Carpenter is the occupier, and which cottage and garden are numbered 172 on the tithe commutation map for Upton Scudamore Parish, and partly in the north-eastern corner of a field in that parish of which Richard Leckonby Hothersole Phipps, Esquire, is the owner or reputed owner, and Isaac Godwin Pearce is the occupier, and numbered 170 on the said tithe commutation map, or wholly in the said garden, or in the north-eastern corner of the said field.

(D.) A collecting tank with pipes and other apparatus in Upton Scudamore Parish aforesaid, in the garden belonging and adjoining to a cottage of which Richard Leckonby Hothersole Phipps, Esquire, is the owner or reputed owner, and which cottage and garden are numbered 171 on the tithe commutation map for Upton Scudamore Parish, and were lately occupied by William Haines.

(E.) A collecting tank with pipes and other apparatus in Upton Scudamore Parish aforesaid, in the southern part of a field numbered 169 on the tithe commutation map for that parish, and belonging, or reputed to belong, to William Temple, Esquire, and occupied by James Corp Harding.

(F.) A conduit or line of pipes wholly in the parishes of Upton Scudamore and Westbury in Wiltshire, commencing in Upton Scudamore parish, at or in the tank (A) first hereinbefore

described, and terminating in Westbury Parish, at or in the southern end of the reservoir (G) next hereinafter described.

(G.) A reservoir with embankments, filtering beds, and other works connected therewith on the Biss Brook, in Westbury Parish, in Wiltshire, and in the fields numbered respectively 837, 902, and 905 on the tithe commutation map for that parish, or some or one of them, and which field, numbered 837, belongs, or is reputed to belong, to the representatives of the late Robert Nokes, and is occupied by John Turner, and the field numbered 902 belongs, or is reputed to belong, to John Parham, and is occupied by Daniel Hillman, and the field numbered 905 belongs, or is reputed to belong, to Richard Leckonby Hothersole Phipps, Esquire, and is occupied by Daniel Hillman.

(H.) A conduit or line of pipes commencing in Westbury Parish aforesaid, at the northern end of the before-mentioned reservoir (G), and terminating in Trowbridge Parish, at a point in the high road from Frome to Trowbridge near the barracks, and passing from, in, through, or into the parishes, townships, and places of Westbury, North Bradley, and Trowbridge, all in Wiltshire, or some of them.

(I.) A dipping tank, with pipes and works, in Upton Scudamore Parish aforesaid, in the drove or open land abutting on the Biss Brook, at or near its source, and adjoining or near the cottages and gardens before described.

(K.) A dam and other works connected therewith across the Semington Brook, and which dam and works will be partly in Melksham Parish, and partly in the chapelry of Semington, in the parish of Steeple Ashton, in Wiltshire, and will abut upon and be partly situate in the field numbered 52 on the tithe commutation map for the parish of Melksham, in Wiltshire, and partly upon and in the field numbered 199 on the tithe commutation map for the said chapelry of Semington, both of which fields belong to, or are reputed to belong to, his Grace the Duke of Somerset, and which field, numbered 52, is occupied by William Jefferys, and which field, numbered 199, is occupied by William White.

(L.) A weir and other works connected therewith across the Semington Brook, which weir and works will be wholly in the parish of Melksham, in Wiltshire, and will abut upon and be situate in the fields numbered 52 and 53 on the tithe commutation map for that parish, which fields belong to, or are reputed to belong to, his Grace the Duke of Somerset, and are occupied by William Jefferys.

(M.) The embanking and widening of the Semington Brook from the said dam (K) and from the said weir (L), up to a point on that part of the said brook which abuts on the field in the said parish of Melksham, numbered 53 on the said tithe commutation map for that parish, and the field in the said chapelry of Semington numbered 201 on the tithe commutation map for that chapelry, and which embanking will be wholly in that chapelry and the said parish of Melksham, both of which fields belong to or are reputed to belong to his Grace the Duke of Somerset, and which field numbered 53 is occupied by William Jefferys, and which field numbered 201 is occupied by William White.

(N.) The deepening and widening of the Semington Brook from the dam (K) and weir (L) down to a point on that part of the said brook which abuts on the fields in the said chapelry of Semington, numbered respectively 74a and 75 on the tithe commutation map for the said

chapelry, and which deepening and widening will be wholly in the said chapelry and the said parish of Melksham, and the fields 74a and 75 belong to or are reputed to belong to his Grace the Duke of Somerset, and which field numbered 74a is occupied by William Jefferys, and which field numbered 75 is occupied by William White.

(O.) A pumping station with waterwheel, turbine, or other apparatus, with pumps and other suitable works and conveniences in the chapelry of Semington, in the parish of Steeple Ashton, in Wiltshire, in and upon the field numbered 199 on the title commutation map for the said chapelry, and belonging, or reputed to belong to, his Grace the Duke of Somerset, and occupied by William White.

(P.) A conduit or line of pipes (wholly in the chapelry of Semington, and tything of Hinton, in Steeple Ashton parish aforesaid), commencing at the hereinbefore mentioned pumping station (O), and terminating at or in the northern end of the reservoir (Q) hereinafter described.

(Q.) A reservoir with embankments, and a pipe or channel communicating with the Paxcroft Brook, and other works connected therewith, situate partly in the chapelry of Semington, and partly in the tything of Hinton, both in the parish of Steeple Ashton aforesaid, in fields numbered respectively 32 and 34 and 40 on the title commutation map for the chapelry of Semington, and in fields numbered 255a and 255b on the title commutation map for the tything of Hinton, or some or one of them, and which fields, numbered 32, 34, and 40, belong to, or are reputed to belong to the Right Honourable Earl Manvers, and are occupied by John Little, and which fields numbered 255a and 255b, belong to, or are reputed to belong to Richard Penruddocke Long, Esquire, and are occupied by John Gill Collins.

(R.) A weir or dam, with all necessary works connected therewith across the Paxcroft Brook, in the said parishes of Trowbridge and Steeple Ashton, and which weir or dam will abut upon, and be partly situate in a field numbered 335 on the title commutation map for the said parish of Trowbridge, which field belongs to, or is reputed to belong to, Major General Charles Pyndar Beauchamp Walker, C.B., and is occupied by Fanny Garlick and Fred Milson Garlick, and partly upon and in fields, formerly in two closes, called or known by the names of Common Ground and Barn Close or Polebarn-lane ground, respectively numbered 6 and 7 on the title commutation map for the said parish of Steeple Ashton, and which fields belong to, or are reputed to belong to, Samuel Gauntlett, and are occupied in small allotments by George Norris, Thomas Henry Jones, Thomas Ruddle, Edward Davis, Jeremiah Elkins, David Lucas, George Drew Hulbert, George Harper, Gideon Wilkins, and Edwin Slade, or some or one of them.

(S.) A conduit or line of pipes commencing at the south-western side or end of the lastly hereinbefore described weir or dam, and terminating in the parish of Steeple Ashton aforesaid, at a point in the River Biss, in or near a portion of a field numbered 1 on the title commutation map for the parish of Steeple Ashton, which portion of such field numbered 1, belongs to, or is reputed to belong to, and is occupied by Messrs. Brown and Palmer, the said conduit or line of pipes (S) passing from, in, through, or under the parishes, townships, and places of

Trowbridge and Steeple Ashton, in Wiltshire, or one of them.

(T.) The embanking, deepening, straightening, cleansing, and protecting of the Paxcroft Brook, in the parishes, townships, chapelries or places of Semington, Whaddon, Hilperton, Steeple Ashton, and Trowbridge, all in Wiltshire, or some of them, from the said reservoir (Q) to the weir or dam (S) hereinbefore described.

9. To deviate laterally from the lines of the intended works, within the limits to be shown upon the plans hereinafter mentioned, and to deviate vertically to any extent from the levels of the works shown upon the sections hereinafter mentioned.

10. To collect and divert into the intended waterworks, and therein impound, and thence distribute the waters of the Biss Springs, which form part of the supply of the River Biss, which runs into the river Avon, which runs into the Bristol Channel, and all other brooks, streams, springs, and waters which may be intercepted by the intended works. And also to collect and divert into the intended waterworks the waters of the Semington Brook, which run into the river Avon, and of the Paxcroft Brook, which run into the river Biss, and to appropriate the waters of those two brooks, or of one of them, as compensation water, and also (if thought fit) partly for distribution and supply.

11. To make and maintain embankments, filtering beds, dams, sluices, cuts, channels, pipes, wells, tanks, engines, and other conveniences in connection with the before-mentioned waterworks, and for collecting, cleaning, and storing up the waters of the said rivers, springs, brooks, streams, and other waters.

12. To purchase by compulsion or otherwise, and take on lease, and take grants of easements over lands, houses, springs, streams, waters, and other hereditaments in the parishes, townships, chapelries, and places aforesaid (including mills, works, and property, some of which may not be within the said limits of lateral deviation).

13. To compensate in water (instead of money) the persons interested in the said rivers, springs, brooks, streams, and other waters, or in lands, mills, manufactories, or other works using the same, or some of them.

14. To purchase any existing waterworks within the proposed area of supply.

And it is also intended by the proposed Act, to effect the objects or some of the objects following; viz. :—

15. To make further provision for the dissolution and winding up of the affairs of the Trowbridge Water Company Limited, and for vesting in the new Company all their works, property, stock and plant, undertaking, rights, powers, and privileges, licenses, and agreements, and benefit of licenses and agreements.

16. To vary and extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

17. To empower the new Company, and any corporations, local boards of health, urban or rural sanitary authorities, or other local authorities, highway boards, railway and other companies, or other bodies or persons having jurisdiction or owning works or property within any of the towns, townships, chapelries, parishes, or places named in this notice to enter into and carry into effect contracts and arrangements for or with respect to the supply of water, in bulk or otherwise, the taking of water and lands, the construction of works, and execution of any of the powers and purposes of the intended Act, and any inci-

dental matters, and to vary, suspend, or rescind any such contract or arrangements now subsisting with or without the substitution of other contracts or arrangements, and to empower all parties to any such contracts or arrangements to apply for the purposes thereof their funds and revenues, and to raise money on the credit of their rates and revenues.

18. To incorporate with the intended Act (with such variations as may be thought fit), all or some of the provisions of the Companies Clauses Consolidation Acts, 1845 and 1863; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Water Works Clauses Acts, 1847 and 1863; and the clauses and provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof, and to exempt the new Company from the provisions of the Water Works Clauses Act, 1847, with respect to the supply of water to be furnished by the undertakers.

19. To make special provision for the protection of the works, property, and water supply of the new Company, and for the protection and cleansing of the rivers, springs, brooks, streams, and waters aforesaid, and for preventing the diversion, abstraction or obstruction thereof by anybody except the Company, 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.

20. To empower the new Company to sell, lease, or otherwise dispose of any works and property from time to time vested in them, and which they do not require, subject to such conditions and restrictions as they think fit.

Plans and sections of the waterworks intended to be made and maintained as aforesaid, showing the situation and levels thereof, and the lands and property which will or may be taken, with the books of reference to such plans, and a copy of this notice, will, on or before the 30th day of this present November, be deposited for public inspection with the Clerk of the Peace for the county of Wilts, at his office, at Marlborough; 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 and extra-parochial place, in or through which the said waterworks are intended to be made and maintained, or in which the said lands and property are situate, with a copy of this notice, will be deposited for public inspection with the parish clerk of each such parish, at his residence; and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 11th day of November, 1872.

W. Feed, Cambridge;

Clark and Collins, Trowbridge;

Solicitors for the Bill.

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

In Parliament.—Session 1873.

City and West End Railway.

(Incorporation of Company; Power to Company to construct Railways from South Kensington to Farringdon-street; New Streets and widening of existing Streets; Power to Metropolitan

No. 23923.

P

Railway Company to contribute and to make working and other Arrangements; Arrangements with and Powers of Contribution by Railway Companies having Termini in London and the Metropolitan Board of Works, and the Lords of Her Majesty's Treasury; Vesting of Works and Lands in the Metropolitan Board of Works and the Lords of Her Majesty's Treasury; Amendment or Repeal of Acts: and other purposes.)

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

To authorize the construction and maintenance by a Company to be incorporated by the said intended Act, and hereinafter called "the Company," of the railways following, or one of them, or some part or parts thereof respectively, with all proper stations, sidings, junctions, approaches, communications, works, and conveniences connected therewith or incidental thereto respectively (that is to say):

- (1.) A railway commencing in the parish of Saint Mary Abbott, Kensington, in the county of Middlesex, by a junction with the Metropolitan Railway, at or near the eastern end of the South Kensington Joint Station, and terminating in the parish of Saint James, Westminster, at the junction of Great Windmill-street and Angel-court.
- (2.) A railway commencing at the termination of Railway No. 1, and by a junction therewith, and terminating in the united parish of St. James and St. John, Clerkenwell, and county of Middlesex, by a junction with the line of the Metropolitan Railway next to the Farringdon-road, near the Farringdon-road Station of the said railway, at or about seventy-six yards north of the northern end of the west platform of that station; which said intended railways will pass from, through, or into the parishes or places following, or some of them (that is to say): Saint Mary Abbott Kensington, Brompton, Knightsbridge, Saint Margaret Westminster, Saint Luke Chelsea, Saint George Hanover-square, Saint Martin-in-the-Fields, Saint James Westminster, Saint Anne Soho, Saint Giles-in-the-Fields, Saint George Bloomsbury, Saint Andrew Holborn above Bars, Lincoln's inn, the Liberties of Saffron-hill, Hatton-garden, Ely-place and Ely-rents, Saint James and Saint John Clerkenwell, and Saint Sepulchre, all in the county of Middlesex; and Saint Andrew Holborn, and Saint Sepulchre, in the city of London.

To make and maintain the said intended railways wholly or partly as underground railways.

To enable the Company, the Metropolitan Board of Works, or the Lords of Her Majesty's Treasury, or any one or more of them, if they should so think fit, to make and maintain the new streets, or widenings of streets, following, or some part or parts thereof respectively, with all necessary and proper roadways, footways, approaches, drains, culverts, and other works and conveniences connected therewith, and with power to make subways under the same (that is to say):

- (No. 1.) A new street in the parish of Saint James Westminster, commencing on the northern side of Tichborne-street, about 94 yards west of the junction of Tichborne-street with Great Windmill-street, and terminating on the west side of Rupert-street,

at about 146 yards north of the junction of Rupert-street with Coventry-street:

- (No. 2.) To widen the existing line of Richmond-street and King-street on the south side thereof, from Rupert-street, in the parish of Saint James Westminster, to Moor-street, in the parish of Saint Anne, Soho:
- (No. 3.) To widen the existing line of Dudley-street, on the north side thereof, from Moor-street to Broad-street, all in the parish of Saint Giles-in-the-Fields:
- (No. 4.) A new street in the parish of Saint Giles-in-the-Fields, commencing near the junction of High Holborn and Drury-lane, and terminating at or near the north-western angle or junction of Great Queen-street with Gate-street:
- (No. 5.) To widen the existing line of Newman's-row and Great Turnstile from Lincoln's-Inn-Fields to High Holborn on the west side of each respectively, all in the parish of Saint Giles-in-the-Fields.

To cross, stop up, alter, remove, divert, and otherwise interfere with either temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths, or places, railways, tramways, bridges, market places, sewers, culverts, drains, pipes, telegraphs, pneumatic tubes, or other works and conveniences within or adjoining the aforesaid parishes and places, or any of them, and to appropriate and use the same, and the subsoil and under-surface thereof for the purposes of the intended works, and also to appropriate and use the under-surface of any streets, roads, squares, passages, or places under or along which any of the proposed works are intended to be made.

And in connection with the intended new streets and widenings, and as part of the works, and within the parishes and places before mentioned, or any of them, to make and maintain junctions and communications with any existing streets which may be intersected or interfered with by, or be contiguous to, the line of the intended new streets and widenings, and to alter the line or levels of any existing streets, roads, or ways for the purpose of connecting the same with the intended new streets and widenings.

To make and maintain shafts or openings from the surface of any road, street, or square to any portion of the proposed railways constructed under the surface thereof, subject to such provisions and limitations as may be contained in the Bill.

To deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned, to such extent as may be authorized by or determined under the powers of the Bill, and whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To underpin or otherwise secure or strengthen any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings may not be required for the purposes thereof.

To authorize the Company as the Bill may define, to purchase by compulsion or agreement lands, houses, and other property for the purposes of the intended works, and to purchase by compulsion or agreement the whole of the land, houses, and other property in the parishes aforesaid shown on the plans hereinafter mentioned, and to vary and extinguish all rights and privi-

leges connected with such lands, houses, and property.

To levy tolls, rates, and duties for the use of the intended railways and works, and to grant exemptions from the payment of such tolls, rates, and duties.

The Bill will or may authorize the Metropolitan Railway Company to execute the railways and works, and to exercise the powers proposed to be granted to the Company, and either independently, and instead of the Company, or jointly with the Company, in such proportions and upon such conditions, and with such restrictions as the Bill shall define, or as may be agreed upon between the Companies under the authority of the Bill. And will or may also enable the Metropolitan Railway Company to maintain, use, and work the hereinbefore described railways, if and when made by the Company, and to subscribe or contribute funds towards the construction and maintenance of the said intended railways and works, or some of them, and to guarantee such interests, dividends, and annual and other payments in respect of the moneys expended in the construction thereof as may be agreed upon between that Company and the Company, and to take and hold shares in the capital of the Company, and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to that Company, or under the control of their directors, and if they should think fit, to raise additional capital by the creation of new shares with or without preference or priority in the payment of dividends, and by mortgage, or by any of those means; and if the Bill shall so prescribe, or the said Company shall hereafter so determine, to attach the additional capital to the undertaking proposed in the Bill without participation in the profits or revenue of the Metropolitan Railway, or with only a limited participation therein.

To authorize the Company on the one hand, and any railway company having a terminus in the metropolis on the other hand, to enter into and carry into effect with relation to their several undertakings, agreements, touching the construction, maintenance, working, and use of the proposed railways and works, or any parts thereof, and the conduct of the traffic thereof, and the revenue derived from such traffic or incidental thereto: 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 agreement 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 such contract, agreement or arrangement already made, or which prior to the passing of the Bill may be made.

To empower the Company on the one hand, and the Metropolitan Board of Works or the Lords of Her Majesty's Treasury on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction and maintenance of the intended railways, streets, and works, or any of them, or any parts thereof, the acquisition and appropriation of lands and property, the contribution of funds, and any incidental matters, and to sanction and confirm any such contracts, agreements or arrangements which now are, or which prior to the passing of the Bill may be entered into, and to authorize or provide for the vesting in the Metropolitan Board of Works or the Lords of Her Majesty's Treasury, upon terms

to be agreed upon or prescribed by the Bill, of the intended new streets and widenings, and any lands or other property purchased or acquired under the powers of the Bill, and the maintenance thereof by them, and the application of their funds, rates, and revenues thereto.

To authorize any railway company having a terminus in the metropolis, and also the Metropolitan Board of Works and the Lords of Her Majesty's Treasury, out of any funds which Parliament may place at their disposal, to contribute moneys towards the capital of the Company, and to take and hold shares in the capital, and to guarantee interest, dividends, annual or other payment on the said capital, or any part thereof, and the principal and interest of any loan of the Company, and to enable the said companies, or any of them, to raise further moneys by the creation of new shares or stock in their respective undertakings, either preferential or ordinary, and by borrowing, and either as part of their respective general share and loan capitals, or wholly or partially as a separate share and loan capital, charged primarily or exclusively on the intended railways and works, and the tolls, rates, and duties received upon or in respect thereof; and to enable the Metropolitan Board of Works, for all or any of the purposes of the Bill, to raise further moneys by rates and on mortgage or bond or otherwise, and to authorize the said companies, or any of them, to appoint directors 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 it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Metropolitan Railway Company, and bearing its name, passed in the years 1854, 1855, 1856, 1857, 1859, 1860, 1861 (two Acts), 1862, 1863, 1864 (three Acts), 1865, 1866, 1867, 1868, 1869, 1870, 1871, and 1872.

The local and personal Acts 5 and 6 Wm. 4, cap. 107; the Great Western Railway (West Midland Amalgamation) Act, 1863; the Great Western Railway (South Wales Amalgamation) Act, 1863, and all other Acts relating to or affecting the Great Western Railway Company; 9 and 10 Vict. caps. 204 and 231, and all other Acts relating to or affecting the London and North-Western Railway Company; 7 and 8 Vict. cap. 18, and all other Acts relating to or affecting the Midland Railway Company; 9 and 10 Vict. cap. 71, and all other Acts relating to or affecting the Great Northern Railway Company; 9 and 10 Vict. cap. 283, and all other Acts relating to or affecting the London, Brighton, and South Coast Railway Company; 4 and 5 Wm. 4, cap. 88; 18 and 19 Vict. cap. 188, and all other Acts relating to or affecting the London and South-Western Railway Company; 16 and 17 Vict. cap. 132; 22 and 23 Vict. cap. 54; 23 and 24 Vict. cap. 177; 32 and 33 Vict. cap. 116; and 34 and 35 Vict. caps. 131 and 138, and all other Acts relating to the London, Chatham, and Dover Railway Company; 6 Wm. 4, cap. 75, and all other Acts relating to the South-Eastern Railway Company; 25 and 26 Vict. cap. 223, and all other Acts relating to the Great Eastern Railway Company; the 27 and 28 Vict. cap. 322, and all other Acts relating to the Metropolitan District Railway Company; the 28 Vict. cap. 51, and all other Acts relating to the East London Railway Company; 34 and 35 Vict. cap. 202,

and any other Act relating to the London Central Railway Company.

The Acts 26 and 27 Vict. cap. 46, and the other Acts relating to the London Coal and Wine Dues; the Metropolis Management Act, 1855; the Metropolis Management Amendment Act, 1856; the Metropolis Management Amendment Act, 1862; the Metropolis Main Drainage Extension Act, 1863; the Metropolitan Improvement Act, 1863, and any other Acts relating to or affecting the Metropolitan Board of Works and the local management of the Metropolis, and all other Acts (if any) which may relate to or be affected by the objects of the Bill.

The Bill will vary or extinguish all rights and privileges which would in any manner impede or interfere with its objects, will alter rates, tolls, and duties, will vary and extinguish exemptions from rates, tolls, and duties, and will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

Duplicate plans and sections describing the situation, lines, and levels of the intended railways, new streets, widenings, and works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an Ordinance map with the intended line of railway delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his offices at the Sessions House, Clerkenwell, and with the Clerk of the Peace for the city of London, at his office at the Sessions House in the Old Bailey; and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each parish and extra-parochial place in or through which the intended railway, streets, and works will be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this notice will be deposited as follows: As regards the parish of St. Mary Abbott, Kensington, with the vestry clerk of that parish, at his office in the High-street, Kensington; as regards the parish of St. Margaret, Westminster, with the clerk of the Westminster District Board of Works, at his office in Great Smith-street, Westminster; as regards the parish of St. Luke, Chelsea, with the vestry clerk at his office in the King's-road, Chelsea; as regards the parish of St. George, Hanover-square, with the vestry clerk, at his office in Mount-street, Grosvenor-square; as regards the parish of St. Martin-in-the-Fields, with the vestry clerk at his office at the Vestry-hall, near St. Martin's Church; as regards the parish of St. James, Westminster, with the vestry clerk at his office at the Vestry-Hall, Piccadilly; as regards the parish of St. Anne, Soho, with the clerk of the District Board of Works for the Strand district at his office, 5, Tavistock-street, Covent-garden; as regards the parishes of St. Giles in the Fields and St. George, Bloomsbury, with the clerk for the St. Giles District Board of Works at his office, 199, High Holborn; as regards the parishes of St. Andrew, Holborn, above Bars, the liberties of Saffron-hill, Hatton-garden, Ely Rents, and Ely-place, and the parish of St. Sepulchre, Middlesex, with the clerk of the Holborn District Board of Works, at his office in Chancery-lane; as regards the parish

of St. James and St. John, Clerkenwell, with the vestry clerk of that parish, at his office in Upper Rosoman-street, Clerkenwell.

And in the case of each other parish with the parish clerk thereof, at his residence, and in case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby further given, that on 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 12th day of November, 1872.

In Parliament, Session 1873.

Widnes (West) Junction Railways.

(Incorporation of Company; Power to make Railways at or near Widnes, in the county of Lancaster; Compulsory purchase of Lands; Tolls; Power to Cheshire Lines Committee, Manchester, Sheffield, and Lincolnshire Railway Company, Great Northern Railway Company, and Midland Railway Company to subscribe to Undertaking; Traffic and other arrangements with those Companies; Running Powers over Railways of Cheshire Lines Committee; 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 and maintaining the Railways hereinafter mentioned, with all proper stations, approaches, works and conveniences connected therewith (that is to say):

A Railway No. 1. Commencing by a Junction with the Liverpool Extension Railway of the Cheshire Lines Committee, now in course of construction, at the point where that Railway crosses the boundary between the townships of Widnes and Ditton, and terminating at the northerly side of the new road lately constructed from Widnes to Ditton at a point 607 yards or thereabouts measured along that road in a westerly direction from the junction of that road with Waterloo Road.

A Railway No. 2. Wholly in the township of Widnes and parish of Prescott in the county of Lancaster, commencing by a junction with the proposed Railway No. 1 at its termination, and terminating on Widnes Marsh at a point 60 yards or thereabouts east of Steward's Brook, measuring from a point on that brook 100 yards or thereabouts from its junction with Ditton Brook.

A Railway No. 3. Wholly in the township of Widnes aforesaid, commencing by a junction with the Liverpool Extension Railway of the Cheshire Lines Committee at a point 467 yards or thereabouts, measured along the line of that railway in a westerly direction from the west side of the bridge carrying the road from Appleton to Farnworth over that railway, and terminating by a junction with the proposed Railway No. 1, in a field belonging to John Gerrard Leigh and occupied by William Grace, at a point 17 yards or thereabouts north of Moss Brook, measuring from a point on that brook 75 yards or thereabouts from the gateway in the south-west corner of that field, which said intended railways will pass from, in, through, or into, or be situate in the several parishes, townships, extra-parochial or other places following, or some of them, that is to

say, Prescott, Widnes, Ditton, Farnworth.

and Appleton, all in the county of Lancaster.

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

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial and other places, as it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended 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 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 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, the Great Northern Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, and the Midland Railway Company, some or one of them, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement for referring to arbitration or to the Board of Trade the terms and conditions upon which such interchange accommodation protection and transmission and other facilities are to be afforded and effected, and so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Cheshire Lines Committee, the Great Northern Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, and the Midland Railway Company, some or one of them, are or is now authorized to take and to confer vary or extinguish exemptions from the payment thereof, and to confer vary or extinguish other rights and privileges.

To enable the Company and the Cheshire Lines Committee, the Great Northern Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, and the Midland Railway Company, some or one of them, to enter into agreements for the management use working and maintenance of the intended Railways or works or any part thereof, the supply of any rolling and working stock and of officers and servants for the conduct of the traffic on the intended 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, the Great Northern Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, and the Midland Railway Company, or some or one of them or any Railway leased or worked by them or any of them, and the fixing and division between the said Companies of the receipts arising from such traffic.

To empower the Company and all Companies and persons lawfully using the railways of the Company to run over work and use with their engines carriages and waggons of every description, and their clerks officers and servants, and for the purposes of their traffic of every description the Railways of the Cheshire Lines Committee, or some part or parts of such Railways, together with all stations sidings roads watering places water supply platforms booking offices warehouses approaches turntables and other works and conveniences connected with the said Railways respectively as aforesaid, upon such terms and conditions and on payment of such tolls rates and charges as may be agreed upon, or as in case of difference shall be settled by the Board of Trade or by arbitration, or defined by the intended Act, and to require and compel the Committee or Companies owning or working the said Railways respectively, or any or either of them, to afford all requisite facilities for the purpose, and to enable the Company and all other Companies and persons lawfully using the Railways of the Company to levy tolls rates and duties in respect of passengers and traffic conveyed by them over the before-mentioned railways respectively, or any part or parts thereof and if need be to alter and restrict the tolls rates and duties now leviable, and to fix and determine the tolls rates and duties to be hereafter taken upon or in respect of the said Railways respectively, or any parts thereof, and the works and conveniences connected therewith.

To empower the Cheshire Lines Committee, the Great Northern Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, and the Midland Railway Company, or some or one of them, to take and hold shares in and subscribe towards the capital of the Company, and for the purposes thereof to raise money by the creation of new shares or stock in their undertaking, with or without preference priority or guarantee in payment of interest or dividend or other special privileges, and by borrowing on mortgage or bond or by any of such means, and also to apply to all or any of such purposes any capital or funds now or hereafter belonging to them or any or either of them, or under the control of their any or either of their directors.

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

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), 30 and 31 Vic. cap. 207, relating to the Cheshire Lines Committee, and any other Act or Acts relating to the said 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.

And notice is hereby further given that dupli-

cate 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 lesses and occupiers of such lands and houses, together with an Ordinance 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 with the Clerk of the Peace for the county of Lancaster at his office at Preston in the said county; and that a copy of so much of the said plans 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 13th day of November, 1872.

Edward Reddish Stockport.

Beasley and Oppenheim, St. Helens, Solicitors for the Bill.

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

In Parliament—Session 1873.

South Eastern Railway.

(New Lines at Rochester and Chatham; Railway to effect Junction between South Eastern, New Tunbridge and Paddock Wood and Maidstone Lines; Powers to make arrangements with Secretary of State for War, and London, Chatham, and Dover Railway Company as to Railways at and near Chatham; Agreements with Metropolitan Railway Company as to Joint Stations; Powers to Company and London, Chatham, and Dover Railway Company, as to Guarantee in respect of Outlay upon Harbour Improvements at Boulogne and Dover; Extension of Time for making part of Railway at Greenwich; Diversion of Footpaths for purposes of Hythe and Sandgate Extension Railway; Lease or Sale of Folkestone Harbour, and other powers; Amendment of Acts.

NOTICE is hereby given, that the South Eastern 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 the Company to make and maintain the following railways, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):

1. A Railway (No. 1) to commence by a junction with the Strood and Maidstone Railway of the Company, in the parish of Frindsbury, at a point even with the southward end of the covered part of the down platform of the Strood station of the Company, to pass thence, through, or into the following parishes, townships, and places, or some of them (that is to say): Frindsbury, Strood, St. Nicholas, Rochester, and St. Margaret, Rochester, all in the county of

Kent, and to terminate in St. Margaret's Bank, Rochester, at or near a public-house called the Victualling Office Public House, in the occupation of William James Giles.

2. A Railway (No. 2) to commence by a junction with Railway No. 1 at its termination, to pass through or into the following parishes and places, or some of them; that is to say: St. Margaret, Rochester, Chatham Intra, Chatham Extra, and the town and parish of Chatham, and to terminate in Chatham aforesaid, on the northern side of Dark-lane, at a point about 2 chains and 70 links from the south-eastern end of the said lane.
3. A Railway (No. 3) to commence by a junction with Railway No. 1 at its termination, to pass thence through or into the parishes and places following or some of them, that is to say: Chatham Intra, Chatham Extra, Saint Margaret, Rochester, Saint Nicholas, Rochester, and Chatham, and to terminate in the said parish of Saint Nicholas, Rochester, by a junction with the London Chatham and Dover Railway at or near a point about 8 chains and 20 links measuring in the direction of Strood, along the centre of the said London Chatham and Dover Railway from the northern side of High-street, in the parish of Saint Nicholas, Rochester.
4. A Railway (No. 4) to commence by a junction with the existing New Tunbridge Line of the Company, at or near a point $27\frac{1}{2}$ chains, measured along the said line, in the direction of Tunbridge, from the southern face of the Sevenoaks Tunnel, in the parish of Sevenoaks, to pass thence through or into the several parishes, townships, and places following, or some of them (that is to say)—Sevenoaks, Tunbridge, Leigh, Seal, Shipbourne, Hadlow, West Peckham, East Peckham, and Nettlested, all in the said county of Kent, and to terminate in the said parish of Nettlested by a junction with the Paddock Wood and Maidstone Line of the Company, at a point about 3 chains and 65 links on the Watlington Station side of the mile post indicating the distance of 50 miles from London.

2. To empower the Company, for the purposes of their Hythe and Sandgate Extension Railway, to divert—

1. The footpath and bridleway in the parish of Newington, in the county of Kent, numbered 5 on the plans deposited in respect of the Railway (No. 4) referred to in the South Eastern Railway (Extension to Cranbrook, Hythe, &c.) Act, 1864, between a point in the said footpath and bridleway 6 chains or thereabouts from its junction with the public road numbered 2 on the said plans, and a point on the said footpath or bridleway 31 chains or thereabouts measured along the said footpath or bridleway from the said point of junction.
2. The footpath and bridleway in the parish of Cheriton, in the county of Kent, numbered 6 on the plans deposited in respect of the said Railway (No. 4), between the point where the said footpath and bridleway enters the northern side of the field No. 5 on the said last-mentioned plans, and the point where it enters the public highway numbered 19A on those plans.

To stop up and discontinue as highways, and to extinguish all rights of way over, and to vest in the Company, so much and such parts of the

said respective footpaths and bridleways as lie between the said respective points, and will not be required in making the said diversions; and to provide for the repair of the altered footpaths and bridleways by the same persons and by the same means as the remaining portions of the said footpaths and bridleways are repaired.

3. To empower the Company to acquire by compulsion or agreement, and hold lands, houses, and other property for the purposes of the intended railways and works, to deviate from the lines of railway both laterally and vertically, to such an extent as may be defined in the Bill; to cross, alter, and stop up, whether temporarily or permanently, roads, railways, tramways, drains, pipes, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in executing or maintaining the said intended railways and works; to levy tolls, rates, or charges for, or in respect of, the said intended railways and works, and to grant exemptions from payment of such tolls, rates, or charges, and to exercise other rights and privileges.

4. To extend the time granted for constructing so much of the railway authorised by "The South Eastern Railway Act, 1871," as was not by "The South Eastern Railway Act, 1872," authorised and required to be abandoned.

5. To authorise the Company on the one hand, and the London, Chatham, and Dover Railway Company on the other hand, to agree as to the joint use and maintenance of any portions of their respective existing lines of railway, stations, and works at and near Chatham aforesaid.

6. To enable the Company on the one hand, and the Secretary of State for War, the Lords Commissioners of the Admiralty, and any other Government Department on the other, to enter into agreements, and to contract as to the laying down of tramways in connection with the proposed Railways (1, 2, and 3), upon any of the quays and premises of Chatham Dockyard, and to empower the Company to lay down and maintain such tramways accordingly.

7. To enable the Company on the one hand, and the Metropolitan Railway Company on the other, to contract and agree as to the affording accommodation to the Company at any station of the Metropolitan Railway Company, and the use thereof by the Company, and as to the consequent alteration and enlargement thereof, and as to the construction of any new station or stations for the joint use and occupation of the two Companies, and to enable the Company to contribute towards the cost of such alterations and new stations, and of maintaining any such joint station.

8. To enable the Company and the London, Chatham, and Dover Railway Company jointly, or the Company alone, to enter into agreements with the Government of France, the Northern of France Railway Company, the town authorities of Boulogne, and any Company or persons who may have a concession or concessions granted to them by the said Government, for or with reference to the execution of works for the improvement or enlargement of Boulogne Harbour, or the construction of a new harbour at Boulogne, and as to a contribution by the said two Companies, or, as the case may be, by the Company towards the cost of such works, or the guarantee of interest on the whole or some part of the outlay.

9. To enable the Company and the London, Chatham, and Dover Railway Company jointly, or the Company alone to enter into agreements with the Dover Harbour Board for, or with

respect to the execution of works for the improvement, extension, and enlargement of Dover Harbour, and as to a guarantee of interest on the whole or some part of the cost of such works and to confirm any agreement which has been or may be made by the said Companies jointly, or by the Company alone, with that Board.

10. To authorise the Company to grant a lease of or to sell the harbour at Folkestone, and to vest in the lessees or purchasers all or some of the rights, powers, estates and interests of the Company in the harbour, or connected therewith.

11. 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 said Company may think proper.

12. To authorise 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 dividend or interest and advantages as the Bill may define.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects. It will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Acts 1845 and 1863;" and it will amend, enlarge, and repeal some of the powers and provisions of the following or any other Acts relating to the Company, namely: 6 Wm. 4, cap. 75; 28 and 29 Vic., cap. 343; 29 and 30 Vic., caps. 227, 235, and 318; 30 and 31 Vic., cap. 8; 31 and 32 Vic., caps. 123 and 172; 33 and 34 Vic., cap. 147; 34 and 35 Vic., cap. 4; and the 35 and 36 Vic., cap. 153; and the Bill will or may also amend the 16 and 17 Vic., cap. 132, and the several other Acts relating to the London, Chatham, and Dover Railway Company; and the 16 and 17 Vic., cap. 186; and the several other Acts relating to the Metropolitan Railway Company, and also the several Acts relating to the Folkestone Harbour and to the Dover Harbour Board respectively.

Duplicate plans and sections, describing the line, situation, and levels of the before-mentioned railways and works, and the lands, houses, and other property in or through which they will be made, together with the books 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 Kent, at his offices at Maidstone; and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to the parishes in which the intended railways and works will be made, together with 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.

E. P. Cairns, 6, St. Thomas's-street, Solicitor to the Company.

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

In Parliament.—Session 1873.

Freshwater, Yarmouth, and Newport Railway.

(Incorporation of Company. Construction of Railways from Freshwater to Yarmouth and Newport, in the Isle of Wight. Construction of new road, and reconstruction of existing road and bridge at Newport, and agreements concerning same. Running powers over Railways belonging to the Cowes and Newport Railway, the Isle of Wight (Newport Junction) Railway, the Ryde and Newport Railway, and the Yarmouth and Ventnor Railway, Tramway, and Pier, Companies. Powers as to proposed Joint Station at Newport. Agreements with, and traffic facilities by, the above Companies and the Isle of Wight Railway, and the Ryde Pier, Companies. Purchase of Lands by compulsion. Power to take Tolls. Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for the following, or some of the following, among other purposes (that is to say):—

To incorporate a Company (hereinafter referred to as "the Company"), and to enable them to make and maintain the railways hereinafter mentioned, or one of them, with all necessary works, stations, approaches, and conveniences connected therewith respectively (that is to say):—

Railway No. 1—Commencing in the parish of Freshwater, at or near a point on the eastern side of the high road leading from Freshwater Church to Freshwater-gate, 230 yards, or thereabouts, measured along that road in a south-westerly direction, from the front entrance garden gate of Hook Hill Farm, and terminating in the parish of Yarmouth by a junction with the intended Railway No. 2 hereinafter described, at a point on the eastern bank of the river Yar 110 yards, or thereabouts, north-west of the north-west corner of Yarmouth Mill, which Railway No. 1, and the works connected therewith, will be made and maintained from, in, through, or into the parishes and places following, or some of them, that is to say—Freshwater, Thorley, and Yarmouth, all in the Isle of Wight, and county of Southampton.

Railway No. 2—Commencing in the said parish of Yarmouth by a junction with the railway authorised by the Yarmouth and Ventnor Railway, Tramway, and Pier (Deviations) Act, 1872, at a point 15 chains, or thereabouts, from the authorised termination thereof at Yarmouth (at or near the southern side of the eastern approach of the Yar Bridge), and terminating in the parish of Carisbrooke by a junction with the Cowes and Newport Railway at a point 380 yards, or thereabouts, measured along the line of that railway in a northerly direction from the northern end of the booking office at the Newport Railway Station, which Railway No. 2, and the works connected therewith, will be made and maintained from, in, through, or into the parishes and places following, or some of them, that is to say:—Yarmouth, Thorley, Shalfleet, Calbourne, Saint Nicholas,

and Carisbrooke, all in the Isle of Wight, and county of Southampton.

To authorise the Company to make and maintain the road hereinafter described, or some part or parts thereof, together with all proper works, conveniences, and approaches connected therewith (that is to say); a Road in the parishes of Newport and Carisbrooke, or one of them, in the Isle of Wight and county of Southampton, commencing by a junction with Sea-street at or near a point opposite, or nearly opposite, to the point of junction with that street of Holyrood-street, and terminating at or near the north-west end of the bridge carrying the road approach to the Newport Railway Station over the Lukely river or brook in the direction of Holyrood-street, and to adapt, widen, and re-construct the existing road and bridge between the points above named, and to authorize agreements and arrangements between the Company and any local authority of Newport, or public body, corporation, or person, there or elsewhere having jurisdiction in that behalf with reference to the maintenance and repair of the intended road and the existing road and bridge.

To enable the Company to cross, divert, alter, or stop up either temporarily or permanently, roads, railways, tramways, aqueducts, drains, sewers, pipes, rivers, canals, streams, and watercourses, so far as the same may be necessary in constructing or maintaining the said intended railways and works, or for other the purposes of the Bill, and to deviate horizontally from the lines of railways and other works, and vertically from the levels of the said lines of railways and other works, as shown upon the plans and sections hereinafter mentioned, to any extent to be authorised by the Bill.

To purchase, or acquire easements in, lands, houses, and other property, by compulsion or otherwise, for the purposes of the said intended railways and works and of the Bill, and to vary and extinguish privileges connected with such lands, houses, and property.

To levy tolls, rates, and charges upon and in respect of the said proposed railways and works, and upon and in respect of any railways or portions of railways and works, over which the Company may acquire running powers, and to confer exemptions from tolls, rates, and charges, and to vary the existing tolls, rates, and duties of any railway, tramway, or pier company, with which the Company may enter into contracts or agreements, or over whose railways and works they may acquire running powers.

To enable the Company on the one hand, and the Cowes and Newport Railway, the Isle of Wight Railway, the Isle of Wight (Newport Junction) Railway, the Yarmouth and Ventnor Railway, Tramway, and Pier, the Ryde and Newport Railway, and the Ryde Pier, Companies (hereinafter called "the Six Companies"), or any one or more of these Companies on the other hand, 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 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 enable the Company to run over, work, and use, with their engines, carriages, and waggons of every description, and with their clerks, officers, and servants, whether in charge of engines, or trains, or for any other purpose whatsoever, and upon such terms and conditions and upon payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill, the following railways and portions of railways respectively (that is to say) - so much of the Cowes and Newport Railway as lies between the point of junction therewith of the Railway No. 2 above described, and the termination of the Cowes and Newport Railway at Newport, all or any part or parts of the railways of the Isle of Wight (Newport Junction) Railway Company, and of the Ryde and Newport Railway Company, including any railway to be constructed by either of the last-mentioned Companies, under the provisions of Section 29 of the Isle of Wight (Newport Junction) Railway Act, 1872, and Section 43 of the Ryde and Newport Railway Act, 1872, so much of the railway of the Yarmouth and Ventnor Railway Tramway and Pier Company as lies between the termination at Yarmouth of that railway and the point of junction therewith of the Railway No. 2 above described, together with all stations (including any joint station which may be constructed under the provisions of Section 28 of the Isle of Wight (Newport Junction) Railway Act, 1872, and Section 44 of the Ryde and Newport Railway Act, 1872), booking offices, sidings, tramways, buildings, offices, warehouses, landing-places, platforms, water, watering-places, telegraphs, signals, machinery, approaches, junctions, points, works, and conveniences on or connected or used with the said railways and portions of railways.

To confer upon the Company all such powers, rights, and privileges in respect of the construction and user of a joint station at Newport as are defined and expressed by Section 28 of the Isle of Wight (Newport Junction) Railway Act, 1872, and Section 44 of the Ryde and Newport Railway Act, 1872, as if the Company had been incorporated at the time of the passing of those respective Acts, and as if the name of the Company had been inserted in those respective sections and Acts, in the place of the name of the Freshwater, Bouldnor, and Newport Railway Company.

To require the six Companies, and each and every of them, to afford all proper and necessary facilities for the collection, transmission, interchange, and delivery of traffic, of whatever description, coming from or destined for the undertaking of the Company, including through rates and through booking, and the appointment by the Company of clerks and servants at any of the stations of the six Companies, or any of them.

The Bill will vary and extinguish all existing rights and privileges which will interfere with its objects, and will confer other rights and privileges, and will alter and amend and enlarge the powers and provisions of the following local and personal Acts, or some of them: "The Cowes and Newport Railway Act, 1859," "The Isle of Wight (Eastern Section) Railway Act, 1860," "Ryde Pier Act, 1812," "Ryde Pier Railways Act, 1867," "The Ryde Station Act, 1866," "The Isle of Wight (Newport Junction) Railway Act,

1868," "The Yarmouth and Ventnor Railway Tramway and Pier Act, 1871," "The Ryde and Newport Railway Act, 1872," and all and every other the Acts relating to these railways and undertakings.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the Bill; together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and also the ordnance map, with the line of the intended railways delineated thereon, so as to show their general course and direction; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his residence at Winchester; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railways and works will be made, or in which any lands, houses, and other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial places, with the clerk of some parish immediately adjoining thereto, at his place of abode.

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

Dated this 16th day of November, 1872.

Bircham, Dalrymple, Drake, Bircham, and Burt, Parliament-street, Westminster, Solicitors.

Frederick Gale, 43, Parliament-street, Parliamentary Agent.

Wandsworth Bridge.

(Extension of Time for Completion of Works; Revival of Powers; Amendment of Acts).

APPPLICATION is intended to be made to Parliament in the ensuing Session for leave to introduce a Bill to extend the time limited by the Wandsworth Bridge Act, 1870, for the completion of the works authorized by the Wandsworth Bridge Act, 1864; and to revive such of the powers (if any) of the Wandsworth Bridge Company as have already expired; and otherwise to amend, enlarge, or repeal all or some of the powers and provisions of the Wandsworth Bridge Acts, 1864, 1867, and 1870.

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

Dated this 11th day of November, 1872.

Wilkins, Blyth, and Marsland, 10, St. Swithin's-lane, London, E.C.

Louth and Lincoln Railway Company.

(Increase of Capital).

NOTICE is hereby given, that under and in pursuance of "The Railway Companies' Powers Act, 1864," the Louth and Lincoln Railway Company intend applying to the Board of Trade for a certificate authorizing the Company to raise additional capital by the creation and issue of new shares or stock, with or without a preference, priority, or guarantee, in payment of interest or dividend, or by borrowing on mortgage or bond, or by either of such means at the option

of the Company, and upon such terms and conditions as may be prescribed in such certificate; and it is also intended by such certificate to amend the Louth and Lincoln Railway Act, 1866, and the Louth and Lincoln Railway Act, 1872, so far as may be deemed necessary or expedient, and to vary and extinguish all existing rights and privileges which would or might in any way interfere with the raising of such additional capital, or the carrying of the objects of the said certificate into complete and full effect.

And notice is hereby further given, that copies of the proposed Draft Certificate can be obtained at the office of William Toogood, 16, Parliament-street, Westminster, and at the office of Frederick Sharpley, Solicitor, Louth, on payment of sixpence for each copy; and all persons desirous of making to the Board of Trade any representation or objection respecting the application to the said Board for the said certificate, may do so by letter addressed to the Secretary of the said Board, on or before the 1st day of January, 1873.

And notice is hereby also given, that after the Board of Trade have settled the said certificate, copies thereof can be obtained at the before-mentioned offices, at a charge of one shilling for each copy, or of such other sum as the Board of Trade may direct.

Dated this 11th day of November, 1872.

Frederick Sharpley, Louth, Solicitor for the Company.

William Toogood, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

Brighton and Hove General Gas Company.

(Price of Gas, Reference to Board of Trade, Amendment of Acts, and 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 to enable the Brighton and Hove General Gas Company (hereinafter called "the Company") to effect the objects or some of the objects following, namely,—

To make better provision for the recovery of gas rents and rates, and for the prevention of fraud on the part of consumers, and to repeal or alter Section 28 of "The Brighton and Hove General Gas Company's Act, 1866," and to alter, and, if need be, to increase the existing rents, rates, and charges leviable by the Company, and to levy other rents, rates, and charges; and to confer upon the Board of Trade powers, to be defined in the said Bill, to regulate the price to be from time to time to be charged by the Company for gas.

For all or any of the objects and purposes of the said Bill to repeal, alter, and amend wholly, or in part, any of the Company's existing Acts, namely, 2 and 3 Vict., cap. 38; 6 and 7 Vict., cap. 21; 17 and 18 Vict., cap. 42; 29 and 30 Vict., cap. 184; 33 and 34 Vict., cap. 106; and any other Acts affecting the Company.

To incorporate the whole or any part of the provisions of "The Gas Works Clauses Act, 1871."

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

Dated this 15th day of November, 1872.

Clarke and Howlett, Solicitors, Brighton.

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

Manchester and Salford Suburban Tramways. (Construction of Tramways in the city and parish of Manchester and adjoining Townships and places in the county of Lancaster; Breaking up of Streets; Purchase of Lands; Tolls; Provisions for use of Tramways and Streets traversed; Agreements with Street and other Authorities; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, pursuant to the provisions of the Tramways Act, 1870, to authorize a Company to be incorporated for the purpose under "The Companies Act, 1862" (hereinafter referred to as the Company) to make, and maintain the works, and carry into effect the objects, or some of the objects hereinafter mentioned, that is to say:—

To make and maintain the following tramways, or some of them, with all necessary and proper works and conveniences connected therewith respectively.

1. A tramway (No. 1) wholly in the parish of Manchester, commencing at a point in the Stockport-road 47 feet north-west of the north-west corner of the Chapel Heaton turnpike gate house, passing thence in a northerly direction along Stockport-road, crossing Rushford Bridge in that road, and terminating in that road at a point opposite the centre of Birch-lane, otherwise Birch Hall-lane, at its junction with the Stockport-road.

The centre line of the proposed Tramway No. 1 will be at its commencement in the centre of Stockport-road, and will so continue to a point one chain and a half northwards of the centre of Monton-terrace at its junction with Stockport-road, and from thence gradually diverge, so that in a length of half a chain it reaches a distance of 4 feet from and on the west side of the imaginary centre line of that road, and will continue to its termination the same distance from and on the same side of the imaginary centre line of that road.

1a. A tramway (No. 1a) wholly in the Stockport-road aforesaid, commencing at a point 40 feet north-west of the north-west corner of the Chapel Heaton turnpike gate house, and terminating by a junction with Tramway No. 1 at a point 3 chains from its commencement.

The centre line of the proposed Tramway No. 1a will be at its commencement and for a length of 2 chains 8 feet from and on the east side of the imaginary centre line of the Stockport-road, and will thence gradually approach until at its termination it reaches the centre of that road.

2. A tramway (No. 2) wholly in the parish of Manchester, commencing at a point in the Stockport-road one chain and a half northwards of the centre of Monton-terrace at its junction with Stockport-road, and passing thence in a northerly direction along the Stockport-road, crossing Rushford Bridge in that road, and terminating in that road at a point opposite the centre of Birch-Lane, otherwise Birch Hall-lane, at its junction with the Stockport-road.

The centre line of the proposed Tramway No. 2 will be at its commencement in the centre of Stockport-road, and will thence gradually diverge, so that in the length of half a chain it reaches the distance of 4 feet from and on the east side of the imaginary centre line of that road, and will continue to its termination the same distance from and on the same side of the imaginary centre line of that road.

3. A tramway (No. 3) wholly in the parish of Manchester, commencing at the point of termination of Tramway No. 1, as before described, and

passing thence in a northerly direction along the Stockport-road, and terminating in that road at a point 50 feet or thereabouts south of the lamp-post in the centre of Stockport-road, at its junction with Hyde-road and Brunswick-street.

The centre line of the proposed Tramway No. 3 will be at its commencement and throughout its entire length 4 feet from and on the west side of the imaginary centre line of Stockport-road.

4. A tramway (No. 4) wholly in the parish of Manchester, commencing at the point of termination of Tramway No. 2, as before described, and passing thence in a northerly direction along the Stockport-road, and terminating in that road at a point 50 feet or thereabouts south of the lamp-post in the centre of Stockport-road, at its junction with Hyde-road and Brunswick-street.

The centre line of the proposed Tramway No. 4 will be at its commencement and throughout its entire length 4 feet from and on the east side of the imaginary centre line of Stockport-road.

5. A tramway (No. 5) wholly in the parish of Manchester, commencing at the point of termination of Tramway No. 3, as before described, passing thence in a northerly direction along the Stockport-road, into and along the roadway on the south-west side of Ardwick Green, Downing-street, the bridge over the River Medlock, London-road, and Piccadilly, and terminating in the last-mentioned street at a point in the centre of that street opposite the centre of Lever-street, at its junction with Piccadilly.

The centre line of the proposed Tramway No. 5 will be at its commencement 4 feet from and on the west side of the imaginary centre line of Stockport-road, and will thence gradually diverge until, in passing the lamp-post in the centre of Stockport-road at the junction of Hyde-road and Brunswick-street with Stockport-road, it will be 10 feet from and on the west side of the said lamp-post, and will thence gradually approach, so that in the length of one chain it reaches a distance of 4 feet from and on the same side of the imaginary centre line of the road, and will continue to its termination at the same side of and the same distance from the imaginary centre lines of the streets and roads through which it is intended to pass, except that at a distance of one chain and a half from its termination it will gradually approach so that in the length of half a chain it reaches the centre of Piccadilly, and will continue to its termination in the centre of Piccadilly.

6. A tramway (No. 6) wholly in the parish of Manchester, commencing at a point of termination of Tramway No. 4, as before described, passing thence in a northerly direction along the Stockport-road into and along the roadway on the south-west side of Ardwick Green, Downing-street, the bridge over the River Medlock, London-road, and Piccadilly, and terminating in the last-mentioned street at a point in the centre of that street opposite the centre of Lever-street at its junction with Piccadilly.

The centre line of the proposed Tramway No. 6 will be at its commencement 4 feet from and on the east side of the imaginary centre line of Stockport-road, and will thence gradually diverge until in passing the lamp-post in the centre of Stockport-road at the junction of Hyde-road and Brunswick-street with Stockport-road, it will be 10 feet from and on the east side of the said lamp-post, and will thence gradually approach, so that in the length of one chain it reaches a distance of 4 feet from and on the same side of the imaginary centre line of the road, and will continue to its termination at the same side of and the same distance from the imaginary centre lines of the streets and roads.

through which it is intended to pass, except that at a distance of one chain and a half from its termination it will gradually approach, so that in the length of half a chain it reaches the centre of Piccadilly, and will continue to its termination in the centre of Piccadilly.

7. A tramway (No. 7) situate wholly in the parish of Manchester, commencing in the Wilmslow-road at a point 17 feet or thereabouts north of the lamp-post in the centre of such road opposite the Didsbury Hotel, and running thence in a northerly direction along that road, passing over Platt Bridge, and terminating at a point in that road opposite the centre of High-street at its junction with that road.

The centre line of the proposed Tramway No. 7 will be at its commencement and for a length of one chain in the centre of the aforesaid Wilmslow-road, and will thence gradually diverge until in a length of half a chain it reaches a distance of 4 feet from and on the west side of the imaginary centre line of that road, and will continue to its termination at the same distance from and on the same side of the said imaginary centre line.

8. A tramway (No. 8) situate wholly in the Wilmslow-road aforesaid, commencing at the point of commencement of Tramway No. 7 as before described, and running thence in a northerly direction along the road, passing over Platt Bridge, and terminating at a point in that road opposite the centre of High-street at its junction with that road.

The centre line of the proposed Tramway No. 8 will be at its commencement and for a length of one chain in the centre of the aforesaid Wilmslow-road, and will thence gradually diverge until in the length of half a chain it reaches a distance of 4 feet from and on the east side of the imaginary centre line of that road, and will continue to its termination on the same side of and at the same distance from the imaginary centre line.

9. A tramway (No. 9), situate wholly in the parish of Manchester, commencing at the point of termination of Tramway No. 7, passing thence in a northerly direction along the aforesaid Wilmslow-road into and along Oxford-street, passing over the bridge at the river Medlock known as Oxford Road Bridge, and terminating in that street at a point 90 feet or thereabouts south of the south-west corner of St. Peter's Church.

The centre line of the proposed Tramway No. 9 will be at its commencement and throughout its entire length at a distance of 4 feet from and on the west side of the imaginary centre line of the streets and roads through which it is intended to pass, except that (a) in passing the lamp-post and cab-stand between Cavendish-street and Devonshire-street the centre line will be 10 feet from and on the west side of the imaginary centre line of Oxford-street, and (b) in passing through Oxford-street, between Gilbert-street and 70 feet north of the centre of George-street, the centre line of the tramway will be 3 feet from and on the west side of the imaginary centre line of Oxford-street.

10. A tramway (No. 10) situate wholly in the parish of Manchester, commencing at the point of termination of Tramway No. 8, passing thence in a northerly direction along the aforesaid Wilmslow-road, into and along Oxford-street, passing over Oxford Road Bridge aforesaid, and terminating in that street at a point 90 feet or thereabouts south of the south-west corner of St. Peter's Church.

The centre line of the proposed Tramway No. 9 will be at its commencement and through-

out its entire length at a distance of 4 feet from and on the east side of the imaginary centre line of the streets and roads through which it is intended to pass, except that (a) in passing the lamp-post and cab-stand between Cavendish-street and Devonshire-street the centre line will be 10 feet from and on the east side of the imaginary centre line of Oxford-street, and (b) in passing through Oxford-street, between Gilbert-street and 70 feet north of the centre of George-street the centre line of the tramway will be 3 feet from and on the east side of the imaginary centre line of Oxford-street.

11. A tramway (No. 11) wholly in the parish of Manchester, commencing at the point of termination of Tramway No. 9, and passing thence in a northerly direction along Oxford-street, into and along the west side of St. Peter's-square, part of Peter-street, the north side of St. Peter's-square, so much of Dickenson-street as constitutes the east side of St. Peter's-square, the south side of St. Peter's-square, and into and along Oxford-street in a southerly direction, and terminating at the point of termination of Tramway No. 10, as before described.

The centre line of Tramway No. 11 will be at its commencement 4 feet from and on the west side of the imaginary centre line of Oxford-street, and on the same side of and at the same distance from the imaginary centre line of the west side of St. Peter's-square; and will be laid in the centre of the streets on the north, east, and south sides of St. Peter's-square, and will be at its termination 4 feet from and on the east side of the imaginary centre line of Oxford-street.

12. A tramway (No. 12) wholly in the parish of Manchester, commencing at a point in the centre of Chester-road, opposite the central front entrance of the Town Hall of Stretford, and passing thence in a northerly direction along that road (over Longford Bridge), into and along Stretford-road (formerly Stretford New-road), and terminating in the last-mentioned road at a point opposite the centre of Lucy-street at its junction with that road.

The centre line of Tramway No. 12 will be at its commencement and for a length of one chain in the centre of Chester-road, and will thence gradually diverge, so that in a length of half a chain it reaches the distance of 4 feet from and on the west side of the imaginary centre line of Chester-road, and will continue to its termination at the same side of and at the same distance from the imaginary centre line of the streets and roads through which it is intended to pass.

13. A tramway (No. 13) wholly in the parish of Manchester, commencing at a point in the centre of the aforesaid Chester-road, opposite the central front entrance of the Town Hall of Stretford, and passing thence in a northerly direction along that road (over Longford Bridge) into and along Stretford-road (formerly Stretford New-road), and terminating in the last-mentioned road at a point opposite the centre of Lucy-street, at its junction with that road.

The centre line of the proposed Tramway No. 13 will be at its commencement and for a length of one chain in the centre of the aforesaid Chester-road, and will thence gradually diverge, so that in a length of half a chain it reaches 4 feet from and on the east side of the imaginary centre line of the said Chester-road, and will continue to its termination at the same distance from and on the same side of the imaginary centre line of the streets and roads through which it is intended to pass.

14. A tramway (No. 14) wholly in the parish of

Manchester, commencing at the point of termination of Tramway No. 12, as before described, and passing thence in an easterly direction along Stretford-road (formerly Stretford New-road), Cavendish-street, and Oxford-street, and terminating in the last-mentioned street at a point 40 feet or thereabouts north of the lamp-post in the centre of that street, at its junction with Grosvenor-street and Cavendish-street.

The centre line of the proposed Tramway No. 14 will be at its commencement and throughout its entire length 4 feet from and on the north side of the imaginary centre line of the streets and roads through which it is intended to pass, except that at a point three-quarters of a chain or thereabouts from its termination it will gradually diverge until it reaches its termination, where it will be 10 feet from and on the west side of the imaginary centre line of Oxford-street.

15. A tramway (No. 15) wholly in the parish of Manchester, commencing at the point of termination of Tramway No. 13 as before described, and passing thence in an easterly direction along Stretford-road (formerly Stretford New-road), Cavendish-street, and Oxford-street, and terminating in the last-mentioned street at a point 40 feet or thereabouts north of the lamp-post in the centre of that street at its junction with Grosvenor-street and Cavendish-street.

The centre line of the proposed Tramway No. 15 will be at its commencement and throughout its entire length 4 feet from and on the south side of the imaginary centre line of the streets and roads through which it is intended to pass, except that at a point three-quarters of a chain or thereabouts from its termination it will gradually diverge until it reaches its termination, where it will be 10 feet from and on the east side of the imaginary centre line of Oxford-street.

16. A tramway (No. 16), commencing in the parish of Eccles, at a point in Broad-street at the junction of Sandy-lane with Broad-street, 10 feet from and east of the lamp-post in the centre of the roadway opposite the Woolpack Inn, passing thence in an easterly direction along Broad-street, Paddington, New Richmond, Windsor Bridge, The Crescent, Bank-street, Bank-parade, Whitecross Bank, and Chapel-street, and terminating in the last-mentioned street at a point in the parish of Manchester 100 feet or thereabouts north-east of the north-east corner of Victoria Bridge-street at its junction with Chapel-street.

The centre line of Tramway No. 16 will be at its commencement, and for a length of 1 chain, in the centre of Broad-street, and will thence gradually diverge until, in a length of half a chain, it reaches a distance of 4 feet from and on the north side of the imaginary centre line of that street, and from thence to its termination it will continue on the same side of and at the same distance from the imaginary centre line of the streets and roads through which it is intended to pass.

17. A tramway (No. 17), commencing in the parish of Eccles at a point in Broad-street at the junction of Sandy-lane with Broad-street, 10 feet from and east of the lamp-post in the centre of the roadway opposite the Woolpack Inn, passing thence in an easterly direction along Broad-street, Paddington, New Richmond, Windsor Bridge, The Crescent, Bank-street, Bank-parade, Whitecross Bank, and Chapel-street, and terminating in the last-mentioned street in the parish of Manchester at a point 100 feet or thereabouts north-east of the north-east corner of Victoria Bridge-street at its junction with Chapel-street.

The centre line of Tramway No. 17 will be at its commencement, and for a length of 1 chain, in the centre of Broad-street, and will thence gra-

dually diverge, until in a length of half a chain it reaches a distance of 4 feet from and on the south side of the imaginary centre line of that street, and from thence to its termination it will continue on the same side of and at the same distance from the imaginary centre line of the streets and roads through which it is intended to pass.

18. A tramway (No. 18) wholly in the parish of Manchester, commencing at a point in the Bury New-road, otherwise the Manchester and Bury New Turnpike-road, 25 feet or thereabouts north of the lamp-post in the roadway at the junction of that road with Moor-lane, passing thence in a south-easterly direction along the said Bury New-road, and terminating in that road at a point opposite the centre of Taylor-street at its junction with Bury New-road.

The centre line of the proposed Tramway No. 18 will be at its commencement and for the length of 2 chains at the distance of 10 feet from and on the north side of the imaginary centre line of the Bury New-road, and from thence will gradually approach until within the length of one chain it reaches the centre of that road, and will be laid in the centre of that road to a point $4\frac{1}{2}$ chains south of Wellington-street, and will thence gradually diverge until in the length of half a chain it reaches the distance of 4 feet from and on the east side of the imaginary centre line of the road, and will continue the same distance from and on the same side of the said imaginary centre line to a point $1\frac{1}{2}$ chain from and north of Devonshire-street, and will thence gradually approach until in a length of half a chain it reaches the centre of the road, and will thence to its termination be laid along the centre of the road.

19. A tramway (No. 19) wholly in the parish of Manchester, commencing at a point in the Bury New-road, otherwise the Manchester and Bury New Turnpike-road, 5 feet or thereabouts north of the lamp-post in the roadway at the junction of that road with Moor-lane, passing thence in a south-easterly direction along the Bury New-road, and terminating in that road at a point 3 chains from its commencement by a junction with Tramway No. 18.

The centre line of the proposed Tramway No. 19 will be at its commencement 10 feet from and on the south side of the imaginary centre line of Bury New-road, and will continue the same distance from and on the same side of the said imaginary centre line to a point one chain from its termination, whence it will gradually approach until at its termination it reaches the centre of the road.

20. A tramway (No. 20) wholly in the Bury New-road, in the parish of Manchester, commencing by a junction with Tramway No. 18 at a point in that road opposite the centre of Radford-street, and passing thence in a southerly direction along the Bury New-road, and terminating at a point 3 chains from its commencement by a junction with Tramway No. 18.

The centre line of the proposed Tramway No. 20 will be at its commencement in the centre of Bury New-road, and will thence gradually diverge until in a length of 1 chain it reaches the distance of 8 feet from and on the east side of the imaginary centre line of the road, and will continue the same distance from and on the same side of the said imaginary centre line for the length of 1 chain, and will thence gradually approach until at its termination it reaches the centre of the road.

21. A tramway (No. 21) wholly in the Bury New-road, in the parish of Manchester, commencing and terminating by junctions with Tramway No. 18 at points respectively $1\frac{1}{2}$ chain north-west of and $1\frac{1}{2}$ chain south of the lamp-post in

the centre of the roadway at the junction of Broom-lane with Bury New-road.

The centre line of the proposed Tramway No. 21 will be at its commencement in the centre of the Bury New-road, and will thence gradually diverge until in the length of 1 chain it reaches the distance of 8 feet from and on the east side of the imaginary centre line of the road, and will continue at the same distance from and on the same side of the said imaginary centre line for the length of 1 chain, and will thence gradually approach until at its termination it reaches the centre of the road.

22. A tramway (No. 22) wholly in the Bury New-road, in the parish of Manchester, commencing by a junction with Tramway No. 18 at a point $4\frac{1}{2}$ chains south of the junction of Wellington-street with Bury New-road, passing thence in a southerly direction along that road, and terminating by a junction with Tramway No. 18 at a point 1 chain north of the junction of Devonshire-street with the Bury New-road.

The centre line of the proposed Tramway No. 22 will be at its commencement in the centre of the road, and will thence gradually diverge until in the length of half a chain it reaches the distance of 4 feet from and on the west side of the imaginary centre line of the road, and will continue on the same side of and at the same distance from the said imaginary centre line to a point half a chain from its termination, whence it will gradually approach until at its termination it reaches the centre of the road.

23. A tramway (No. 23) wholly in the Bury New-road, in the parish of Manchester, commencing by a junction with Tramway No. 18 at a point in the centre of that road one chain and a half north of the centre of Great Cheetham-street at its junction with Bury New-road, passing thence in a southerly direction along the Bury New-road, and terminating at a point 3 chains from its commencement by a junction with Tramway No. 18.

The centre line of the proposed Tramway No. 23 will be at its commencement in the centre of the road, and will thence gradually diverge until in the distance of 1 chain it reaches the distance of 8 feet from and on the west side of the imaginary centre line of the road, and will continue for the length of 1 chain at the same distance from and on the same side of the said imaginary centre line, and will thence gradually approach, so that at its termination it reaches the centre of the road.

24. A tramway (No. 24) wholly in the parish of Manchester, commencing in the Bury New-road at the point of termination of Tramway No. 18, and passing thence in a southerly direction along the Bury New-road into and along Great Ducie-street, over Hunt's Bank Bridge into and along Victoria-street (otherwise Hunt's Bank), Salford Bridge, and Chapel-street, and terminating in the last-mentioned street at a point 100 feet or thereabouts north-east of the north-east corner of Victoria Bridge-street, at its junction with Chapel street.

The centre line of the proposed Tramway No. 24 will be at its commencement in the centre of Bury New-road, and will continue and be in the centre of that road to a point 3 chains from and north of the centre of Broughton-lane at its junction with Bury New-road, and will thence gradually diverge until in the length of half a chain it reaches a distance of 4 feet from and on the east side of the imaginary centre line of the road, and will continue the same distance from and on the same side of the said imaginary centre line to a point opposite the centre of Howard-street at its junction with Bury New-road,

whence it will gradually approach so that in the length of half a chain it reaches the centre of the road, and will continue in the centre of that road and of Great Ducie-street to a point three and a quarter chains north of the central front entrance of the Manchester Assize Courts, and will thence gradually diverge until in the length of half a chain it reaches a distance of 4 feet from and on the east side of the imaginary centre line of Great Ducie-street, and will continue at the same distance from and on the same side of the said imaginary centre line to a point four and a quarter chains south of the central front entrance of the Manchester Assize Courts, and will thence gradually approach until in the length of half a chain it reaches the centre of the street, and will so continue to a point 2 chains from and south of the centre of New Bridge-street at its junction with Great Ducie-street, and will thence gradually diverge so that in a length of half a chain it reaches a distance of 4 feet from and on the east side of the imaginary centre line of that street, and will continue to its termination on the same side of and at the same distance from the imaginary centre lines of the streets and roads along which it is intended to pass.

25. A tramway (No. 25), wholly in the Bury New-road, in the parish of Manchester, commencing by a junction with Tramway No. 24 at a point 3 chains north of the centre of Broughton-lane, at its junction with Bury New-road, and passing thence along the Bury New-road in a southerly direction, and terminating by a junction with Tramway No. 24 at a point half a chain south of the centre of Howard-street, at its junction with Bury New-road.

The centre line of the proposed Tramway No. 25 will be at its commencement in the centre of the road, and will thence gradually diverge until in the length of half a chain it reaches a distance of 4 feet from and on the west side of the imaginary centre line of the road, and will continue the same distance from and on the same side of the said imaginary centre line to a point opposite the centre of Howard-street, and will thence gradually approach, until, at its termination, it reaches the centre of the road.

26. A tramway (No. 26) wholly in Great Ducie-street, in the parish of Manchester, commencing and terminating by junctions with Tramway No. 24 at points respectively three and a quarter chains north and four and three quarter chains south of the central front entrance of the Manchester Assize Courts.

The centre line of the proposed Tramway No. 26 will be at its commencement in the centre of Great Ducie-street, and will thence gradually diverge until in the length of half a chain it reaches the distance of 4 feet from and on the west side of the imaginary centre line of Great Ducie-street, and will continue at the same distance from and on the same side of the said imaginary centre line to a point half a chain from its termination, whence it will gradually approach, until, at its termination, it reaches the centre of that street.

27. A tramway (No. 27) wholly in the parish of Manchester, commencing at a point 2 chains south of the centre of New Bridge-street at its junction with Great Ducie-street, and passing thence in a southerly direction along Great Ducie-street over Hunt's Bank Bridge into and along Victoria-street (otherwise Hunt's Bank), Salford Bridge, and Chapel-street, and terminating at a point 100 feet or thereabouts north-east of the north-east corner of Victoria Bridge-street at its junction with Chapel-street.

The centre line of the proposed Tramway

No. 27 will be at its commencement in the centre of Great Ducie-street, and will thence gradually diverge until in the length of half a chain it reaches the distance of 4 feet from and on the west side of the imaginary centre line of that street, and will continue to its termination at the same distance from and on the same side of the imaginary centre lines of the streets and roads through which it is intended to pass.

28. A tramway (No. 28) wholly in the parish of Manchester, commencing at a point in the roadway at the junction of Camp-street with Broughton-lane, 40 feet west of the drinking fountain at the junction of Camp-street and Broughton-lane, and passing thence in an easterly direction along Broughton-lane into and along the Bury New-road, and terminating in the last-mentioned road by a junction with Tramway No. 24 at a point in that road 100 feet north of the junction therewith of Waterloo-road.

The centre line of the proposed Tramway No. 28 will be at its commencement, and for a length of 1 chain 4 feet from and on the north side of the imaginary centre line of Broughton-lane, and will thence gradually approach so that in the length of half a chain it reaches the centre of Broughton-lane, and will continue in the centre of Broughton-lane to a point 2 chains from and west of the centre of Great Clowes-street, at its junction with Broughton-lane, whence the centre line of the tramway will gradually diverge until in the length of half a chain it reaches 4 feet from and on the north side of the imaginary centre line of Broughton-lane, and will continue that distance from and on the same side of the said imaginary centre line for a length of 1 chain, and thence it will gradually approach, so that in the length of half a chain it reaches the centre of Broughton-lane, and will thence be laid along the centre of Broughton-lane until it reaches a point 1 chain from its termination, and will thence gradually diverge until at its termination it will be 4 feet from and on the east side of the imaginary centre line of the Bury New-road.

29. A tramway (No. 29) wholly in Broughton-lane, in the parish of Manchester, commencing at a point in Broughton-lane 8 feet from and south of the point of commencement of Tramway No. 28, and passing thence in an easterly direction along Broughton-lane, and terminating at a point one chain and a half from its commencement.

The centre line of Tramway No. 29 will be at its commencement, and for a length of 1 chain 4 feet from and south of the imaginary centre line of Broughton-lane, and will thence gradually approach so that at its termination it reaches the centre of Broughton-lane.

30. A tramway (No. 30) wholly in Broughton-lane, in the parish of Manchester, commencing at a point 2 chains from and west of the junction of the centre of Great Clowes-street with Broughton-lane, passing thence in an easterly direction along Broughton-lane and terminating at a point opposite the centre of Great Clowes-street at its junction with Broughton-lane.

The centre line of the proposed Tramway No. 30 will be at its commencement at the centre of Broughton-lane, and will thence gradually diverge so that in a length of half a chain it reaches the distance of 4 feet from and on the south side of the imaginary centre line of Broughton-lane, and thence for a length of 1 chain it will continue the same distance from and on the same side of the said imaginary centre line, and will thence gradually approach so that at its termination it reaches the centre of Broughton-lane.

31. A tramway (No. 31) wholly in the parish of Manchester, commencing at a point in Brough-

ton-lane 50 feet or thereabouts from and east of the north-east corner of Drake-street at its junction with Broughton-lane, and passing thence in an easterly direction into and along the Bury New-road, and terminating in that road at a point 100 feet north of the junction therewith of Waterloo-road, by a junction with Tramway No. 25.

The centre line of the proposed tramway No. 31 will be at its commencement in the centre of Broughton-lane, and will thence gradually diverge so that in the Bury New-road it will be 4 feet from and on the west side of the imaginary centre line of that road.

All or some of the tramways hereinbefore described will pass or be made from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Manchester, Heaton Norris, Chorlton-upon-Medlock, Ardwick, Didsbury, Withington, Stretford, Hulme, Cheetham, Salford, Broughton, Levenshulme, Rusholme, Newton, Gorton, Moss-side, Didsbury, Pendleton, and Eccles, all in the county palatine of Lancaster.

In the following instances the said Tramways will be laid along the several streets or roads hereinafter mentioned, 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 said streets or roads and the nearest rail of the tramway, that is to say, viz.

In the Stock-street-road.—The roadway under the North-Western railway.

In Wilmslow-road.—Between 2 points respectively 2 and 17 chains north of the lamp-post in the centre of the Wilmslow-road, opposite the Didsbury Hotel. Between 2 points respectively 16 and 19 chains south of the Golden Lion public-house. Between 2 points respectively half a chain and 2½ chains north of the Golden Lion public-house. Between 2 points respectively 8 chains and 10 chains north of the Golden Lion public-house. From the junction of Parsonage-road for a distance of 3 chains south of that road. From Cooper-street to Swindon-grove. From Lord-street to a point 9 chains north of Princess-road. Between 2 points respectively 9 and 10 chains south of Old Hall-lane. From Old Hall-lane to a distance of 4 chains north of that lane. From a point 5½ chains south of Brighton-grove to 1½ chain north of Norman-road.

In Stretford-road.—For 2 chains on either side of the centre of Longford Bridge.

In Bury New-road.—From Moor Lane to 1 chain east of Broughton, otherwise Moor-lane, Turnpike Gate. Between Waterloo-road and Broughton-lane.

In Salford Bridge.—For a length of 4 chains.

In Chapel-street.—From Quay-street to 1 chain east of Deal-street. From Barlow-croft to the east end of the Flat-Iron Market. From Water-street to Victoria Bridge-street.

In Broughton-lane.—From Earl-street to Bury New-road.

In all cases where it is stated that any tramway is intended to be laid at a greater or less distance from the imaginary centre line than 4 feet, such tramway is, except where otherwise stated, intended to be laid at a gradually varying distance from the imaginary centre line for a length of half a chain before and after attaining the greater or less distance so stated, so as to make up in that length the difference between the distance of 4 feet and the greater or less distance so stated.

To empower the Company from time to time to make such crossings, passing places, sidings, junctions, and other works in addition to those

particularly specified in this notice as may be necessary or convenient to the efficient working of the proposed tramways or any of them, or for providing access to any stables or carriage-houses, or works of the Company.

To authorize the Company to enter upon and open the surface of, and to alter and stop up, remove and otherwise interfere with the streets, turnpike-roads, highways, public roads, ways, 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 or places mentioned in this notice, for the purpose of constructing and maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their places, or for other the purposes of the Provisional Order.

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

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer and vary exemptions from the payment of such tolls, rates, or duties.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid; to reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

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

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over and across such tramways, and for preventing obstructions to all or any such traffic; and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws rules, and regulations, or of any of the provisions of the Bill.

To enable the Company, when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as afore-

said, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish, township, or place mentioned in this notice, and maintain so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued, to be used or intended so to be.

To enable the Company and the Corporation of Manchester, and any vestry, district, or other board, trustee, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control, or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power, and to confirm any existing agreements with respect to the matters aforesaid.

And the Provisional Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that plans and sections of the proposed tramways and works, and a copy of this Notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, at the Office of the Board of Trade; and for public inspection, with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston in that county; with the Clerk of the Peace for the city of Manchester, at his office at Manchester, and that a copy of so much of the said plans and sections as relates to each of the parishes from, in, through, or into which the intended tramways will be made or pass; and also a copy of this notice, as published in the London Gazette, will on or before the said 30th day of November be deposited for public inspection as follows, namely, with the Mayor, Aldermen, and Burgesses of the city of Manchester, at the office of their Town Clerk at Manchester; with the Mayor, Aldermen, and Burgesses of the borough of Salford with their Town Clerk at Salford; with the Clerk to the Local Board of Rusholme, at his office at 53, Piccadilly, Manchester; with the Clerk to the Moss Side Local Board, at his office in Brazenose-street, Manchester; with the Clerk to the Newton Local Board, at his office at Oldham-road, Newton Heath, near Manchester; with the Clerk of the Levenshulme Local Board, at his office at the Mechanics' Institute, Levenshulme, near Manchester; with the Clerk of the Gorton Local Board, at his office in Hyde-road, Gorton, near Manchester; with the Clerk to the Stretford Local Board, at his office at 96, King-street, Manchester; with the Clerk to the Surveyors of Kirkmanshulme; at his office at Bellevue; with the Clerk to the Local Board of Heaton Norris, at his office; with the Clerk to the Trustees of the Wilmslow Turnpike Road, at his office at St. James's-square, Manchester; with the Clerk to the Trustees of the Buxton Turnpike Road, at his office at Stockport; with the Clerk to the Local Board of Prestwich, at his office; with the Clerk to the Trustees of the Manchester and Bury Turnpike Road, at his office; and with the parish clerk of each parish, at his residence.

The draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade on or before the 23rd day of December

next, and printed copies of the draft Provisional Order, when deposited, and of the Provisional Order, when made, will be furnished (at the price of one shilling for each copy) to all persons applying for same at the office of the undersigned, Walter Webb, 27, Gresham-street, London.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1873.

Dated the 20th day of November, 1872.

Walter Webb, 27, Gresham-street,
London, Solicitor.

Slater and Poole, 4, Norfolk-street, Man-
chester, Solicitors.

Wyatt, Hoskins, and Hooker, 28, Parlia-
ment-street, Westminster, Parliamen-
tary Agents.

Provisional Order.

Board of Trade—Session 1873.

Leicester Tramways.

(Application for Provisional Order under "The Tramways Act, 1870," for Powers to Construct Street Tramways in and near Leicester; Tolls; Provisions for use of Tramways and Streets traversed; Agreements with and Powers to Corporation and Street Authorities and other bodies and persons; Incorporation of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, pursuant to the provisions of the Tramways Act, 1870, to authorize and empower the person or persons to be named in that behalf in the Order, or a Company incorporated for the purpose under the Companies Act, 1862, by the name of the Leicester Tramways Company Limited (which person or persons or Company are in this notice referred to as "the Promoters") to make and maintain the street tramways described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

1. A Tramway (No. 1) in the parishes of Knighton and Saint Margaret, Leicester, commencing in the said parish of Knighton, at a point in the centre of the London-road opposite to the centre of the gateway forming the principal entrance from the said road to the private house and grounds called "The Shrubbery," and passing thence in a northerly direction along the London-road, into and along Granby-road, Gallow Tree-gate, and Haymarket, and terminating in the said parish of Saint Margaret, Leicester, at a point in the centre of the roadway on the east side of the Clock-tower in Haymarket, 40 feet or thereabouts measured in an easterly direction from the aforesaid Clock-tower.

The centre line of the proposed Tramway (No. 1) will be at its commencement and throughout its entire length in the centre of the streets and roads through which it is intended to pass.

2. A Tramway (No. 2) in the parish of Belgrave and Saint Margaret, commencing in the parish of Belgrave, at a point in the centre of the Belgrave-road, 60 feet or thereabouts south of the south-west corner of the Bull's Head Inn, and passing thence

in a southerly direction along the aforesaid road into and along Belgrave-gate and Haymarket, and terminating in the said parish of Saint Margaret, at the point hereinafter described as the termination of Tramway No. 1.

The centre line of the proposed Tramway (No. 2) will be at its commencement and throughout its entire length in the centre of the streets and roads through which it is intended to pass.

3. A Tramway (No. 3) situate wholly in the parish of Saint Margaret, commencing at a point in the centre of the Humberstone-road, opposite the centre of Ash-street at its junction with the aforesaid road, and passing thence in a westerly direction along the Humberstone-road, into and along the roadway on the north side of Humberstone-gate, into and along Gallow Tree-gate, and terminating in the centre of the last-mentioned street at a point 130 feet or thereabouts south of the Clock-tower in the Haymarket.

The centre line of the proposed Tramway (No. 3) will be at its commencement and throughout its entire length in the centre of the streets and roads through which it is intended to pass.

4. A Tramway (No. 4) situate wholly in the parish of Saint Margaret, commencing by a junction with the Tramway No. 3 hereinbefore described at a point in the centre of Humberstone-gate 110 feet or thereabouts east of the Clock-tower in the Haymarket, and passing thence in a westerly direction along Humberstone-gate, and in a northerly direction into and along Haymarket, and terminating by a junction with Tramway No. 2 hereinbefore described, at a point in Haymarket, in the centre of the roadway on the east side of and 40 feet or thereabouts measuring in an easterly direction from the aforesaid Clock-tower.

All the proposed tramways and works hereinbefore described will pass or be made from, in, through, or into the several parishes and places following, or some of them, that is say:—Knighton, Saint Margaret, Leicester, Belgrave, and the borough of Leicester, all in the county of Leicester.

It is not intended to run on the proposed tramways or any of them or any part thereof carriages or trucks adapted for use upon railways.

It is not proposed to lay the proposed tramways or any of them or any part thereof so that a less space than nine feet six inches shall intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway.

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

2. To authorise the Promoters to enter upon and open the surface of, and to alter and stop up, and remove, and otherwise interfere with streets, turnpike-roads, highways, or public roads, ways, footpaths, watercourses, bridges, 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 substituting others in their places, or for other purposes of the Provisional Order.

3. For all or any of the purposes of the Provisional Order, or of their tramway undertaking, to purchase or acquire by agreement, or to take by agreement, easements over land, houses, and property, and to erect offices, buildings, and other conveniences on any such lands.

4. To levy toll, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers, goods, minerals, and other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, and charges. The Provisional Order will further contain provisions:—

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 Promoters from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

6. To provide for and regulate the user by the Promoters for the purposes of the Provisional Order of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

7. Reserving to the Promoters the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edged rail or on a grooved rail.

8. Prohibiting, except by agreement with the Promoters, or upon terms to be prescribed by the Provisional Order, the use of the proposed tramways by persons, companies, or corporations, other than the Promoters, with carriages with flange wheels specially or particularly adapted to run on an edged rail, or on a grooved rail, and authorising or giving effect to agreements between the Promoters and any other persons, companies, or corporations for the use of the said tramways with such carriages, and conferring all necessary powers in that behalf on the Promoters, and all such other persons, companies, or corporations.

9. Regulating the passage of traffic (whether of the Promoters or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and enabling the Promoters and the mayor, aldermen, and burgesses of the borough of Leicester (hereinafter referred to as "the Corporation") or either of them, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Provisional Order.

10. Enabling the Promoters when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in parishes and places hereinbefore mentioned, and maintain, so long as occasion may require, a temporary tramway, or temporary tramways, in lieu of the tramway, or part of a tramway, so removed

or discontinued to be used or intended so to be.

11. Enabling the Promoters and the corporation, and any board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plate, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same, by means of animal, steam, or other power, and for the payment of a composition in respect of the user of such streets, roads, and places, and for securing the carrying out of the undertaking to be authorised by the Provisional Order, and to confirm any agreements or agreement which have or has already been made or may hereafter be made with reference to any of these matters.

12. To enable the Board of Trade, or any or some one of Her Majesty's Principal Secretaries of State, or some other public body or authority, to appoint a referee or referees to enquire into, report upon, or decide any questions which it may be expedient to refer, or which by the Provisional Order may be referred or directed to be referred to such referee or referees, with power to such referee or referees to administer oaths and affirmations, and to confer upon him or them and to enable him or them to exercise the power of a court of law or the powers usually conferred upon arbitrators, or other special powers, and to make provisions for enforcing and giving effect to his or their decisions, awards, and reports.

13. The Provisional Order will incorporate with and extend and apply to itself the Tramways Act, 1870, or wholly or partially exempt the Promoters from any of the provisions of that Act, or modify or alter the same with reference to all or any of the objects of the Provisional order, and may vary or extinguish any rights or privileges thereunder or under any other Act or Acts, and will alter, amend, extend and enlarge, or repeal all or some of the powers and provisions of the Acts (local and personal) following, that is to say:—the Leicester Town Improvement Act, 1846; the Leicester Sewage Act, 1851; the Leicester Lunatic Asylum and Improvement Act, 1865; the Leicester Cattle Market, Town Hall, and Improvement Act, 1866; the Leicester Improvement Drainage and Market Act, 1868; 41 George III., cap. 118; 3 George IV., cap. 46; 3 George IV., cap. 126; An Act for more effectually repairing the Roads from the Borough of Leicester to the City of Peterborough, 1843, commonly called the Leicester District of the Leicester and Peterborough Turnpike Road Act, 1843; the Market Harborough and Loughborough Road Act, 1863; the Leicester Gas Act, 1860; the Leicester Waterworks Act, 1847; the Leicester Waterworks Amendment Act, 1851; the Leicester Waterworks Act, 1866; and any other Acts relating to the borough of Leicester and the above-named roads, and gas, and waterworks.

14. And the Provisional Order will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights or privileges.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th January, 1873.

And notice is hereby further given, that plans and sections of the proposed street tramways and works, and a copy of this notice as published in the London Gazette will be deposited on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for the county of Leicester, at his office at Leicester, and with the town clerk of the borough of Leicester, at his office at Leicester, and at the office of the Board of Trade, Whitehall, London, at the Private Bill Office of the House of Commons, and at the office of the Clerk of the Parliaments, House of Lords; and on or before the same day a copy of so much of the said plan and section as relates to each of the parishes from, in, through or into which the intended tramways will be made or pass, and a copy of this notice will be deposited for public inspection with the parish clerk of each such parish at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished, at the price of one shilling for each copy, to all persons applying for the same at the offices of the undersigned.

Dated this 12th day of November, 1872.

Burr, Nelson, and Barr, 4, South-parade, Leeds, Solicitors for the Promoters.

Simson, Wakeford, and Simson, 11, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1873.

Tenby Water.

(Incorporation of Company—Construction of Works—Supply of Water to Tenby, in the County of Pembroke, and adjacent places—Compulsory Purchase of Lands—Acquisition of Lands, Mains, Pipes, and Works, the property the Corporation of Tenby—Agreements with Corporation of Tenby and other Public Bodies—Power to Levy rates, etc.—Amendment or Repeal of Acts, etc.)

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 purposes following, that is to say:—

To incorporate a Company (in this notice referred to as "the Company"), and to confer upon the Company the powers or some of the powers following, viz.:—

To supply with water for public and private purposes the inhabitants, public bodies, and other persons within the districts, parishes, townships, hamlets, extra-parochial or other places following, or some of them, that is to say—The Borough of Tenby, the parishes or places of Saint Mary within Liberty, Tenby, St. Mary without Liberty, Tenby, Penally, otherwise Penaley, and Gumfreston, all in the county of Pembroke.

To construct and maintain the works hereafter mentioned, or some of them, together with all necessary embankments, pumping engines, pumps, water-towers, tanks, sluices, pipes, stand pipes, tunnels, channels, dams, weirs, overfalls, valves, wells, drains, filters, and other works, apparatus and conveniences that is to say—

1. A reservoir or well, wholly in the parish of Gumfreston, in the county of Pembroke, with pumping apparatus and machinery to be situate (25 chains or thereabouts in a south-westerly direction from Gumfreston parish church) in a field forming part of a farm known by the name of Gumfreston Farm, belonging to Thomas Charlton Meyrick, Esq., M.P. for the borough of

Pembroke, and now in the occupation of John Kaye.

2. A conduit aqueduct or line of pipes situate wholly in the parish of Gumfreston aforesaid, commencing from and out of the reservoir hereinbefore described, and on the north side thereof, and terminating at and on the south side of the reservoir next hereinafter described.

3. A receiving reservoir, filter beds, and distributing reservoir, wholly in the said parish of Gumfreston, to be situate (15 chains or thereabouts westward of Gumfreston Farm House) in a certain other field forming part of Gumfreston Farm aforesaid; lying on the north side of the road leading from the village of Gumfreston to Saint Florence.

4. A conduit, aqueduct, or line of pipes commencing at the eastern end of, and from and out of the reservoir and works lastly hereinbefore described and terminating in the parish of St. Mary within Liberty, Tenby, in the county of Pembroke, at the junction of a street or lane, known as Windpipe Lane, with the street called Norton, in the borough of Tenby, and which said conduit, aqueduct, or line of pipes will be made or pass from, in, through or into the parishes, townships, and extra parochial or other places following, or some of them, that is to say,—Gumfreston, St. Mary without Liberty, Tenby; and St. Mary within Liberty, Tenby, in the county of Pembroke.

All the above works will be constructed or pass through or into, and the lands, houses, and waters which will or may be taken or used are situate in, the several townships, parishes, hamlets, townlands, extra parochial or other places following, viz., Gumfreston, Penally, otherwise Penaley, St. Mary without Liberty, Tenby, and St. Mary within Liberty, Tenby, all in the county of Pembroke.

To take, collect, and dam up, divert, and appropriate into the said several intended reservoirs, aqueducts, conduits, and works, and therein impound and thence distribute all or some of the water of the brook called the Ritec, otherwise the St. Florence Brook, and all springs, streams and waters, tributaries and branches thereof, lying in the line of the proposed works, or within the limits of deviation defined in the plans hereinafter mentioned, which said springs; streams and waters or some of them so to be taken and appropriated directly or derivatively flow or proceed into the said brook, called the Ritec, otherwise the St. Florence Brook.

To make and maintain—in the parishes, towns, townships, townlands, hamlets, extra parochial, and other places, approach roads or ways, excavations, embankments, reservoirs, filtering beds, dams, sluices, culverts, cuts, channels, drains, pipes, wells, tanks, pumps, byewashes, valves, engines, and other conveniences and appliances necessary in connection with the before mentioned works, or any of them, and for collecting, cleansing, storing up, purifying, and distributing the waters of the said reservoirs, streams and the springs, tributaries and branches thereof, and of other the water supply hereinbefore mentioned.

To lay down and maintain pipes, culverts, aqueducts, and other works in, under, over, or across, and for the purposes aforesaid, to cross, break up, open, alter, divert, or stop up either temporarily or permanently roads, highways, footpaths, streets, pavements, squares, alleys, private roads, public places, bridges, canals, towing paths, railways, tramways, sewers, drains, rivers, streams, brooks, and watercourses in the parishes, towns, townships, townlands, hamlets,

extra parochial and other places before mentioned, or any or either of them.

To purchase by compulsion or agreement; and to take on lease, and also to take grants of, or acquire easements over lands, houses, springs, streams, waters, or other hereditaments required or desirable for the purposes of the said intended works, or any of them, and of the Bill to supply water for domestic trading, public sanitary, and other purposes within and to the whole or any part of the aforesaid parishes, towns, townships, townlands, hamlets, extra parochial or other places.

To sell absolutely, or to lease for a term of years to the Mayor, Aldermen, and Burgesses of the borough of Tenby (in this notice called the Corporation) or any local board, body of Commissioners, or other persons or person, the whole or part of the works, and undertaking to be authorized by the Bill, with the rights, powers, and property of the Company, and to authorize the Corporation or such local board, Commissioners, or any other persons or person as aforesaid, to purchase or lease for a term of years, for such considerations, upon such terms and conditions as the Company and the Corporation, or such local board, body of Commissioners, or other persons or person may mutually agree upon, or as may be fixed by the Bill.

To purchase from the Corporation by compulsion or agreement, and to authorize the Corporation to sell any reservoirs, aqueducts, conduits, pipes, mains, works, valves, hydrants, stop-cocks, or other machinery, plant, or implements belonging to the Corporation, upon such terms as the Company and the Corporation may mutually agree upon, or as may be fixed by the Bill.

To enable the Company on the one hand and the Corporation, and any water Company, local board, body of Commissioners, public body, officers, or persons on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or in respect to the supply by the Company to the Corporation, and any such Companies, local boards, public body, officers, or persons, of water in bulk or otherwise for public, sanitary, trading, or other purposes, and to authorize the Corporation and such Companies, local boards, public body, officers, or persons, to apply their respective funds, and to raise further moneys for the purpose of the respective contract, agreement or arrangement, and to sanction and confirm any such contract or agreement, or arrangement already made, or which prior to the passing of the said Bill may be made with respect to the matters aforesaid or any of them.

To enable and empower the Company to enter into agreements with any other Company or Companies, persons or person, for the leasing, purchasing, or otherwise acquiring any water raised on or near to any part of the Company's undertaking and works, and also to enter into any such arrangements as may be necessary or proper for the sinking by such Company or Companies, person or persons, of shafts or wells, and the erection and construction of all necessary pumping to their machinery for the raising and carrying such water to any of the Company's reservoirs.

To make proper provision for preventing the waste, illegal use, obstruction, or misuse, and wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto.

To levy, collect, and recover rents, rates, remunerations, and charges in respect of such supply of water, and to confer exemptions from the payment of such rents, rates, or charges, and to confer other rights and privileges.

To deviate laterally from the lines of the works shown upon the plans hereinafter mentioned; and to deviate vertically to any extent from the levels of those works shown upon the sections hereinafter mentioned.

To vary and extinguish any rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

And it is intended to incorporate with the said Bill "The Waterworks Clauses Act, 1847," and "The Waterworks Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845, 1860, and 1869;" "The Company's Clauses Consolidation Act, 1845;" and "The Company's Clauses Act, 1863;" and "The Railway Clauses Consolidation Act, 1845," or some of them, or some parts of such Acts respectively.

To alter, amend, or repeal so far as may be necessary for the purposes of the intended Bill the following Acts, viz. 1 and 2 Vict. cap. 13 (local and personal), and 14 and 15 Vict. cap. 98 (public).

Duplicate plans and sections of the intended works, showing the situation and levels thereof, and a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses shown on the plans, and intended to be taken or used under the powers of the Bill, 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 Pembroke, at his office situate at Haverfordwest, 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, and 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 clerks of such parishes at their residences respectively, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

Printed copies of the intended 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.

J. R. Cobb, Brecon, Solicitor.

Wilkins, Blyth, and Marsland, 10, St. Swithin's-lane, E.C., Parliamentary Agents.

In Parliament.—Session 1873.

Severn Bridge and Forest of Dean Central Railway.

(Incorporation of Company; Construction of Railway in Gloucestershire; Traffic Arrangements; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company (hereinafter called "the Company,") and to authorise the Company to make and maintain a railway in the county of Gloucester, with all proper stations, approaches, works, and conveniences connected therewith, commencing in the parish of Lydney by a junction with the Railway No. 1, authorised by and described in "The Severn Bridge Railway Act, 1872," at the proposed bridge shown on the plans and sections of that line deposited with the Clerk of the Peace, for the county of Gloucester, in the month of November, 1871, for

carrying that railway over the South Wales Line of the Great Western Railway, and which bridge is marked on the section as being two miles forty-five chains from the commencement thereof, and terminating in the parish of Awre by a junction with the Forest of Dean Central Railway at or near the mile post on the last-named railway, indicating the distance of three-quarters of a mile from its commencement at Awre Railway Station, which intended railway will pass from, through, or into the parishes, townships, and places of Lydney, Purton, and Awre.

The intended Act will authorise the Company to exercise the following powers:—

To cross, divert, alter, or stop up, whether temporarily or permanently, all such roads, streams, pipes, sewers, canals, bridges, railways, and tramways, within the parishes, townships, and extra-parochial and other places aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said railway and works:

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

To levy tolls, rates, and duties, upon or in respect of the intended railway and works, and to confer, vary, or extinguish, exemptions from the payment of such tolls, rates, and duties:

The intended Act will also empower the Great Western Railway Company, the Severn Bridge Railway Company, and the Forest of Dean Central Railway Company, or any or either of such Companies, and the Company, to make and carry into effect contracts, agreements, and arrangements for or with reference to the maintenance, working, and using by any or either of the contracting Companies of the railway and works of the other or others of them, or any part thereof; and with reference to the regulation, management, interchange, and transmission of the traffic thereon, the supply and maintenance of engines, rolling stock, and plant, and fixing, collecting, payment, division, appropriation, and apportionment of the tolls, and other income and profits arising therefrom, and the employment of officers and servants, and provide for securing the forwarding, transmission, collection, and delivery of traffic passing from or destined for the railway of the Company to, from, at, and over the railways and stations belonging to any or either of the said Railway Companies.

The Act will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869."

So far as may be requisite for any of the purposes aforesaid, the Act will amend or repeal the provisions of the local and personal Acts, 19 and 20 Vict., cap. 100, and all other Acts relating to the Forest of Dean Central Railway Company, the Act 5 and 6 William 4, cap. 107, and all other Acts relating to the Great Western Railway Company, and the Severn Bridge Railway Act, 1872:

On or before the 30th day of November, 1872, plans and sections in duplicate of the intended railway and works and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plans, and a map with the line of railway delineated thereon, showing its general course and direction, together with a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, and on or before the same day a copy of so much of the said plans, sections, and book of reference, as relates to any parish or extra-parochial place, with a copy of the said notice, will be deposited in the case of a parish with the parish clerk of such parish, at his residence; and in the case of an extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

Printed copies of the intended Act 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 next.

Dated this 12th day of November, 1872.

Burchells, 5, Broad Sanctuary, Westminster, Solicitors.

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

Board of Trade, Session 1873.

Fleetwood Gas.

(Application under "The Gas and Water-Works Facilities Act, 1870," to the Board of Trade, for power to maintain and continue Gas Works and manufacture and supply Gas within the Town and District of Fleetwood, in the county of Lancaster; to lay down Mains and Pipes, and break up Streets and Roads; levy rates and charges for Gas; raise further Capital; acquire additional Land, make Agreements with Public Bodies and others; Incorporation of Acts; and other purposes.)

NOTICE is hereby given that application is intended to be made, on or before the 23rd day of December next, to the Board of Trade, by the Fleetwood Gas Company, Limited, (hereinafter called "The Company,") pursuant to "The Gas and Waterworks Facilities Act, 1870," for a Provisional Order for all or some of the following purposes, (that is to say,)—

1. To confer upon the Company all necessary powers for lighting with gas the town of Fleetwood, in the county of Lancaster, and all such parts of the parish of Poulton-le-Fylde, in that county, as lie within the district of the Fleetwood Local Board, being the district assigned to St. Peter's Church, at Fleetwood, and hereinafter referred to as the limits of supply.

2. To fix and regulate the capital of the Company, and to authorise the Company to raise further money by preferential and ordinary shares or stock and by borrowing.

3. To authorise the Company to maintain, and from time to time alter, extend, enlarge, and renew on the land now belonging to and occupied by them, and shown on the map hereinafter referred to (namely)

A piece of land containing 5,200 square yards or thereabouts, situate at Fleetwood aforesaid, abutting northwardly on Cop-lane, southwardly and westwardly on land belonging or reputed as belonging to the representatives of the late Sir Peter Hesketh Fleetwood, Baronet, deceased, and eastwardly in part on a dwelling-house belonging to and occupied by Joseph Harrison, and in other part on the Fleetwood public slaughter-house,

and on the lands to be acquired by them under

the authority of the intended order, their existing gasworks, buildings, and apparatus, and all requisite retorts, gasholders, receivers, purifiers, meters, apparatus, and works, for the manufacture and storing of gas, and of coke, and other residual products obtained in the manufacture of gas, and of matters producible therefrom.

4. To empower the Company, subject to the provisions of the intended order, to make gas and supply and sell the same within the limits of supply, and to manufacture coke, coal-tar, pitch, asphaltum, and ammoniacal liquor, oil, and all other residual products obtained in the manufacture of gas, and matters producible therefrom, and to sell and dispose of the same at their works, and elsewhere, and to carry on all the business usually carried on by gas companies or which is or may become incident thereto.

5. To authorise the Company from time to time to lay down, alter, enlarge, and renew mains, pipes and other things connected with the supply and sale of gas, in, through, across, and under streets, roads, bridges, and other public passages, and places within the limits of supply, and for that purpose to break up and interfere with such streets, roads, bridges, public passages, and places, and also with any sewers, drains, pipes, telegraph posts and wires, and other things in, over, or under the same.

6. To authorise the Company to manufacture, purchase, or hire gas meters, pipes, fittings, and apparatus, and to sell or let the same, and to levy and recover rents, rates, and charges for the supply and sale of gas, and the hire or sale of meters, pipes, and fittings.

7. To enable the Company from time to time to purchase, lease, or otherwise acquire by agreement, and hold for the purposes of the intended Order, any land not exceeding three acres, in addition to the land now belonging to and occupied by them as aforesaid.

8. To authorise the Company to acquire and hold patent rights and licenses in relation to the manufacture or distribution of gas and the utilization of the residual products obtained in the manufacture of gas.

9. To authorise the Company for all or any of the purposes aforesaid to make and carry into effect contracts and agreements with companies, corporations, commissioners, local boards, public or other bodies and individuals.

10. In so far as may be necessary for the purposes of the intended Order to alter and vary the Memorandum and Articles of Association of the Company.

11. To vary or extinguish exemptions from the payment of rates or rents and all rights or privileges inconsistent with the objects of the intended Order, and to confer other rights or privileges, and to confer upon the Company all necessary powers and authorities for the purposes of such Order, and to enlarge, vary, or repeal any of their existing powers.

12. To incorporate with the said Provisional Order all or some of the provisions of "The Gas Works Clauses Acts, 1847 and 1871," "The Companies' Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," except such of the provisions of the last-mentioned Acts as relate to the purchase and taking of lands otherwise than by agreement, and the entry on lands by the promoters.

On or before the 30th day of November instant, a copy of this advertisement as published in the London Gazette, and a map shewing the lands used and proposed to be used for the manufacture and storing of gas and residual products,

will be deposited for public inspection in the office of the Clerk of the Peace for the county palatine of Lancaster, at Preston, in that county, and at the office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order may, on and after the 23rd day of December next, and of the same Order, when made, be obtained at the offices of the undersigned, on payment of 1s. for each copy.

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, on or before the 15th day of January next, and copies of such objections must at the same time be sent to the promoters.

Dated the 20th day of November, 1872.

Beasley and Oppenheim, St. Helens, Lancashire, Solicitors.

B. H. Tromp, 37, Essex-street, Strand, London, Solicitor and Parliamentary Agent.

In Parliament.—Session 1873.

Great Eastern and Felixstow Railway. (Incorporation of Company; Construction of Railway from the Westerfield Station of the Great Eastern Railway to Felixstow; Traffic arrangements with the Great Eastern Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a Company (hereinafter called "the Company"), and to confer on the Company the following or some of the following powers, viz. :—

To make and maintain a railway, with all proper approaches, works, stations, sidings, and conveniences connected therewith, commencing in the parish of Westerfield, in the county of Suffolk, by a junction with the Great Eastern Railway at or near a certain point at the east end of the up-platform wall of the Westerfield Station of the said railway, and terminating in the parish of Felixstow, in the county of Suffolk, in a certain field belonging to and in the occupation of John Chevallier Cobbold, Esq., at a point adjoining the road on the east side of said field, and called Hamilton-road, and about 90 yards distant, measured along the said road, from the cross roads at the corner of South Beach Cottages; which intended railway will pass from, in, through, or into the following parishes, townships, extra-parochial and other places, or some or one of them, viz. :—Westerfield; Saint Margaret, Ipswich; Saint Helen, Ipswich; Saint Stephen, Ipswich; Saint Clement, Ipswich; Extra-Parochial, Ipswich; Extra-Parochial, Colonies Hundred; Rushmere, Saint Andrew, Warren House, and Alnesbourne Priory, Bixley, Brightwell-cum-Foxhall, Foxhall, Purdie's Farm Bucklesham, Nacton, Stratton Hall, Levington, Trimley St. Martin, Trimley St. Mary, Walton, and Felixstow, all in the county of Suffolk.

To purchase and take, by compulsion or by agreement, lands, houses, and hereditaments, for the purposes of the intended railway and works, and to vary, repeal, or extinguish all rights and privileges in any manner connected with such lands, houses, and hereditaments which would impede or interfere with the construction, maintenance, or use of the intended railway and works, and to confer other rights and privileges.

To cross, divert, alter, or stop up for the purposes of the intended railway and works, and,

cither temporarily or permanently, any roadways, streets, streams, pipes, sewers, canals, navigation, aqueducts, rivers, bridges, railways, tramways, telegraphs, drains, and watercourses, within or adjoining the parishes, townships, extra-parochial and other places aforesaid.

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, or extinguish other rights and privileges.

To enable the Company and the Great Eastern Railway Company, from time to time, to enter into arrangements and agreements with respect to the working, management, and maintenance by the Great Eastern Railway Company of the intended railway, and the supply of rolling stock and machinery, and of officers and servants for the conduct of traffic on the intended railway; the payments to be made; the conditions to be performed with respect to such working, management, and maintenance, and the collection, appropriation, apportionment, and distribution of the revenues arising therefrom, and all incidental matters connected therewith.

The intended Act will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 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 the intended Act will also, so far as may be necessary, amend and enlarge or repeal all or some of the powers and provisions of "The Great Eastern Railway Act, 1862," and of any other Acts relating to the Great Eastern Railway Company.

Maps, plans, and sections of the intended railway and other works, and of the lands proposed to be taken, 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 at the office of the Clerk of the Peace for the said county of Suffolk, at his office at Bury Saint Edmunds; 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 proposed railway is intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1872.

Dated this 12th day of November, 1872.

The Railways Construction Facilities Act, 1864.
The Worcester, Bromyard, and Leominster Railway.

(Application to Board of Trade; Extension of Worcester, Bromyard, and Leominster Railway (from Yearsett to Bromyard); Additional Capital; Tolls; Amendment of Acts.)

NOTICE is hereby given, that pursuant to the provisions of the Railways Construction Facilities Act, 1864, application has been made by the Worcester, Bromyard, and Leominster Railway Company (herein called the Company), to the Lords of the Committee of Her Majesty's Privy Council, appointed for the consideration of matters relating to Trade

and Foreign Plantations (herein called the Board of Trade), to make and issue a certificate pursuant to the terms of the aforesaid Act, with the following powers and provisions, or some of them (that is to say):—

To authorise the Company to make in completion of the Company's line from Yearsett to Bromyard a railway with all proper sidings, stations, works, and conveniences connected therewith (that is to say):—

A railway, commencing by a junction with the part of the railway authorised by the Worcester, Bromyard, and Leominster Railway Act, 1861, now in course of construction, in a field at or near a place called Yearsett, on the east side of the turnpike road leading from Suckley to Bromyard, and which said field is situated in the parish of Whitbourne, in the county of Hereford, and is distinguished on the plans of the Worcester, Bromyard, and Leominster Railway, deposited with the Clerk of the Peace for the county of Hereford, and referred to in the said Worcester, Bromyard, and Leominster Railway Act, 1861, by the number 11 in that parish, and terminating in the township of Linton, and parish of Bromyard, and county of Hereford, at or near the turnpike-road leading from Bromyard to Stourport, in a field distinguished on the said deposited plans by the number 110 in that parish, and which proposed railway will be made from, in, through, and into the parishes, townships, extra-parochial or other places, or some of them, of Whitbourn, Linton, Stanford Bishop, Winslow, and Bromyard, all in the county of Hereford.

It is proposed that by the certificate provision should be made for all or some of the purposes following:—

To raise further capital.

To authorise and regulate the proposed junction with the line of the Worcester, Bromyard, and Leominster Railway, now in the course of construction.

To authorise the Company to make lateral and vertical deviations from the lines and levels of the works laid down on the plans and sections thereof, deposited as hereinafter mentioned.

To authorise the Company to purchase or acquire by agreement lands, houses, and other property, and rights, liberties, easements, and privileges in and over lands, houses, and other property, and to vary and extinguish rights and privileges, and to cross, alter and divert and stop up, either temporarily or permanently, turnpike roads, highways, bridges, canals, rivers, streams, aqueducts, watercourses, pipes, sewers, railways, and tramroads within the said several parishes, townships, extra-parochial, and other places.

To authorise the Company to levy tolls, fares, rates, and charges in respect of the railway, and to alter the tolls, fares, rates, and charges, authorised to be levied by the Company, and to confer, vary, and extinguish exemption from the payment of tolls, fares, rates, and charges, and to confer, vary, and extinguish other rights and privileges.

To incorporate the Companies Clauses Consolidation Acts, the Lands Clauses Consolidation Acts, and the Railways Clauses Consolidation Acts, either with or without alteration.

To amend or repeal some of the powers and provisions of the local and personal Acts following, or some of them (that is to say):—

The Worcester, Bromyard, and Leominster Railway Acts, videlicet, 24 and 25 Vic., cap. 213; 27 and 28 Vic., cap. 171; 29 and 30 Vic., cap. 138; and the Great Western and West Midland Railway Amalgamation Act, 1863, and any other

Acts relating to the Great Western Railway Company.

Duplicate plans and sections showing the line, situation, and levels of the intended railway, and the lands in which the same may be made, with books of reference to the plans containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of the lands, and a published map showing the general course or direction of the railway, have been deposited for public inspection with the Clerk of the Peace for the county of Hereford, at his office at Hereford, in that county; and a copy of so much of the plans, sections, and books of reference as relates any parish in which the railway is to be made and maintained, has been deposited with the parish clerk of every such parish at his place of abode.

Duplicate plans, sections, books of reference, and map have also been deposited at the office of the Board of Trade.

On or before the 7th day of December, 1872, a copy of each of the newspapers and gazettes containing this advertisement will be lodged at the office of the Board of Trade.

Within the same time a printed copy of this advertisement, as published in the London Gazette, will be deposited for public inspection in the office of the Clerk of the Peace for the county of Hereford, and with every parish clerk above-mentioned at his place of abode.

Copies of the draft certificate, as proposed by the Company, will be supplied at the price of sixpence each, on application at the office of Messieurs Burchell, 5, Broad, Sanctuary, Westminster; S.W., to all persons applying for the same.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter, addressed to the Secretary to the Board of Trade, on or before the 1st day of January, 1873.

And notice is hereby also given, that after the Board of Trade shall have settled the said certificate, copies thereof will be obtainable at the before-mentioned office at a charge of sixpence each for each copy, or for such other sum as the Board of Trade may direct.

Dated this 13th day of November, 1872.

Pidcock and Son, Worcester.

Burchells, 5, Broad Sanctuary, Westminster, Solicitors for the Company.

In Parliament.—Session 1873.

Kington and Eardisley Railway.

(Extension to New Radnor; Power to stop up and discontinue Portion of Kington Tramway between Kington and Burlingjob, and to sell such Portions thereof as may not be available for the purposes of the Railway; Power to acquire Additional Lands; Revival and Extension of Time for Completion of Railway; Extinguishment of all Existing Rights connected with Tramway; Application of Funds; Additional Capital; Running Powers over Hereford, Hay and Brecon Railway, and use of Eardisley Station; Traffic Arrangements with other Companies; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Kington and Eardisley Railway Company (in this notice called "the Company"), for an Act for all or some of the following purposes (that is to say):

To enable the Company to make and maintain a railway, with all needful stations, works, and approaches connected therewith (that is to say):

A railway, commencing by a junction with the railway of the Leominster and Kington Railway Company, in the parish of Kington, in the county of Hereford, at a point situate two hundred yards or thereabouts from the termination of the said railway at Kington, passing thence from, through, or into the several parishes, townships, and places following, or some of them (that is to say), Kington, Kington New, Barton, Kington Old, Bradnor, Hergest, and Lower Harpton, all in the county of Hereford; Burlingjob, Old Radnor, Trêwerne Gwaithla, Llanfihangel-Nantmellan, Harpton, Wolfpits, and New Radnor, all in the county of Radnor; and terminating in the said parish of New Radnor, in the said county of Radnor, in a field the property of the Rev. Sir Gilbert Frankland Lewis, Baronet, in the occupation of James Nibblett, John Jones, and others, at the fence dividing the aforesaid field from the lane leading from New Radnor to the Bryn, usually known as the Snatcher Lane, at a point seventy-two yards or thereabouts from the junction of the said lane with the turnpike road leading from New Radnor to Kington.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway and works, to deviate from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans, to purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorize the Company to purchase, by compulsion or agreement, certain lands situate in the parish of Lyonshall, in the county of Hereford.

To revive and extend the time limited by "The Kington and Eardisley Railway Act, 1862," for the completion of the railway by that Act authorized.

To repeal so much of section 64 of the Kington and Eardisley Railway Act, 1862, as provides for the continuance of the working of so much of the Kington Tramway authorized to be made by the Act (Local) 58 Geo. III., cap. 63, as lies between Kington and Burlingjob, and to abandon, stop up, and discontinue, and to alter and adapt such portions thereof as may be expedient to the purposes of the railways of the Company, and to enable the Company to sell and dispose of such portions of the said tramway, and of the rails and materials thereof, as are not available for the purposes of their railways.

To extinguish all rights of wharfage and all other rights or privileges in any manner connected with the said tramway, and to authorize the Company to sell any wharf or wharves now belonging to them.

To authorize the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the intended Act, and to authorize the Company to raise additional capital by shares or by stock and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

To vary and extinguish all rights and privileges which would interfere with the objects or

operation of the Bill, and to confer other rights and privileges.

To empower the Company to use the Eardisley Station of the Hereford, Hay and Brecon Railway Company, in this notice called "the Hereford Company," and also to run over and use with their engines and carriages, and for traffic of every description, the railways of the Hereford Company, and the branches, stations, sidings, approaches, booking and other offices, watering places, water, telegraphic machinery and appliances, and all other the works and conveniences of the Hereford Company, for such consideration and upon and subject to such other terms and conditions as may be agreed on or prescribed, or provided for by the intended Act.

To enable the Company on the one hand, and the Brecon and Merthyr Tydfil Junction Railway Company, the Mid-Wales Railway Company, and the Neath and Brecon Railway Company (in this notice called "the Three Companies"), or any one or more of those Companies on the other hand, from time to time to enter 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 require the three Companies, and each and every of them, to afford all proper and necessary facilities for the collection, transmission, interchange, and delivery of traffic of whatever description coming from or destined for the undertaking of the Company, including through rates and through booking, and the appointment by the Company of clerks and servants at any of the stations of the three Companies, or any of them, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill.

To alter, amend, extend, or enlarge, or to repeal some or any of the provisions of the following local and personal Acts (that is to say), the Act (local) 58 Geo. 3, cap. 63; the Kington and Eardisley Railway Act, 1862; the Kington and Eardisley Railway Act, 1864; the Kington and Eardisley Railway Act, 1865; the Kington and Eardisley Railway Act, 1868; the Kington and Eardisley Railway Act, 1871; the Hay Railway Act, 1860, and any other Act or Acts relating to the Hereford, Hay and Brecon Railway Company; the Brecon and Merthyr Junction Railway Act, 1859, and any other Act or Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company; the Mid-Wales Railway Act, 1859, and any other Act or Acts relating to the Mid-Wales Railway Company; the Dulais Valley Mineral Railway Act, 1862, and any other

Act or Acts relating to the Neath and Brecon Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1872, plans of the lands intended to be taken, and plans and sections of the said intended railway, a book of reference to such plans, a published map with the line of such 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 Hereford at his office in the city of Hereford, and with the Clerk of the Peace for the county of Radnor at his office at Presteign, and that on or before the said 30th day of November copies of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said intended railway is proposed to be made, or in which any lands intended to be taken are situate, will, together with a copy of this notice as published in the London Gazette, be deposited with the parish clerk of each such parish at his usual place of abode, 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 14th day of November, 1872.

R. D. Green Price, Presteign, and 20, Whitehall-place, London, Solicitor.
Sherwood, Grubbe, Pritt, and *Cameron*, 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1873.

Over Darwen Local Board of Health.

(Purchase and Sale of Undertaking of Darwen Waterworks Company, and Over Darwen Gas Light Company, and Dissolution of Companies—Power to Borrow and Charge Moneys on Security of Rates and to Levy Rates—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Local Board of Health for the district of Over Darwen, in the county of Lancaster (hereinafter referred to as the Local Board), for an Act for the following purposes or some of them (that is to say):—

To authorize and provide for the sale and transfer by the Darwen Waterworks Company (hereinafter referred to as the Waterworks Company) to the Local Board, and the acquisition and purchase by the Local Board of the waterworks, lands, buildings, mains, pipes, reservoirs, machinery, apparatus, plant, tools, implements, real, leasehold and personal estates and effects, works, matters, and things, powers, rights, and privileges whatsoever of the Waterworks Company, upon and subject to such terms and conditions and in consideration of such annual or other payments as may have been or may be agreed upon, and as may be prescribed by the intended Act, so as effectually to vest in the Local Board all the undertaking, rights, powers, and privileges of the Waterworks Company, including powers with reference to the construction, maintenance, and extension of works, the acquisition of lands, the raising of money, the levying and recovering of rates and charges and otherwise, and so as to give effect to, and if thought fit, to confirm a certain provisional agreement dated 30th day of May, 1872, and made between the Local Board and the Waterworks Company, with reference to the matters aforesaid, and to provide for the dissolution of the Waterworks Company and the winding up of their affairs.

To authorize and provide for the sale and transfer by the Over Darwen Gas Light Company (hereinafter referred to as the Gas Company) to the Local Board, and the acquisition and purchase by the Local Board of the Gas Works, lands, buildings, mains, pipes, machinery, apparatus, plant, tools, implements, real, leasehold and personal estate and effects, works, matters, and things, powers, rights, and privileges whatsoever of the Gas Company, upon and subject to such terms and conditions and in consideration of such annual or other payments as may have been or may be agreed, and as may be prescribed by the intended Act, so as effectually to vest in the Local Board all the undertaking, rights, powers, and privileges of the Gas Company, including their powers with reference to the erection and maintenance of works, the manufacture and supply of gas, and of the residual products resulting from the manufacture of gas, the levying and recovering of rates and charges and otherwise, and so as to give effect to, and if thought fit to confirm, a certain provisional agreement dated the 31st day of May, 1872, and made between the Local Board and the Gas Company, with reference to the matters aforesaid, and to provide for the dissolution of the Gas Company and the winding up of their affairs.

To confer on the Local Board powers to continue and maintain Gas Works, and manufacture and supply Gas for public and private purposes within the District now authorized to be lighted by the Gas Company, and to authorize the Local Board to maintain, rebuild, repair, and renew the existing Gas Works of the Gas Company, part of which are situate on lands in the township of Over Darwen, bounded on the southerly side thereof by Charles-street, on the northerly side thereof by Queen-street East, and land and premises belonging to the Executors of the late Nathaniel Walsh, on the easterly side thereof by the River Darwen, and on the westerly side thereof partly by Duckworth-street and partly by a row of cottages belonging to various owners, and other part of which are situate on lands in the township of Over Darwen aforesaid, bounded on the northerly side thereof by Lawrence-street, on the southerly side thereof by Vale-street, on the easterly side thereof by land and premises belonging to the Rev. Joseph Hindle and others, and on the westerly side thereof by a plot of vacant land.

To authorize the Local Board to convert, manufacture, sell, and dispose of coke, coal, tar, and other residual products arising from the manufacture of Gas, and to manufacture, sell, and let meters, fittings, and other apparatus, and to make contracts with any persons, companies or corporations in relation thereto.

To authorize the Local Board to lay down and maintain gas and water mains, pipes, culverts, and other works, in, through, under, over or across, and for such purposes, to cross, break up, alter or divert or stop up, either temporarily or permanently, roads, highways, footpaths, bridges, railways, tramways, sewers, drains, streams, brooks, watercourses and pipes, to remove and alter telegraph wires in the district of the Local Board, and in the parishes, townships, extra-parochial and other places now authorized to be supplied with gas or water by either of the said Companies respectively.

To authorize the Local Board to apply to the purposes of the intended Act or any of them, any funds or money belonging or coming to them, or which they are or may be empowered to raise by rates or otherwise, under any public general or other Acts for the time being in force, and to borrow money for such purposes on the credit of

the rates, rents and charges which they may by the intended Act be authorized to levy and make, and on the credit of the undertakings of the Waterworks Company and the Gas Company respectively, when the same shall have become vested in the Local Board, and on such other security as shall be authorized by the intended Act, and to charge upon the said rates, rents and charges, or any of them, the payments to be made to the Waterworks Company and the Gas Company respectively, as the consideration for the purchase of their respective undertakings.

To enable the Local Board to make, levy, and recover rates, rents, assessments, and other charges for the purposes of the intended Act, and to increase, alter, repeal or extinguish existing rates, rents, assessments, and charges, and to make or increase other rates, rents, dues, tolls, assessments, and charges in lieu thereof, and to grant exemptions from rates, rents, assessments, and charges, and to compound with the owners and occupiers of houses and premises for the payment of such rates, rents, assessments, and charges.

To confer upon the Local Board all other powers, rights, authorities, and privileges which are or may become necessary or useful for carrying into effect the objects of the intended Act, to vary and extinguish all rights and privileges inconsistent with or which would in any manner impede or interfere with the objects of the intended Act, and to confer other rights and privileges.

To incorporate with the intended Act all or some of the provisions of the "Gasworks Clauses Act, 1847," and to amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the said Act, local and personal, 32 and 33 Vic., cap. 43, called "The Darwen Waterworks Act, 1869," and any other Act relating to the Waterworks Company, and of the Act, local and personal, 18 and 19 Vic., cap. 43, called "The Over Darwen Gas Act, 1854," and any other Act relating to the Gas Company.

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.

Charles Costeker, Clerk to the Local Board,
Darwen, Lancashire, Solicitor for the Bill.

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

In Parliament—Session 1873.

Great Northern Railway.

(Melton Mowbray to Leicester.)

APPLICATION is intended to be made to Parliament in the next Session thereof by the Great Northern 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 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:—

No. 1. A railway commencing by a junction with the Railway No. 3 authorized by "The Great Northern Railway (Newark and Melton) Act 1872" at the termination thereof in a field belonging to Mr. William Blake in the parish of Melton Mowbray in the county of Leicester and numbered 185. on the plans deposited with

respect to the said Act with the Clerk of the Peace for the county of Leicester passing thence through or into the following parishes and places or some of them (that is to say):—Melton Mowbray, Welby, Sysonby, Brentingby-cum-Wyfordby, Asfordby, Thorpe-Arnold-cum-Brentingby, Eye Kettleby, New Guadalupe, Old Guadalupe, Kirby Bellars, Frisby-on-the-Wreake, Burton Lazars, Kirby Lodges, Great Dalby, Thorpe Pasture, Little Dalby, Gaddesby, Ashby Pasture, Ashby Folville, Thorpe Satchville, Pickwell, Burrow-on-the-Hill, otherwise Burrough, Somerby, Twyford, South Croxton, South Marchfield, Austin's Lodge, Ouston, Loseby, Halstead, Tilton-on-the-Hill, Cold Newton, Billesdon, Hungerton, Old Ingarsby, Ingarsby Hollow, Foxhole Spinney, Keyham, New Ingarsby, Houghton-on-the-Hill, Scraftoft, Beeby, Galby, Thurnby, Evington, Stoughton, Hummerston, Barkby, Belgrave, St. Margaret's, Leicester, all in the county of Leicester, and terminating in the said parish of St. Margaret's Leicester on the south-east side of that portion of the Leicester and Melton Turnpike Road called the Belgrave Road about fifteen yards north-east of Willow Brook in a field called The Paddock belonging to the Earl of Dysart and occupied by Mr. Henry Wilkinson and Mr. John Hunt.

Railway No. 2.—Commencing by a junction with Railway No. 1 in a field called Broad Hills belonging to Thomas Cooper Hincks and occupied by John William Stanage in the parish of Tilton-on-the-Hill and terminating in the same parish on the north side of the highway leading from Tilton-on-the-Hill to Withcote in a field called the Pasture belonging to the Trustees of the late Lord Berners and occupied by James Needham.

Railway No. 3.—To commence by a junction with proposed Railway No. 1 in a field called the Great Close belonging to George Leadbetter, Joseph Clark and Eliza his Wife and Robert Clark and Elizabeth Ann his Wife some or one of them and in the occupation of George Leadbetter in the parish of Loseby in the county of Leicester and to terminate by a junction with proposed Railway No. 2 in a field called Underwolds belonging to Thomas Cooper Hincks and in the occupation of William Frisby in the parish of Tilton-on-the-Hill in the county of Leicester.

Railway No. 4.—To commence by a junction with Railway No. 1 in a field adjoining the Willow Brook and belonging to Thomas Tertius Paget Esquire and in the occupation of Mr. Josiah Dakin in the parish of Belgrave in the county of Leicester and to terminate by a junction with the Midland Railway at a point about 640 yards north of the bridge carrying that railway over the Leicester and Uppingham Turnpike-road in the same parish.

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

To authorize the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the said railways and works and for the same purposes and for the general purposes of their authorized undertakings to raise additional capital by shares and by borrowing and to attach to such shares any preference or priority of dividend and any other advantage which the Bill may define.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects and it will incorporate with itself the necessary provisions of "The Companies Clauses 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 Great Northern Railway Act 1846 (9 and 10 Vict. cap. 71) and of any other Acts relating to the Great Northern Railway Company and especially the Great Northern Railway (Newark and Melton) Act, 1872.

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 Leicester at his office at Leicester 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 11th day of November, 1872.

Johnston, Farquhar, and Leech, 65, Moor-gate-street, London,

Barr, Nelson, and Barr, Leeds,

Solicitors for the Bill.

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

In Parliament.—Session 1873.

Llantrissant and Taff Vale Junction Railway. (Junction with Ely Valley Railway, and Running Powers over portion of the Ely Valley Railway, the Gellyrhaid Branch of that railway, the Ely Valley Extension Railway, and Railway No. 1, authorised by the Ogmere Valley Railways Act, 1866; Extension of Time for Construction of Railway; Amendment of Acts.)

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:—

To empower the Llantrissant and Taff Vale Junction Railway Company (hereinafter referred to as "the Company") to make and maintain in the parish of Llantrissant, in the county of Glamorgan, a junction between the existing termination of the Railway No. 4, authorised by the Llantrissant and Taff Vale Junction Railway

Act, 1866, and the Ely Valley Railway at a point thereon 330 yards or thereabouts north-west of the bridge which carries that railway over the river Ely, opposite a farm-house, called Duffryn Ishaf, and to purchase, take, and use, by compulsion or agreement, lands and buildings for the purpose of such junction, and to vary or extinguish all existing rights and privileges connected with such lands which would interfere with that purpose, and to confer other rights and privileges, and to cross, divert, alter, or stop up, whether temporarily or permanently all such roads, railways, drains, sewers, bridges, culverts, and works as it may be necessary to cross, stop up, alter, or divert in, adjoining, or near to the lands intended to be taken for the purpose of the said junction.

To empower the Company, and any other Company for the time being, working the traffic on the railways of the Company, to run over and use, with engines, carriages, waggons, and trucks, and for traffic of every description, and with their clerks, officers, and servants, the railways and portion of railway following, that is to say:—

So much of the Ely Valley Railway as lies northward of the said intended junction;

The whole of the Gellyrhaid Branch of the Ely Valley Railway;

The whole of the Ely Valley Extension Railway; and

The whole of Railway No. 1, authorised by the Omore Valley Railways Act, 1866,

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 portion of railway respectively, upon such terms and conditions, pecuniary or otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Companies interested, or as, in default of agreement, shall be determined by the Board of Trade, or by arbitration, or as may be prescribed or provided for by the intended Act, and to require and compel the Companies owning or working the said railways and portion of railway respectively, to afford all requisite facilities for the exercise of such running powers, and to enable the Company, and all other Companies and persons as aforesaid, to levy and receive tolls, fares, rates, and other charges in respect of passengers, animals and things conveyed by them over the before-mentioned railways, and portion of railway respectively, and to alter the tolls, fares, rates, and charges now leviable, and to fix and determine the tolls, fares, rates, and charges to be hereafter taken upon or in respect of the said railways and portion of railway respectively, or any part thereof, and upon or in respect of the works and conveniences aforesaid connected therewith.

To extend the time limited for the construction and completion of the Railway No. 1, described in and authorised by the Llantrissant and Taff Vale Junction Railway Act, 1866.

To alter, vary, or repeal the Llantrissant and Taff Vale Junction Railway Acts of 1861, 1866, and 1870, and any other Act or Acts which it may be necessary to alter, amend, or repeal, for giving effect to the purposes of the intended Act.

On or before the 30th day of November, 1872, plans and sections of the intended junction, with a book of reference to such plans, an Ordnance map, 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, and on or before the same day a copy of the said

plans, sections, and book of reference will be deposited for public inspection with the parish clerk for the parish of Llantrissant, at his residence.

On or before the 21st day of December, 1872, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1872.

Benjn. Matthews, Cardiff,

Solicitor for the Bill.

Sherwood, Grubbe, Pritt, and Cameron,

7, Great George Street, Westminster,

Parliamentary Agents.

In Parliament.—Session 1873.

Neath New Gas.

(Power to raise Additional Capital and other Money Powers—To hold and use Patent Rights—To levy and alter Rates, &c.—Repeal or Amendment of Act, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Neath New Gas Company (hereinafter called the Company) for leave to bring in a Bill for effecting all or some of the following among other purposes (that is to say):—

1. To authorise the Company for the purposes of their undertaking to raise further moneys by the creation and issue of new shares and stock, and by borrowing on mortgage or otherwise, and to attach to such new shares and stock, or some of them, a preference or priority of interest or dividend and other special privileges, and to authorise the Company to create debenture stock, and to make other provisions with reference to the existing and future capital of the Company, and to define and regulate the dividends to be payable thereon respectively, and if need be to alter the dividends now payable upon the existing capital of the Company.

2. To authorise the Company to acquire and hold and use patent rights, or take licenses to use patent rights, for or in relation to the manufacture and distribution of gas or inflammable air, and the manufacture, conversion, and utilisation of the products, residuum, and other matters arising, resulting, or obtainable from the manufacture of gas.

3. To enable the Company to levy, demand, and recover rents and charges, and to alter and if need be to increase existing rates, rents, and charges as authorised by their Act of 1866, and to confer, vary, or extinguish exemptions from payment of rents, rates, and charges; to levy, charge and recover differential and other rates, rents, and charges; to alter, amend, and if need be, to repeal so much of the Neath New Gas Act, 1866, and of the Gas Works Clauses Act, 1847 (so far as applicable to the Company) as relates to the amount of profits which may from time to time become divisible amongst the shareholders of the Company, and to make other provisions in relation thereto; to provide a reserve fund for equalising the dividends of the Company; to create a fund to meet special contingencies; to make provision for the sale of the Company's shares and stock by public auction or otherwise, and to provide that any proceedings taken against the Company to recover penalties to which they may be liable should be instituted within 14 days from the day on which the act or omission on their part giving rise to such proceedings occurred.

4. To alter and amend, and if need be, repeal the following provisions of the Neath New Gas Act, 1866, sect. 31, with reference to the ordinary general meetings of the Company, sect. 35, with

reference to the qualification of a director, sect. 51, with reference to the pressure of the gas to be supplied by the Company, and sect. 55, with reference to testing the quality of gas supplied by the Company, and to make other provisions in relation thereto respectively, and in other respects for all or some of the purposes of the intended Bill to alter, amend, and repeal all or some of the powers and provisions of the Neath New Gas Act, 1866.

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

6. The Bill will incorporate with itself all or some of the provisions of the Company's Clauses Consolidation Acts, 1845 and 1863, and the Gas Works Clauses Acts, 1847 and 1871.

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.

D. Randall, Neath, Solicitor for the Bill.
Marriott, Jordan, and Cooper, 3, Westminster Chambers, S.W., Parliamentary Agents.

In Parliament.—Session 1873.

Nottingham Gas Light and Coke Company.
(Increase of Capital; Power to acquire by Agreement and Compulsion, and hold Lands; Amendment of Acts.)

THE Nottingham Gas Light and Coke Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following amongst other purposes, that is to say:—

To enable the Company to raise additional capital by the creation and issue of new shares or stock upon such terms and conditions as the Bill may define, or as Parliament may prescribe.

To enable the Company to borrow further sums of money on mortgage, or bond, or otherwise.

To enable the Company to purchase by compulsion or agreement, and hold for the purpose of erecting and maintaining works for the manufacture and storage of gas, and for the other purposes of the business of a gas Company the following lands, that is to say:—

1. A plot of land and the houses thereon situate in the parish of Basford, in the county of Nottingham, adjoining the existing works of the Company in that parish, and lately in the occupation of Mr. George Alfred Beardmore, deceased, and bounded northwardly by the said gas works of the Company, eastwardly by the road called the Radford-road, leading from the town of Nottingham to the village of Basford; southwardly in part by the northern boundary of the property known as "Charnwood Villa," now unoccupied, and in part by a line extending in a westerly direction from the north-western corner of the said property to the centre of the river Leen, south-westwardly by a line following the centre of the river Leen, and north-westwardly by the Nottingham and Mansfield Branch of the Midland Railway, and to confirm any agreement or agreements entered into by the Company for the purchase of such lands and houses, or any part or parts thereof, and any deed or deeds of conveyance to the Company relating thereto.
2. The lands and the houses thereon, situate partly in the hamlet of Kimberley, in the

parish of Greasley, and partly in the township of Awsworth, in the parish of Nuttall, otherwise Nuttall, in the county of Nottingham, included within the following boundary line, that is to say:—

A line commencing at the point where the Gilt Brook passes beneath the Nottingham Canal, and following the course of that brook to the point where it is crossed by the railway or tramway leading from the Erewash Valley Railway to the Speedwell Collieries, thence following the northern side of such railway or tramway to the point where it crosses the orchard attached to the Gilt Brook Farm buildings, thence passing along the west side of that orchard, and of the said farm buildings to the south-western corner thereof, thence in a straight line to the point where the footpath leading from the said farm buildings enters the highway leading from the village of Awsworth to the Nottingham and Newhaven turnpike road, thence along the boundary of the said highway to the point where it turns in a southerly direction to the said village of Awsworth, thence along the fence of a field called the Gin Close to the said canal, thence along the south-east boundary of that canal to the said point where the said Gilt Brook passes beneath that canal.

To enable the Company to use for the manufacture of gas the following land belonging to and occupied by them, that is to say:—

A plot of land, situate in the hamlet of Newthorpe, in the parish of Greasley, in the said county of Nottingham, bounded westwardly by the embankment of the Nottingham Canal, northwardly by the Giltbrook arm or branch of the said canal, north-eastwardly by a wharf or timber yard belonging to Thomas Bayley, Esquire, and occupied by the Digby Colliery Company, south-eastwardly by the railway or tramway leading from the Gilt Brook Colliery, otherwise the Digby Colliery, to the Erewash Valley Railway, and southwardly by the Gilt Brook.

To stop up and appropriate all footpaths, and to extinguish all rights of way over the said lands or any part or parts thereof.

To enable the Company to acquire and hold additional lands, and to sell and dispose of lands.

To vary or extinguish all rights or privileges which would interfere with the objects aforesaid, and to confer other rights and privileges; to vary and enlarge, and if need be, to repeal certain of the provisions of "The Nottingham Gas Act, 1853," "The Nottingham Gas Amendment Act, 1858," "The Nottingham Gas Amendment Act, 1863," and "The Nottingham Gas Act, 1864."

To incorporate with the Bill (so far as they are applicable, and except so far as they may be specially varied thereby) all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Gas Works Clauses Act, 1847."

On or before the 30th day of November instant, duplicate plans of the lands 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 and lessees or reputed owners and lessees, and occupiers of such lands, 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 Nottingham, at his office at Newark.

upon-Trent, in the said county, and a copy of so much of the said plans and book of reference as relates to each township and parish in which any lands which may be so taken as aforesaid, are situate, together with a like copy of this notice, will be deposited for public inspection with the parish clerk of each such township or parish at his residence, or in case of any extra-parochial place with the parish clerk of some adjoining parish at his place of abode.

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

Dated this 15th day of November, 1872.

Henry E. Hunt, Nottingham, Solicitor for the Bill.

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

Sheffield Town Trustees.

(Powers to Trustees to purchase Lands by Agreement for Public Recreation Grounds; to grant or demise same to the Corporation of Sheffield; to Purchase Lands for improving streets, &c.; other Provisions with respect to such Lands, and other Lands belonging to the Trustees; the Investment of their Funds; Borrowing on Mortgage, &c.; and the Qualification of Trustees and persons electing same; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an act to authorize the Sheffield Town Trustees (hereinafter called "the Trustees") to purchase by and out of their surplus annual income, or the accumulation thereof, or moneys authorized to be raised by loan under the powers of the intended Act, or by the re-sale of superfluous lands, such lands, buildings, tenements, and hereditaments as they may from time to time think proper, and to appropriate the same, or any part or parts thereof, for public recreation grounds, or for widening and improving existing streets or roads, or for making or opening of new streets or roads, and for such other purposes of their trust as they may think proper; and to authorize and empower all persons or corporations under disability or incapacity, their committees or guardians, to sell and convey, or join in selling and conveying any such lands, tenements and property, or any estate, right, or interest therein to the Trustees, and to incorporate and make applicable to the Trustee all or some of the provisions of the Lands Clauses Consolidation Acts, 1840, 1860, and 1869.

And it is proposed to authorize the Trustees to lay out, plant, and form into ornamental grounds such of the said lands and property as they may appropriate as public recreation grounds, and construct and maintain thereon such buildings, roads, walks, lakes, ponds, baths, and other works as they may think proper, and to make provision for keeping up and maintaining the same for the use of the public, and to make bye-laws for the regulation thereof and for preserving order therein, and otherwise promoting the comfort and enjoyment of all persons using or frequenting the same, and to provide for the enforcement of such bye-laws by the imposition of penalties and otherwise.

And it is proposed to authorize the Trustees from time to time to enter into contracts or agreements with the Corporation of Sheffield, the Sheffield Water Works Company, and the Sheffield United Gas Light Company, or any of them, with respect to the police superintendence, watching, lighting, and supplying with water

the said recreation grounds, and the buildings, baths, lakes, and waters therein.

And it is proposed to authorize the Trustees to grant in perpetuity, or otherwise to demise or let for a term of years to the Corporation of Sheffield for public purposes the said recreation grounds, or any of them, or any part thereof, and for the Corporation of Sheffield to take and hold the same upon such terms and conditions as may be mutually agreed upon between the Trustees and the Corporation.

And it is proposed to authorize the trustees from time to time to put out at interest and invest any capital, funds, or moneys, or any surplus income belonging to them, on mortgage of freehold, copyhold, or leasehold estates and lands in England, or in guaranteed, preference, or debenture shares, or stock of railway or other public companies, or on mortgages or debentures of any such companies, or of municipal corporations, local boards, improvement or other commissioners, or trustees, or of market tolls or local rates; and also (with the consent of the Charity Commissioners) in the purchase of lands, tenements, and hereditaments to be held on the same trusts as their present estates.

And it is proposed to authorize the trustees from time to time to sell or to let on lease, for building or other purposes, any lands or buildings which they may acquire for the special purposes authorized by the intended Act, but which they may not require for those purposes, and to accept surrenders and grant renewals of any leases so granted.

And also to authorize the trustees to let on lease, for building or other purposes, any lands or buildings already the property of the trustees, and to accept surrenders of any such leases, or of any existing leases thereof, and to grant renewals from time to time.

And it is proposed to authorize the trustees from time to time to borrow money on mortgage or debenture, or otherwise as they think fit.

And it is proposed by the said intended Act to declare and enact that the qualification of a trustee, and of persons entitled to vote in the election of trustees, is the beneficial possession of a freehold situated within the township of Sheffield, and the residence in, or occupation of, a rateable tenement within the parish of Sheffield, and to provide that absence from meetings of the trustees shall not necessarily, in cases of illness or other unavoidable cause, amount to a disqualification.

And it is proposed to vary or extinguish all existing rights and privileges which could or might in any way prevent the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

And it is proposed to repeal or amend, so far as may be necessary for any of the purposes of the intended Act, the provisions of the several Acts of Parliament following, or some of them, that is to say, Local and Personal Acts, 8th George IV, chapter 33; 1st Victoria, chapter 34; and 10th Victoria, chapter 348, relating to the trustees.

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 November 14th, 1872.

Henry Vickers and Son, Sheffield, Solicitors for the Bill.

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

In Parliament.—Session 1873.

Waterford, New Ross, and Wexford Junction Railway.

(Revival of powers to purchase Lands and extension of time for Making of Railways, Deviation of Railways, Purchase of Lands, to levy rates, Junctions with the Waterford and Central Ireland Railway, and the Waterford and Limerick Railway, Relinquishment of Works, Running Powers, Regulation of Capital, and further Money powers with special powers of Borrowing, contributions by Baronies, powers to other Companies to subscribe and hold Shares, Traffic Arrangements and payments in respect thereof. Amendment of Acts, &c.)

APPPLICATION will be made to Parliament in the next session by the Waterford, New Ross, and Wexford Junction Railway Company (herein called "the Company") for leave to bring in a Bill for all or some of the following amongst other purposes:—

1. To revive the powers granted to the Company by the Waterford, New Ross, and Wexford Junction Railway Act, 1866 (herein called the Act of 1866), for the compulsory purchase of land, and to revive the powers and extend the time limited by that or any subsequent Act for the construction and completion of the Railways No. 1, No. 2, and No. 3, by that Act authorised, or some part thereof respectively, and not abandoned by the intended Act, and to extend the time for the completion of the Railway No. 2, or some part thereof, authorised by the Waterford, New Ross, and Wexford Junction Railway (Deviation) Act 1867 (hereinafter called the Act of 1867).

2. To authorise the Company to make and maintain the railways and works following, or some or one of them, with all needful stations, approaches, quays, works, and conveniences connected therewith, that is to say:—

(1). A deviation railway (herein called Deviation Railway No. 1) commencing in the townland of Luffany and parish of Rath-Patrick and county of Kilkenny, at a point on the parish and townland boundary separating the said townland of Luffany, in the said parish of Rath-Patrick, from the townland of Curraghmore, in the parish of Kilcolumb, which point is situate $13\frac{1}{2}$ chains or thereabouts measured in a westerly direction from the point on the public road where the western boundary of the said townland of Curraghmore intersects the aforesaid parish and townland boundary, and by way of further or collateral description the said point above described is also a point in the centre line of the railway called Railway No. 1, which was authorised by the Act of 1866, and with which authorised railway it is intended to form a junction, thence passing from, through, or into, the following townlands, townships, parishes, and extra-parochial places, or some of them, that is to say—the townlands of Luffany, Rath-Patrick, and Kilmurry, in the parish of Rath-Patrick; the townlands of Tinvancoosh, Ballynamona, Killaspy, Cloone, and Mullinabro', in the parish of Dunkitt, all in the county of Kilkenny; the townlands of Ballyrobin and Newrath, in the parish of Kilculliheen and county of Waterford, and terminating by a junction with the Waterford and Central Ireland Railway at a point thereon 783 yards or thereabouts, measured southwards along the centre line of the said Waterford and Central Ireland Railway, from the centre

of the level crossing over the public road from Waterford to Limerick and Clonmel.

(2). A deviation railway (herein called Deviation Railway No. 2) commencing at the termination of the said authorised Railway No. 1, as shown upon the deposited plans of 1866, by a junction therewith, thence passing from, through, or into the following parishes, townlands, townships, and extra-parochial places, or some of them, that is to say, the townlands of Rosbercon, Annefield, Glinn, and Garranbehy-big, in the parish of Rosbercon and the extra-parochial place of the River Barrow, all in the county of Kilkenny, the extra-parochial place of the River Barrow, the townlands of Mountelliott, Macmurrroughs, Macmurrroughs Island or Upper Macmurrroughs, and Ballyroe Upper in the parish of St. Mary's, the townlands of Mount Hanover, Scark Berkeley, Ballintober, and Rathgaroge, in the parish of Ballyanne, all in the county of Wexford, and terminating in the said townland of Rathgaroge, and parish of Ballyanne and county of Wexford by a junction with the authorised line of the Railway No. 2 (authorised by the Act of 1867) at a point thereon marked upon the deposited plans of the last-mentioned authorised railway as 4 miles 4 furlongs from its commencement, which point is situate in a field distinguished upon the said plans as No. 10 in the said townland of Rathgaroge and parish of Ballyanne.

3. To purchase, compulsorily or otherwise, lands, houses, and tenements for the purposes of the intended deviation railways, or of the intended Act.

4. To vary or extinguish all existing rights connected with such lands, houses, and tenements, or which would interfere with the objects of the said intended Act, to levy tolls, rates, and duties in respect of the use of the said railways and works, and to grant exemptions therefrom, and to alter existing tolls, rates, and charges.

5. To deviate laterally from the lines of the intended railways and works to the extent shown upon the plans, and to deviate vertically from the levels shown on the sections hereafter mentioned.

6. To cross under, over, or on the level of and to divert, alter, or stop up for the purposes of the intended Act, either temporarily or permanently all such turnpike and other roads, highways, streets, footways, bridges, rivers, streams, brooks, aqueducts, watercourses, canals, navigations, sewers, pipes, and drains in or adjoining the aforesaid townlands, parishes, and extra-parochial and other places, or any of them, as may be necessary for the purposes of the said intended Act, or any of them.

7. To enable the Company to make such openings and alterations of the Waterford and Central Ireland Railway and the Waterford and Limerick Railway, or either of them, as may be necessary for the purposes of the said Bill, and to form junctions and communications where necessary with the rails and works of such railways, or either of them, and otherwise to interfere with the rails and works of the said railways, or either of them, and the lands and works thereof, and to regulate such junctions and the use thereof.

8. To enable the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration or defined by the Bill so much of the Waterford and Central Ireland Railway, and of the

Waterford and Limerick Railway, or one of them, as lies between the point of junction therewith of the intended deviation Railway No. 1, and the Waterford station of the said railways respectively, together with the use of the same station, and the station-buildings, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected with the said portions of railways and the said station respectively.

9. To enable the Company to abandon so much of the Railway No. 1 authorised by the Act of 1866 as lies between the point of commencement of such authorised railway, and the point hereinbefore described as the commencement of the intended deviation Railway No. 1; also the railway firstly, and so much of the Railway secondly, authorised by the Act of 1867, as lies between the commencement of such last mentioned railway, and the point of termination of the intended deviation Railway No. 2 as hereinbefore described, and to substitute for such abandoned railway and portions of railways respectively, either wholly or in part, the intended Deviation Railways hereinbefore described, or one of them.

10. To alter, vary, regulate, and define the capital of the Company, and the rights, privileges, and positions of the several classes of proprietors in, and the holders of, securities issued by the Company, and to make further and other arrangements in reference thereto and to the capital of the Company, and to arrange and capitalise any interest arrears of interest debts or liabilities affecting the Company.

11. To authorise the Company for the purpose of providing rolling stock and increased station accommodation, and for the general purposes of their undertaking, or any part thereof; to raise additional money by the creation of new shares and stock, with or without preference or other priority or advantage, and by borrowing on mortgage (either perpetual or terminable), or otherwise, and, if deemed expedient, to authorise the Company for the purposes aforesaid, or any of the other purposes of the intended Act, to borrow sums of money exceeding one-third of the amount of their share capital upon the security and in the manner to be defined by the intended Act, and to apply any capital or funds now belonging to them or which they have power to raise, to any of the purposes of the intended Act.

12. To enable the Company to cancel any unissued or forfeited shares of the Company, and to issue ordinary or preference shares in lieu of any such cancelled shares, and generally to regulate the share capital and stocks of the Company.

13. To make provision for and to authorise the Barony of Middlethird, in the county of Waterford; the baronies of Iverk, Ida, Knocktopher, and Gowran, all in the county of Kilkenny; the baronies of Bantry, Shelmaliere, Ballaghkeen, and Scrawalsh, all in the county of Wexford; and the baronies of Idrone and St. Mullins, in the county of Carlow; and all other baronies and places in the said counties respectively, or some or one of them, to subscribe or contribute in the proportions, and for the period to be defined in the said Bill, such sum or sums of money as may be necessary to enable the Company to pay such dividend as may be stated in the said Bill on the whole or some part of the capital of the Company, and the Bill will contain all needful provisions for ascertaining and determining the sums or amounts to be paid by such baronies respectively, and for charging and making chargeable the lands, hereditaments, and premises of such baronies with such sums or amounts, and for enabling and requiring the grand juries of the

several counties of Waterford, Kilkenny, Wexford, and Carlow, or any of them, to assess, raise, and levy such sums or amounts, and for enabling and requiring the treasurer of such counties respectively, if need be, to levy, and raise, and to pay such sum or amount to the Company, or as they shall direct, and the Bill will contain all other needful or useful provisions for giving effect to and carrying out the purposes aforesaid, or any of them, and for providing for and securing the repayment of the moneys so paid or subscribed by the said baronies or any of them, and for that purpose to defer or postpone the preferences and priorities attached to any preference share, or stock, or debenture stock of the Company.

14. To authorise the Great Western Railway Company, the Great Southern and Western Railway Company, the Waterford and Limerick Railway Company, the Waterford and Central Ireland Railway Company, the Dublin, Wicklow, and Wexford Railway Company, and the London and North-Western Railway Company, or any of them, to contribute towards the cost of constructing the Company's railways and works between Ballywilliam, New Ross, and Waterford out of their corporate funds, and, if necessary, out of capital to be raised by them under the powers of the Bill by shares or stock and by loan, and with or without any priority of dividend or interest and other advantage over their existing and authorised capitals, and to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the capital of the Company or any part thereof, and to appoint directors of the Company, and to enable the Company and all or any of the last-mentioned Companies to enter into contracts and agreements with reference to the forwarding, interchange, and delivery of traffic coming from, or destined for, all or any of such railways, including any transit by sea, the fixing payment, collection, division, and appropriation of the tolls and revenue arising from such traffic, the contributions, rebates, payments, deductions, and allowances to be appropriated, paid, allowed, or made by, to, or between all or any of the said Companies parties to any such contract or arrangement, and any matter or thing incidental thereto, and to authorise all or any of the said Companies to apply for all or any of the purposes of the said Act or of any such contract their corporate funds and revenues.

15. To extend the powers given by the Act of 1866 and the Act of 1867 to enter into traffic and other arrangements and agreements with the Great Southern and Western Railway Company and the Dublin, Wicklow, and Wexford Railway Company to the railways to be authorised by the intended Act.

16. To alter, amend, extend, and repeal such parts and provisions as may be necessary for all or any of the purposes of the said Bill all or some of the local and personal Acts following, that is to say:—The Waterford, New Ross, and Wexford Junction Railway Act, 1866, and all other Acts relating to the Company; the 18 and 19 Vic., cap. 98, and 16 and 17 Vic., cap. 198, and any other Acts relating to the Great Western Railway Company; the 7 and 8 Vic., cap. 100, and all other Acts relating to the Great Southern and Western Railway Company; the 8 and 9 Vic., cap. 131, and all other Acts relating to the Waterford and Limerick Railway Company; the 8 and 9 Vic., cap. 87, and all other Acts relating to the Waterford and Central Ireland Railway Company; the 9 and 10 Vic., cap. 208, and all other Acts relating to the Dublin, Wicklow, and

Wexford Railway Company; and the 20 and 21 Vic., cap. 93, and all other Acts relating to the London and North-Western Railway Company.

17. The Bill will vary and extinguish all rights and privileges which would in any way interfere with any of its objects or purposes, and it will incorporate with itself all or some parts of the Companies Clauses Consolidation Acts, 1845, 1863, and 1869, the Land Clauses Consolidation Acts, 1845, 1860, and 1869, the Railways Clauses Consolidation Acts, 1845 and 1863, the Railways Acts (Ireland), 1851, 1860, and 1864, and any other Acts varying or amending the same.

18. On or before the 30th day of November instant duplicate plans and sections describing the lines, situation, and levels of the intended deviation railways and works, and the lands intended to be taken, together with a book of reference to such plans, and an Ordnance map with the lines of the intended deviation railways delineated thereon, and a copy of this notice as published in the Dublin Gazette, will be deposited for public inspection with the clerk of the peace for the county of Waterford, at his office at Waterford; with the clerk of the peace for the county of Kilkenny, at his office in Kilkenny; and with the clerk of the peace for the county of Wexford, at his office at Wexford. 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 said intended deviation railways and works will be made. And a copy of this notice, as published in the Dublin Gazette, will be deposited with the respective clerks of the Poor Law Unions within which such parishes are included—that is to say:—

So far as relates to the parishes of Kilculiheen, Dunkitt, and Rath-Patrick, with the clerk of the Waterford Poor Law Union, at his office in Waterford; and so far as relates to the parishes of Rosbercon, Saint Mary's, and Ballyanne, with the clerk of the New Ross Poor Law Union, at his office in New Ross.

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

Dated this 13th day of November, 1872.

Marriott, Jordan, and Cooper, 3, Westminster Chambers, London, S.W. Solicitors and Parliamentary Agents.

In Parliament.—Session 1873.

Birkenhead, Chester, and North Wales Railway. (Incorporation of Company; Construction of Railways; Compulsory Purchase of Lands, &c.; Tolls; Running Powers over Railways and use of Stations of Wrexham, Mold, and Connahs Quay Railway Company; Buckley Railway Company; Great Western Railway Company; the Shropshire Union Railways and Canal Company; the Hoylake and Birkenhead Rail and Tramway Company; and the Cheshire Lines Committee; Working and other arrangements with the Wrexham, Mold, and Connahs Quay Railway Company; the Buckley Railway Company; the Cambrian Railways Company; the Vale of Llangollen Railway Company; the Llangollen and Corwen Railway Company; the Shropshire Union Railways and Canal Company; the London and North Western Railway Company; the Great Western Railway Company; the Manchester, Sheffield, and Lincolnshire Railway Company; the Midland Railway Company; the Great Northern Railway Company; the Cheshire Lines Committee; the Hoylake and Birkenhead Rail

and Tramway Company, and other Companies; Powers of Subscription by the Manchester, Sheffield, and Lincolnshire Railway Company; the Midland Railway Company; the Great Northern Railway Company; the Shropshire Union Railways and Canal Company; the Wrexham, Mold, and Connahs Quay Railway Company; the Buckley Railway Company; the Cambrian Railways Company; the Hoylake and Birkenhead Rail and Tramway Company; the Mersey Railway Company and other Companies; further Money Powers to those Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for 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:—

Railway No. 1. Commencing by a junction with the line of the Chester and West Cheshire Junction Railway as authorized by and under the powers of "The Chester and West Cheshire Junction Railway Act, 1865," now in course of construction, and which line is therein referred to as Railway No. 3, in a plot of land situate in the parish of St. Oswald, in the county of the city of Chester, numbered 41 in that parish on the plans deposited with the Clerk of the Peace for the county of Chester in respect of such Act, and terminating in the parish of Bidston, otherwise Bidstone, in the county of Chester, by a junction with the Hoylake Railway, at a point 400 yards, or thereabouts, west of the booking office at the Bidston Station of the said Hoylake Railway.

Railway No. 2. Situate wholly in the parish of Bidston, otherwise Bidstone, in the county of Chester, and commencing by a junction with Railway No. 1, at or near a point on the fence forming the southern boundary of the Hoylake Railway, such point being distant 500 yards or thereabouts westward of the booking office at the Bidston Station of the Hoylake Railway, and terminating by a junction with the railway belonging to the Mersey Docks and Harbour Board, on the south side of the Birkenhead Docks, at or near a point 150 yards, or thereabouts, on the east side of the Wallasey-bridge-road.

Railway No. 3. Commencing in the parish of Bidston, otherwise Bidstone, in the county of Chester, by a junction with Railway No. 2, at a point adjoining and on the south side of the line of the Hoylake Railway, 170 yards, or thereabouts, east of the Booking Office at the Bidston Station of the said Hoylake Railway, and terminating in the parish of Wallasey, in the county of Chester, by a junction with the railway belonging to the Mersey Docks and Harbour Board, on the north side of the Birkenhead Docks, at its termination, on the eastern side of the Wallasey Bridge-road.

Railway No. 4. Commencing in the parish of Woodchurch, in the county of Chester, by a junction with the said Railway No. 1 in a field belonging to, or reputed to belong, to Uvedale Corbett, and in the occupation of the representatives of the late William Bridgewood Gaskell, at a point 640 yards, or thereabouts, south of the Prenton Toll-house, and terminating in the extra-parochial chapelry of Birkenhead, in the county of Chester, by a junction with the authorised line of the

Mersey Railway; on the southern side of the Borough-road, at or near the junction of Wilbraham-street with the said Borough-road.

Railway No. 5. Commencing in the parish of Hawarden, in the county of Flint, by a junction with the Wrexham, Mold, and Connahs Quay Railway, at or near a point where the said railway passes over the turnpike-road leading from Padeswood to Chester, and terminating in the parish of Northop, in the county of Flint, by a junction with the Buckley Railway at a point 70 yards or thereabouts south of the point where the branch or portion of such railway which joins the Chester and Holyhead Railway passes under the turnpike-road from Flint to Queensferry.

Railway No. 6. Commencing in the parish of Hawarden, in the county of Flint, by a junction with Railway No. 5, at a point 30 yards, or thereabouts, eastward of the house known as "Killins Farm," and terminating in the parish of Northop, in the county of Flint, by a junction with Railway No. 1, at a point in the estuary of the River Dee, 350 yards, or thereabouts, to the south-west of the end of a post and rail fence dividing the townships of Burton and Puddington, in the parish of Burton, in the county of Chester, where such fence abuts on the boundary between that county and the county of Flint measured in a line with that fence.

Railway No. 7. Commencing at the boundary between the parish of Hawarden and the parish of Northop, in the county of Flint, by a junction with Railway No. 5, at a point on the Wepre Brook, 170 yards, or thereabouts, north-west of a house belonging to William Purser Freme, and in the occupation of Joseph Lloyd, and terminating, in the parish of Hawarden, in the county of Flint, by a junction with Railway No. 6, at a point 350 yards, or thereabouts, to the south of the turnpike-road leading from Flint to Queensferry, where the same crosses the Wepre Brook, and 400 yards, or thereabouts, north-east of the house previously described in the occupation of Joseph Lloyd.

Railway No. 8. Commencing in the parish of Northop, in the county of Flint, by a junction with Railway No. 6, in the estuary of the River Dee, at a point 85 chains, or thereabouts, north-east of the Powder Magazine, situate on the northern bank of such river near Connahs Quay, and 65 chains, or thereabouts, measured in a southerly direction from the end of the post and rail fence dividing the townships of Burton and Puddington, in the parish of Burton, where such fence abuts on the boundary between the county of Chester and the county of Flint, and terminating in the parish of Hawarden, in the county of Flint, by a junction with Railway No. 1 at a point in the estuary of the River Dee, 58 chains, or thereabouts, measured in a south-easterly direction from the end of the fence aforesaid, and 126 chains, or thereabouts, north-east of the Powder Magazine, situate on the northern bank of the River Dee.

Railway No. 9, commencing in the parish of Gresford, in the county of Denbigh, by a junction with the Wrexham, Mold, and Connahs Quay Railway, at a point 260 yards or thereabouts to the south of the booking-office of the Cefn-y-bedd Station, and terminating in the parish of Gresford, in the county of Denbigh, by a junction with the Ffrwd branch of the Wrexham, Mold, and Connahs Quay Railway, at or near the northern end of the branch leading therefrom to the Ffrwd Iron Works.

Railway No. 10. Commencing in the parish of Gresford, in the county of Denbigh, by a junction

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with the Pendwll Branch of the Wrexham, Mold, and Connahs Quay Railway, at or near a point where the same crosses by a bridge over a public road leading from Ffrwd to Pendwll Colliery, and terminating in the parish of Wrexham, at a point on the public road leading from the Vron Farm to Llidiart Fanny 130 yards, or thereabouts, measured in a southerly direction from the Vron Farm House.

Railway No. 11. Situate wholly in the parish of Wrexham, in the county of Denbigh, and commencing at a point 30 yards, or thereabouts, measured in an easterly direction from the offices of the Brymbo Company, near the Brymbo Iron Works, and terminating by a junction with the Minera Branch of the Great Western Railway, at or near the point where such railway crosses on the level the road from Miners' Arms to Gwernygasseg.

Railway No. 12. Situate wholly in the parish of Wrexham, in the county of Denbigh, and commencing by a junction with the Wrexham, Mold, and Connahs Quay Railway, at or near the south end of the passenger platform at the Wrexham Station of such railway, and terminating by a junction with the Shropshire Union Railway at its termination near to the Llwynenion Pipe and Tile Works.

Railway No. 13. Situate wholly in the parish of Wrexham, in the county of Denbigh, and commencing by a junction with Railway No. 12, at or near a point on the southern boundary of the road leading from Esclusham to Tygwyn, such point being situate 90 yards, or thereabouts, west of the junction of the said road with the road leading thereout towards Rhosllanerchrugog, and terminating by a junction with the Bryn-yr-Owen Branch Railway, at or near a point distant 80 yards, or thereabouts, southward of its termination at Bryn-yr-Owen Colliery.

Railway No. 14. Commencing in the parish of Wrexham, in the county of Denbigh, by a junction with the Wrexham, Mold, and Connahs Quay Railway, at or near the south end of the passenger platform at the Wrexham Station of such railway, and terminating in the parish of Ruabon, in the county of Denbigh, by a junction with the Shropshire Union Railway, 150 yards, or thereabouts, east of the point where such last-mentioned railway crosses on the level the public road from Plas-Madoc to Wynn Hall.

Railway No. 15. Situate wholly in the parish of Ruabon, in the county of Denbigh, and commencing by a junction with Railway No. 14 at a point 270 yards, or thereabouts, east of the level crossing lastly-mentioned, and 200 yards, or thereabouts, south-west of the Rock Pit of the Wynn Hall Colliery, and terminating at or near the tipping stage of the Plas Kynaston Colliery adjoining, and on the west side of the Great Western Railway, near the Cefn Station of such railway.

Railway No. 16, situate wholly in the parish of Ruabon, in the county of Denbigh, and commencing by a junction with Railway No. 14, at a point 30 yards, or thereabouts, on the south side of the engine house at the Vauxhall Colliery, situate on the east side of the Great Western Railway, near New Hall, and terminating by a junction with the Great Western Railway, at a point 500 yards, or thereabouts, north of the "Bryn Bridge," carrying such railway over the turnpike road from Wrexham to Ruabon measured along the line of that railway.

Railway No. 17. Situate wholly in the parish of Wrexham, in the county of Denbigh, and commencing by a junction with Railway No. 10, at a point 20 yards, or thereabouts, westward of Coed-

Eva Farm-house, and terminating by a junction with Railway No. 14, at a point adjoining, and on the west side of, the Great Western Railway, 280 yards, or thereabouts, south of the booking-office of the Wrexham Station of such railway.

The said intended railways will pass, from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some or one of them, that is to say:—

Aston, Banel or Bannel, Broughton, Cymman, Ewloe-Town, Ewloe-Wood, Goltyn, Gresford, Hewarden, Hope Owen, Hope, Northop, Pentrobin, Shotton, Sealand, Wepre and Wrexham, in the county of Flint; Broughton, Brynbo, Bersham, Bodylltyn, Cernoy, Christionydd Kenrick, Ceed Christionydd, Esclusham - Above, Esclusham-Below, Erddig, Gresford, Gwersyllt, Hafod Minera, Marchwiell, Morton-Below, Ruabon, Rhyddallt, Stansty, Sontley, Trevor - Issa, Wroxham, Wrexham Regis and Wrexham Abbot, in the county of Denbigh; and Bidston otherwise Bidstone, Bebbington, Bromborough otherwise Bromborough, Burton, Bidston-cum-Ford, Brimstage, Barnston, Blacon-with-Crabhall, Birkenhead, Bradley, Great Neston, Great Soughall, Holy and Undivided Trinity, Landican, Leighton, Little Neston, Little Soughall, Neston, Noctorum, Ness, Oxtou, Prenton, Puddington, Poulton-cum-Seacombe, Raby, Shotwick, St. Oswald, Storeton, Shotwick Park, Thingwall, Thornton-Hough, Tranmere, Upton, Woodchurch, Woodbank and Wallasey, in the county of Chester.

To enable the Company to cross, divert, alter, or stop up either temporarily or permanently roads, railways, drains, sewers, 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 horizontally the lines of railway, and vertically from the levels of the said lines, as shown upon the plans and sections hereinafter mentioned, to any extent to be authorized by the Bill.

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 of the Bill, and to vary and extinguish all 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.

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 authorised 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 Wrexham, Mold, and Connahs Quay Railway Company, the Buckley Railway Company, the Great Western Rail-

No. 16 therewith, as above-described, to the junction of the Great Western Railway with the Vale of Llangollen Railway, and including the use of the Ruabon Station, the Minera Branch of the Great Western Railway, the railways of the Shropshire Union Railways and Canal Company, the Hoylake and Birkenhead Rail and Tramway Company and the stations of the Cheshire Lines Committee at Chester, 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 said intended Act.

To empower the Company, and the Wrexham Mold, and Connahs Quay Railway Company, the Buckley Railway Company, the Cambrian Railways Company, the Vale of Llangollen Railway Company, the Llangollen and Corwen Railway Company, the Shropshire Union Railways and Canal Company, the London and North-Western Railway Company, the Great Western Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Cheshire Lines Committee, and the Hoylake and Birkenhead Rail and Tramway Company, or any Company becoming the purchasers of the undertaking of the Hoylake Railway Company, or any one or more of them (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 empower the Manchester, Sheffield, and Lincolnshire Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Shropshire Union Railways and Canal Company, the Wrexham, Mold, and Connahs Quay Railway Company, the Buckley Railway Company, the Cambrian Railways Company, the Hoylake and Birkenhead Rail and Tramway Company, or any Company purchasing the undertaking of the Hoylake Railway Company, the Mersey 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.

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, 5 and 6 Wm. IV., c. 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 Act or Acts relating to or in any way affecting the Great Western Railway Company, 7 and 8 Vic., caps. 18 and 59, and any other Act or Acts relating to or in any way affecting the Midland Railway Company, 9 and 10 Vic., cap. 204, 33 and 31 Vic., cap. 112, and any other Act or Acts relating to or in any way affecting the London and North Western Railway Company, 9 and 10 Vic., c. 71, and any other Act or Acts relating to or in any way affecting the Great Northern Railway Company, 12 and 13 Vic., cap. 81, and any other Act or Acts relating to or in any way affecting the Manchester, Sheffield, and Lincolnshire Railway Company, 29 and 30 Vic., cap. 351; 30 and 31 Vic. cap. 207, and all other Acts relating to or in any way affecting the Cheshire Lines Committee, 25 and 26 Vic., cap. 221, and any other Act or Acts relating to or in any way affecting the Wrexham, Mold, and Connah's Quay Railway Company, 23 and 24 Vic., cap. 89, and any other Act or Acts relating to or in any way affecting the Buckley Railway Company, 7 and 8 Geo. IV., cap. 102, and any other Act or Acts relating to or in any way affecting the Shropshire Union Railways and Canal Company, 22 and 23 Vic., cap. 64, and any other Act or Acts relating to or in any way affecting the Vale of Llangollen Railway Company, 23 and 24 Vic., cap. 188, and any other Act or Acts relating to or in any way affecting the Llangollen and Corwen Railway Company, 16 and 17 Vic., cap. 143, 27 and 28 Vic., cap. 262, and any other Act or Acts relating to or in any way affecting the Cambrian Railways Company, and 35 and 36 Vic., cap. 127, relating to the Hoyle and Birkenhead Rail and Tramway Company and the Mersey Railway Act, 1866, and all other Acts relating to the Mersey 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 Ordinance or published map with the lines of the said railways delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the 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, in that county, and with the Clerk of the Peace for the county of the city of Chester, at his office, at Chester, with the Clerk of the Peace for the county of Flint, at his office, at Mold, in that county, and with the Clerk of the Peace for the county of Denbigh, at his office, at Ruthin, 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 or 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 in the case of each such parish, with the parish clerk of such parish, at his residence, and in the case of each such 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.

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

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

Dunfermline and Queensferry Railway.

(Incorporation of Company; Construction of Railway from Dunfermline to North Queensferry; Pier in connection therewith; Compulsory Purchase of Lands; Raising of Capital; Running Powers over Lines of the North British Railway Company; Powers to said Company to subscribe and to enter into Agreements; Powers to Corporation of Dunfermline and Inverkeithing to subscribe and agree as to Customs and Duties; Tolls; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act (herein called "the Act") to incorporate a Company (herein called "the Company"), and to authorise the Company to make and maintain the railway and pier following, or any or either of them, with all needful works, stations, approaches, and conveniences connected therewith (that is to say):—

A railway to commence in the parish of Dunfermline, in the county of Fife, by a junction with the New Charlestown branch of the North British Railway, being the branch leading from the Townhill Junction of the Dunfermline branch of the North British Railway, to the Charlestown Railway, at a point ninety yards or thereabouts, measured in a northerly direction along the said New Charlestown Branch, from the post indicating two and a-quarter miles from the said Townhill Junction, and sixty-six yards or thereabouts south of the centre of the bridge which carries the said New Charlestown Branch over the Spittal Burn; and terminating in the parish of Dunfermline, in the county of Fife, on the bed and soil of the Firth of Forth, in, adjacent, or near thereto, at a point in the said bed and soil three-hundred and twenty yards or thereabouts, measured in a south-easterly direction from Craighdu Villa, near the town of North Queensferry, and three-hundred-and-three yards or thereabouts, measured in a westerly direction from the south end of the Signal-House Pier, at or near the said town of North Queensferry; which intended railway and works will pass from, through, or into, or be situate in the parishes, royal burghs, extra-parochial, and other places following, or some of them (that is to say): the parishes of Dunfermline and Inverkeithing, the royal burghs of Dunfermline and Inverkeithing, in the county of Fife, and the bed and soil of the Firth of Forth, in, adjacent, or near to the said parishes of Dunfermline and Inverkeithing, in the county of Fife, or one of them.

A pier communicating with the said railway, with all proper wharves, jetties, landing-places, lines of rails, works, and conveniences connected therewith, in the parish of Dunfermline, in the county of Fife, or the soil and bed of the Firth of Forth, in, adjacent, or near thereto; to commence at or adjoining the high-water mark of the Firth of Forth, at a point in the said bed and soil 112 yards or thereabouts, measured in a south-easterly direction from Craighdu Villa aforesaid, near the town of North Queensferry; and extending southerly into the Firth of Forth, and terminating at a point in the said bed and soil 380 yards or thereabouts, measured in a southerly direction from the high-water mark at or near the commencement of the said pier as hereinbefore described, and 317 yards or thereabouts, measured in a westerly direction from the south end of the said Signal-House Pier, at or near the said town of North Queensferry; which intended pier and works therewith connected will pass from, through, or into, or be situate in the parishes and places following, or some or one of them: (that is to say), the parish of Dunfermline in the county of Fife, and the bed and soil of the Firth of Forth, in, adjacent, or near thereto.

And it is proposed by the Act to take and confer the powers, and to provide for the purposes hereinafter mentioned, or some of them (that is to say):—

To purchase, compulsorily or by agreement, lands, houses, and other property, for the purposes of the said railway, pier, and works (herein called the railway undertaking), or any or either of them, and generally for the purposes of the Act.

To alter as respects the exercise of the powers of compulsory purchase for the purposes of the railway undertaking, or any part thereof, the provisions contained in "The Lands Clauses Consolidation (Scotland) Act, 1845," or any other Acts, with respect to liability to take the whole of a house, building, or manufactory, if the Company take any part thereof.

To deviate laterally and vertically in the construction of the railway undertaking to the extent shown on the plans and sections after-mentioned, or defined in the Act.

To use the bed and soil of the Firth of Forth and to cross, divert, alter the lines and levels of, and to stop up and interfere with roads, highways, railways, tramways, bridges, streets, paths, passages, rivers, brooks, streams, sewers, and water-courses, and other subjects and premises in or adjoining to the several parishes and royal burghs and places above mentioned, or any of them, and to use the site of such of them as may be stopped up or diverted so far as may be necessary or expedient for the purpose of making, maintaining, working, or using the railway undertaking, or any part thereof.

To authorise the Company, and any other Companies, Corporations, Road Trustees, Commissioners, or other bodies or persons, to make or enter into agreements and arrangements with respect to the making, maintenance, or use of the railway undertaking, or any part thereof; and to authorise the Company, and the owners of, and other persons interested in the lands, houses, and other property which will or may be taken for the purposes of the railway undertaking, and any other Companies, Corporations, Trustees, or other bodies or persons, whether under any legal disability or not, to contract and agree for the acquisition by the Company of such lands, houses, and other property, in feu or lease or otherwise, at such prices, and for such feu-duties, ground-annuities, or rents, or for such consideration in

shares, or bonds, or mortgages of the Company or otherwise, as may be agreed on, or provided by the Act; and to confirm any such agreements which have been, or may be made and entered into.

To authorise the Company to raise money for the purposes of their undertaking, by the creation and issue of shares or stock, and by borrowing on bond or mortgage, and to fund the money so borrowed, or to create and issue debenture stock.

To authorise the Company, and all other Companies or persons lawfully using the railway undertaking, to run over, work, and use, with their engines, carriages, and servants, so much of the said New Charlestown Branch, and Dunfermline Branch of the North British Railway respectively, as lies between the point of junction of the proposed railway with the said New Charlestown Branch hereinbefore described, and the Cowdenbeath Station of the said Dunfermline Branch, with all stations, sidings, water, watering-places, sheds, warehouses, standing-room for engines, and other works and conveniences of or connected with the said New Charlestown and Dunfermline Branches respectively, and particularly any station to be erected by the North British Railway Company at any point upon the said New Charlestown Branch; and to prescribe the terms and conditions upon which the Company are to exercise such powers; and to levy tolls, rates, and charges upon the New Charlestown and Dunfermline Branches respectively for the aforesaid purposes.

To authorise the North British Railway Company (herein called the North British Company) to subscribe to the capital of the Company such sum as has been or may be agreed upon, and to take and hold shares in the said capital, and to vote at meetings and appoint directors of the Company in respect of such shares, and to apply in or towards payment of such subscription any funds or money belonging to the North British Company, or to raise money for that purpose by the creation and issue of ordinary or preferential or guaranteed shares in the capital of the North British Company, or by borrowing on bond or mortgage or otherwise.

To authorise the Town Councils of the royal burghs of Dunfermline and Inverkeithing respectively to subscribe to the capital of the Company such sum as has been, or may be agreed on, to take and hold shares in the said capital, and to apply any funds belonging to, or held by, the said Town Councils respectively, in payment of such subscription, or to raise money for that purpose by borrowing on security of the Common Good, or other property of the said burghs respectively, or otherwise.

To authorise the making and carrying into effect of arrangements between the Magistrates and Town Councils of the said royal burghs of Dunfermline and Inverkeithing respectively, and the Company, with respect to any customs or duties, claimed to be payable to the said respective Magistrates and Town Councils and other persons, in respect of the traffic passing through the said burghs respectively, and which will be conveyed on the railway undertaking, or any part thereof, and for the lease of such duties or customs to the Company, or for the composition of the same for a fixed or annual sum; and to empower the Company, in terms of any such agreement, to levy and recover the said duties and customs.

To convey passengers, animals, goods, minerals, and other traffic on the proposed railway, pier, and other works; to levy tolls, rates, and charges on, and for the use of the railway, pier, and

works, and for the conveyance of passengers, animals, goods, minerals, and other traffic thereon; to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of such intended or existing tolls, rates, or charges.

To authorise the Company to make and enter into agreements with the North British Company, with respect to the making, maintenance, management, working, and use of the railway undertaking, for such period, and on such terms and conditions as have been, or may be, agreed on; and, with respect to the conveyance of traffic on the railway undertaking, and providing plant and rolling stock for the same, and the payment, division, and apportionment between the Company and the North British Company of the expense of such making, maintenance, management, working, and use; and with respect to the booking, forwarding, and interchange of traffic from, to, or beyond the railway undertaking, to, from, or beyond the railways of the North British Company; and with respect to the collection, division, and apportionment of the tolls, rates, and charges, and revenue or profits arising from traffic in, from, to, or beyond the railway undertaking, and the appointment, employment, and remuneration of officers and servants; and to authorise the North British Company to apply any portion of their funds, capital, or revenue, for the purposes of any such agreement as aforesaid; and to confirm any agreements which have been, or may be made and entered into between the Company and the North British Company in relation to the matters above mentioned, the transfer or other use of the undertaking, or the objects and purposes of the Act, or any of them.

To vary or extinguish all existing rights and privileges connected with the lands, houses, and other property, which will, or may be taken, or used for the purposes of the railway undertaking, and all other rights and privileges which would prevent or interfere with the making, maintenance, working, or use of the railway undertaking, or the execution of the purposes of the Act, and to confer all such powers, rights, and privileges as may be necessary for carrying the same into effect.

To incorporate all or some of the powers and provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation (Scotland) Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Acts, 1860 and 1869;" "The Railways Clauses Consolidation (Scotland) Act, 1845;" "The Railways Clauses Act, 1863;" "The Railway Companies Powers Act, 1864;" "The Railway Companies (Scotland) Act, 1867;" "The Regulation of Railways Act, 1868;" and any other Act which it may be necessary to incorporate.

To alter, amend, extend, enlarge, or repeal, so far as may be necessary, for the purposes aforesaid, all or any of the powers and provisions of the several Acts, local and personal, following (that is to say):—"The North British Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862," and the several other Acts relating to the North British Railway Company, and other Companies whose undertakings are vested in, amalgamated with, or held in lease or worked or used by the North British Railway Company, passed in the sessions of Parliament held respectively in the 49th, the 54th, the 57th, and the 59th years of King George the Third; the 2nd, the 4th, the 5th, the 7th, the 10th, and the 11th years of King George the

Fourth; the 11th year of King George the Fourth, and 1st year of King William the Fourth; the 1st, the 3rd and 4th, the 5th, the 5th and 6th, the 6th and 7th, and the 7th years of King William the Fourth; the 2nd and 3rd, the 4th and 5th, the 6th and 7th, the 7th and 8th, the 8th and 9th, 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, the 15th and 16th, the 16th, the 16th and 17th, 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 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 the 35th and 36th years of Her present Majesty; and any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned North British Company, or their undertakings or works, or any other Company, body, or person, who, or whose property or interests, may be affected by any of the powers or provisions of the said intended Act, and the charter and other deeds constituting and regulating the royal burghs of Dunfermline and Inverkeithing respectively.

Duplicate plans and sections of the proposed railway, pier, and works, and the lands, houses, and other property to be taken compulsorily under the powers of the Act, with books of reference to the plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and property, and an Ordnance or published map, shewing the general course and direction of the proposed railway and works, and a copy of this notice as published in the Edinburgh Gazette will, on or before the 30th day of November, 1872, be deposited for public inspection at the offices in Cupar and Dunfermline of the principal sheriff-clerk of the county of Fife; and a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes, royal burghs, and extra-parochial, or other places, in or through which the said intended railway, pier, and works are proposed to be made, with a copy of this notice, will, on or before the 30th day of November, 1872, be deposited with the schoolmaster, or if there be no schoolmaster, with the session-clerk of each 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 with the town-clerk of the royal burgh of Dunfermline, at his office in Dunfermline, and with the town-clerk of the royal burgh of Inverkeithing, at his office in Inverkeithing.

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 the 9th day of November, 1872.

John Landale, Town Clerk, Dunfermline.

James Dodds, 18, Abingdon Street, Westminster.

In Parliament.—Session 1873.

Holywell and Mold Railway.

(Incorporation of Company for making Railway from Holywell to Mold in the County of Flint.)

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

To incorporate a Company (herein referred to as

"the Company"), and to enable them to make and maintain the Railway hereinafter mentioned, or some part thereof, with all needful works, stations, approaches, and conveniences connected therewith, (that is to say),

A Railway wholly in the County of Flint, commencing in the parish of Mold, in the said County, by a junction with the Mold and Denbigh Junction Railway, at a point 33 chains and 35 links or thereabouts, measured along the centre line of that Railway, towards Mold, from the face of the bridge (towards Mold) carrying the Mold and Denbigh Turnpike road over that Railway at the Rhydgoleu Turnpike gate near Mold, and passing through the townships Gwysaney, Llwynogrin, Soughton, Northop, Caerfallwch, Lygan-y-Lan, Lygan-y-Wern, Bagillt-Fecham, Bagillt-Fawr, Whelston, Brynford, and parishes of Mold, Northop, Halkin, and Holywell, and terminating in the parish of Holywell, in the said County of Flint, by a junction with the Holywell Railway, at a point 1 chain, or thereabouts, measured in a southerly direction along the centre line of that Railway, from the south face of the bridge over that Railway at Holywell.

To enable the Company to form a junction and communication, where necessary, with the rails of the Mold and Denbigh Railway and the Holywell Railway, and to deviate from the line and levels of the Railways to such an extent as may be necessary and expedient in executing any of the proposed works. To cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, pipes, sewers, navigations, streams, and water-courses, so far as may be necessary in constructing or maintaining the said intended Railway and works.

To purchase land, houses, and other property compulsorily for the purposes of the said intended Railway and works, and to acquire easements in, over, or under any such land, and to levy tolls, rates, and charges in respect of the said Railway and works, and to exercise other rights and privileges.

To enable the Company on the one hand, and the Great Western and London and North Western and Holywell Railway Companies, or any 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 said intended Railway and works, or any part thereof, the supply of rolling stock and machinery, and of the officers and servants for the conduct of the traffic of the intended Railway, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to 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.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of the Companies Clauses Consolidation Act, 1845, The Companies Clauses Act, 1863, The Lands Clauses Consolidation Act, 1845, The Lands Clauses Consolidation Act Amendment Act, 1860, The Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, and all such other Acts as may be necessary for any of the purposes of the Bill.

Duplicate plans and sections, describing the lines, situations, 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 line of railway delineated thereon, so as to show its general course and delineation, 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 Flint, at his office at Mold: and on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the Parish Clerk of each such parish, at his residence, and in case of any extra-parochial place, with the Parish Clerk of an adjoining parish, at his residence.

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

Dated this 15th day of November, 1872.

Isham H. E. Gill, 14, Cook Street, Liverpool, Solicitor for the Bill.

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

In Parliament—Session 1873.

South Staffordshire Mines Drainage (Appointment and Incorporation of Commissioners for Surface and Underground Drainage of South Staffordshire and East Worcestershire Coal Field; Purchase or Leasing of Pumping Plant; Levying of Rates; Borrowing Money; Taking and Temporary Occupation of Land and Mines; Diversion of Surface Water; Varying of Existing Rights).

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

1. The appointment and incorporation of Commissioners (hereinafter referred to as "the Commissioners") for the drainage of the coal and ironstone and other mines within the limits hereinafter defined and referred to as the "drainage area," and for the surface drainage of the said area; the said Commissioners being either nominated by the Bill or appointed by means to be defined in the Bill, or partly in one mode and partly in the other, and the Bill will contain provision for the retirement of the said Commissioners, or certain of them, by rotation, and for the filling up of vacancies by election or otherwise.

The drainage area will comprise the following parishes, townships, and extra-parochial places, or parts thereof; that is to say:

Aldridge, Amblecote, Bentley, Bilston, Bradley, Bloxwich, Brockmoor, Brettell-lane, Brierley-hill, Brownhills, Bescot, Broadstone, Blackenhall, Bourne-vale, Burntwood, Brereton, Cannock-wood, Clayhanger, Caldmoor, Coalpool, Church-bridge, Cannock, Cheslyn Hay, Colton, Cradley-heath, Corngreaves, Cats-hill, Darlaston, Druid-heath, Daw-end, Dudley-port, Essington, Ediall and Woodhouses, Featherstone, Fishley, Five Ways, Fullbrook, Fisherwick, Falling's-heath, Great Barr, Great Wyrley, Great-bridge, Great Bloxwich, Goscote, Hart's-hill, Handsworth and Perry Barr, Harborne, Hatherton, Hilton, Huntington, Himley, Hammerwich, Highbridge, Har-en, Hednesford, Horseley-heath, Heath-end,

James-bridge, Jinity Greaves, Kingswinford, Kinver, Kingshill, Longdon, Lower Gornal, Lower Penn, Little Wyrley, Little Bloxwich, Little London, Lower Birchills, Lzemoor, Landwood, Little Norton, Little Aston, Leacroft, Moxley, Mill-green, Maw-green, Norton, Norton Canes, New-town, Newton Hardwick, Ocker-hill, Ogle Hay, Old-hill, Pensnett, Pelsall, Penn, Prince's-end, Pool-green, Pratt's-bridge, Palfrey, Parkbrook, Pipehill, Quarry - bank, Queslett, Rushall, Rowley Regis, Rugeley, Reddall-hill, Rycroft, Shenstone, Saredon, Shareshill, Sedgley, Smethwick, St. Michael's Lichfield, St. Chad's Lichfield, and St. Mary's Lichfield, St. Mary's Kingswinford, Sheffield, Shireoak, Snails'-green, Streethay, Stubber's-green, Tividale, Tipton, Tipton-green, Teddesley, Teddesley Hay, The Butts, The Pleck, The Vigo, The Delves, Upper Gornal, Upper Penn, Upper Birchills, Wordsley, Walsall Borough, Walsall Foreign, Wednesbury, West-Bromwich, Wombourne, Wednesfield, Willenhall, Wolverhampton, Wyrley, Winterley, Wallsall Wood, Wallington Heath, Wall, Whitehall, Wolseley—all in the county of Stafford; and Blakedown, Brakemill, Cakemore, Cradley, Dudley, Dudley Castle Hill, Hagley, Harlertrow, Hunnington, Halesowen, Hasbury, Hawn, The Hill, Illey, Lapal, Lutley, Langley, Netherton, Oldbury, Pedmore, Romsley, Ridgacre, Stour-bridge, Stakenbridge, The Lye, The Borough, Oldswinford, Upper Swinford, Wollaston, Wigorn, Wollascote, Worley, all in the county of Worcester; and Worley and Halesowen, in the county of Salop.

The Bill will authorise the division of the drainage area into districts for the purpose of works or of taxation, or of the election of Commissioners, or for any of those purposes.

To enable the Commissioners to appoint or the Bill will itself nominate an arbitrator or arbitrators to examine and report on the surface and underground drainage in the drainage area and on the works and other means of effecting the purposes of the Bill, and on the proportion of rates or other payments to be borne by the owners lessees, and occupiers of lands and mines in the drainage area, and the Bill will enable the arbitrator or arbitrators to make an award or awards touching the matters aforesaid, and may make the said award or awards ultimately or temporarily and partially or absolutely binding on the Commissioners and on all parties affected thereby within the drainage area, and the Bill will enable the arbitrator or arbitrators to enter upon and examine the lands and mines within the said area, and to make plans and sections thereof for the purpose of his or their award or awards.

To enable the Commissioners to enter upon and take compulsorily or by agreement and temporarily or permanently lands, mines or other property within the drainage area for the purpose of executing from time to time all or any of the works following, and to enable the Commissioners to execute the said works, and any works incidental thereto within the drainage area, and to use, maintain, and from time to time vary or renew the same, that is to say:

Drains, culverts, sewers, passages, and reservoirs for the interception, storage, and flow of water, and making new outfalls for water. And the Bill will confer on the Commissioners the powers conferred by the Land Drainage Act, 1861, and any Acts amending that Act on Commissioners of Sewers appointed under the provisions of such Acts.

Deepening, widening, straightening, diverting, and improving any existing river, stream, drain, watercourse, or outfall for water, natural or arti-

ficial, and the beds and banks thereof, and removing or altering milldams, weirs, or other obstructions to the flow of water.

Removing artificial mounds, and filling up swags or ponds within the drainage area.

Constructing, maintaining, using, and renewing from time to time, engines, pumps, conduits, and all requisite machinery and works for pumping and draining water now accumulated in, or hereafter flowing or percolating into, any coal, ironstone, or other mines, and for preventing for the future any such accumulation, or any such flowing or percolation.

Constructing, purchasing, maintaining, or with consent removing, piercing, or otherwise altering any underground wall, pillar, rib, barrier, or other defence against or impediment to the flow of water.

To enable the Commissioners to purchase and acquire or take on lease or occupy upon such terms as may be agreed upon, or may be settled by arbitration, any existing pumping plant or machinery, and to use the same for the purposes of the Bill; or to require the owners or others using the same to discontinue the use thereof, subject however to such conditions and restrictions as the Bill shall define.

To enable the Commissioners to enter into agreements with the owners or proprietors of mills or canals or any other bodies or persons for the supply to them of water, and for the making or repair of cuts, canals, drains, embankments, or other like works.

To enable the Commissioners to make and levy general and district rates, taxes or other payments for each and every of the purposes of the Bill upon minerals raised within the drainage area, or upon the owners, lessees, and occupiers of the mines from which such minerals shall be raised, such rates being either equally charged or being graduated according to the cost of the works, or to the benefit derived therefrom, or according to such measure as the Bill may define, or as any award made under the powers of the Bill may from time to time prescribe, and the Bill will enable the Commissioners to enforce the payment of the said rates and other payments by distress or otherwise and to borrow money upon the security of the said rates or payments, or of any of them.

To provide for the exemption from the operation of the Bill as to underground drainage and taxation in respect thereof of any district within the drainage area, if a certain proportion to be fixed by the Bill, of the owners, lessees, and occupiers of mines within such district shall elect to be excluded either temporarily or permanently from such operation.

To enable the Commissioners to make, alter, vary, and enforce bye-laws, and to attach penalties to the breach or non-observance of any such bye-laws or of the provisions of the Bill.

The Bill will or may contain provisions for the constitution of district commissioners within the drainage area, and for enabling such district commissioners to exercise the powers or certain of the powers hereinbefore specified either concurrently with or instead of the general commissioners.

The Bill will vary or extinguish all rights and privileges inconsistent with its objects, and will incorporate with itself any provisions which may be deemed necessary or expedient of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, The Commissioners Clauses Act, 1847, The Land Drainage Act, 1861, and any Acts amending the same or incorporated therewith, and also the provisions of The Railways Clauses Consolidation

Act, 1845, "with respect to the temporary occupation of lands near the railway during the construction thereof."

The waters which will be affected by the Bill now flow into the rivers Tame, Smestow, or Stour, which are not navigable, or into a part of the river Trent, which is not navigable, and some supply the Birmingham Canal Navigations, the Staffordshire and Worcestershire Canal Navigation, the Stourbridge Canal, and the Stourbridge Extension Canal.

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.

Corser and Fowler and H. and J. E. Underhill, Wolverhampton, Solicitors for the Bill.

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

In Parliament—Session 1873.

Briton Ferry Local Board.

Purchase of Gasworks and Waterworks.

(Transfer to Local Board for Briton Ferry District of the Undertaking of Briton Ferry Gas and Coke Company, and of the Briton Ferry Undertaking of the Neath Water Company; Powers to Board for Supply of Gas and Water; Agreements between Board, and Gas Company, and Water Company, and Winding-up of Gas Company; Agreements between Board and other Local Authorities as to Lighting; Power for Board to Levy Rates and Charges, and to Borrow Money; Incorporation and Amendment of Acts).

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

1. To transfer and vest, or to authorize and provide for the transfer and vesting, to and in the Local Board for the district of Briton Ferry (hereinafter referred to as the Board) of the undertaking works, lands, property (real and personal), powers, rights, privileges, and authorities of the Briton Ferry Gas and Coke Company (hereinafter referred to as the "Gas Company"), for such price or consideration, and upon such terms and conditions as may be agreed upon between the Board and the Gas Company, or as may be settled by arbitration or otherwise, as may be provided for and expressed by the intended Act.

2. To authorise the purchase by and transfer to the Board of the Briton Ferry Undertaking of the Neath Water Company as authorised by the Neath Water (Extension) Act 1865, and the right or power to supply water in and for the parish and town of Briton Ferry, the docks at Briton Ferry, and the hamlet of Baglan Lower in the parish of Baglan, all in the county of Glamorgan, and all works, lands, property (real and personal) powers, rights, privileges, and authorities of the Neath Water Company in respect of the said Briton Ferry Undertaking for such price and consideration, and upon such terms and conditions as may be agreed upon between the Board and the Neath Water Company, or as may be settled by arbitration or otherwise, as may be provided for and expressed in the intended Act.

3. To authorise the Board to carry on the undertaking of the Gas Company and the Briton

Ferry Undertaking of the Neath Water Company, and to break up streets, roads, highways, and places, and to lay, relay, take up, remove, and repair reservoirs, conduits, mains, pipes, pillars, and other apparatus and things from time to time. And to supply water for public and private purposes, within the aforesaid parish and town of Briton Ferry, docks at Briton Ferry, and Hamlet of Baglan Lower, or any part thereof respectively, and to manufacture and supply gas for public and private purposes within and throughout the whole of the Gas Company's limits, or any part or parts thereof, and to manufacture or cause to be produced other substances from the residual or other products arising from the manufacture of Gas, and to sell or otherwise dispose of all or any such residual or other products; and to manufacture, purchase, sell, let, hire, and otherwise deal in meters, fittings, and other apparatus, articles, and things used in the sale, or consumption of water, or in the manufacture, sale, or supply of gas, residual or other products aforesaid; and to have and exercise all or any of the powers, rights, authorities, and privileges of the Gas Company and of the Neath Water Company (with regard to their Briton Ferry Undertaking) in as full and ample a manner, in all respects, as those Companies could or might lawfully have exercised the same respectively, and also such further and other powers, rights, authorities, and privileges, with respect to the several matters aforesaid, as may be necessary, proper, or convenient for the Board to have and exercise, whether the same are or are not usually conferred upon a local board or other local authority, and are or are not necessarily incidental to such manufacture and supply.

4. To authorize the Board to enter into agreements with the Gas Company and the Neath Water Company respectively as to the several matters aforesaid, or any of them, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act; and to provide for winding-up of the affairs of the Gas Company, and the distribution of their assets, and to dissolve the Gas Company.

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

6. To authorize the Board to levy rates, rents, duties, and charges, to alter existing rates, rents, duties and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, duties, and charges, also to authorize the Board to grant rent-charges or annuities or other annual sums, and to borrow money on mortgage or debenture, and to charge as well the undertaking of the Gas Company, and the said Briton Ferry Undertaking, and all rates, revenues, and property which the Board may acquire under the intended Act, as all other the estate, rates, revenues, and property of the Board, or any of them, or any part or parts

thereof respectively with and as security for all, or any, or any part of such rent charges, annuities, or annual sums, or any money to be borrowed as aforesaid.

7. To take powers to stop up, alter or divert, temporarily or permanently, so far as may be necessary or convenient for any of the purposes of the intended Act, all or any turnpike or other roads, highways, footways, passages and places, sewers, drains, mains, pipes, and works of every description, and to extinguish all existing rights and privileges which would or might in any way prevent or interfere with any of the objects of the intended Act, and to confer other rights and privileges, and to repeal, alter, and amend all or some of the provisions of the several local Acts following or some of them (that is to say): "The Neath Water Supply Act, 1861," "The Neath Water (Extension) Act, 1865," and "The Briton Ferry Gas Act, 1866," and to incorporate with the intended Bill (and with or without amendment or alteration) all or some of the provisions of "The Waterworks Clauses Acts, 1847 and 1863," "The Gasworks Clauses Act, 1847," "The Gasworks Clauses Act, 1871," "The Commissioners Clauses Act, 1847," "The Public Health Act, 1848," "The Local Government Act, 1858," and any other Acts amending the said Acts, or relating to the same matters, and to exempt the Board from any of the provisions of those Acts respectively. Printed copies of the Bill for effecting the objects aforesaid, or some of them will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 15th day of November, 1872.

Marmaduke Tennant, Aberavon, Solicitor for the Bill.

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

In Parliament—Session 1873.

Market Harborough, Melton Mowbray, and Nottingham Railways.

(Powers to the Great Northern and London and North Western Railway Companies jointly to make Railways from Melton Mowbray to Market Harborough and Bingham; Transfer to London and North Western Railway Company of joint interest in Undertaking authorized by the Great Northern Railway (Newark and Melton) Act, 1872; Powers to both Companies to raise Additional Capital; Appointment of Joint Committee; Reciprocal Running Powers; 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 enable the Great Northern and the London and North Western Railway Companies (hereinafter referred to as the "Two Companies") to make and maintain the railways hereinafter mentioned or some or one of them or some part or parts thereof respectively with all needful works stations approaches and conveniences connected therewith respectively that is to say:—

Melton Mowbray to Market Harborough.

A railway (No. 1) commencing by a junction with the Railway No. 3 authorized by "The Great Northern Railway (Newark and Melton) Act 1872" at the termination thereof in a field belonging to Mr. William Blake in the parish of Melton Mowbray in

the county of Leicester, and numbered 185 on the plans deposited with respect to the said Act with the Clerk of the Peace for the County of Leicester, passing thence through or into the following parishes and places or some of them (that is to say):—

Melton Mowbray, Welby, Sysonby, Brentingby-cum-Wyfordby, Asfordby, Thorpe, Arnold-cum-Brentingby, Eye Kettleby, New Guadalupe, Old Guadalupe, Kirby Bellars, Frisby-on-the-Wreake, Burton Lazars, Kirby Lodges, Great Dalby, Thorpe Pasture, Little Dalby, Gaddesby, Ashby Pasture, Ashby Folville, Thorpe Satchville, Pickwell, Burrow-on-the-Hill, otherwise Burrough, Somerby, Twyford, South Croxton, South Marefield, Austin's Lodge, Ouston, Loseby, Cold Newton, Halstead, Tilton-on-the-Hill, Billesdon, Skeffington, Withcote, Whadborough, Whadborough Hill, Coldborough Hill, Lodington, Tugby, East Norton, Allexton, Keythorpe, Goadby, otherwise Godeby, Noseley, Horninghold, Stockerston, Hallaton, Glostone, Cranhoe, Staunton, Wyville, Slawston, Blaston, St. Michael and St. Giles, Blaston Pastures, Holywell, Holt, Medbourne, Great Easton, Brighthurst, Drayton, Thorpe Langton, Welham, all in the County of Leicester. Cottingham, East Carlton, Ashley, Weston, Sutton Bassett, all in the County of Northampton and terminating by a junction with the Rugby and Stamford branch of the London and North Western Railway at and on the east side of the bridge carrying the same Branch Railway over the River Welland in the said Parish of Weston.

A railway (No. 2) commencing by a junction with the Railway No. 1 hereinbefore described in a field belonging to Bryan Edward Ward and occupied by Mary Jane Ward in the said parish of Hallaton passing thence through or into the parishes or places of Slawston and Medbourne in the County of Leicester and terminating by a junction with the said Rugby and Stamford Branch of the London and North Western Railway at a point about 446 yards west of the bridge carrying the said Branch Railway over the River Welland in the said Parish of Ashley.

A Railway (No. 3) commencing by a junction with the Nottingham and Grantham Branch of the Great Northern Railway at a point 25 yards or thereabouts east of the milepost on that railway indicating 15 miles from Grantham in the township of Saxondale in the parish of Shelford in the county of Nottingham passing thence through or into the following parishes or places or some of them (that is to say) Shelford, Saxondale, Bingham, Tithby, otherwise Tythby, Cropwell Butler, Cropwell Bishop, Wiverton, Whatton, Elton, Sutton, Langar, Barnston otherwise Langar-cum-Barnston, Granby, all in the County of Nottingham, Plungar, Harby, Stathern, all in the County of Leicester and terminating by a junction with the Railway No. 2 authorized by the Great Northern Railway (Newark and Melton) Act 1872 at a point about 5 miles and 6 furlongs from the commencement of the said authorized railway in the said parish of Stathern in a field numbered 11 on the plans deposited with respect to the said Act with the Clerk of the Peace for the County of Leicester.

To authorize the crossing diverting altering or stopping up whether temporarily or permanently of roads, streets, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses so far as may be necessary in constructing and maintaining the said intended railways and works the deviation from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans the purchase of lands houses and other property compulsorily for the purposes of the said intended railways and works the levying of tolls rates and charges in respect thereof and the exercise of other rights and privileges.

To vest in the two Companies jointly the rights and powers granted to the Great Northern Railway Company by "The Great Northern Railway (Newark and Melton) Act 1872" for the purchase of lands and the construction maintenance management and use of and otherwise with respect to the railways and works authorised by that Act or some part or parts thereof and the taking of tolls and charges in respect thereof to impose upon the two Companies jointly the debts duties and liabilities attaching to the said undertaking or to such parts thereof as may be so vested jointly and to enable the two Companies to become joint owners of the said undertaking and the lands and other property taken and used or to be taken and used for the purposes thereof in such proportions and upon such terms and conditions as may be or may have been agreed upon or as the Bill may define.

To enable the two Companies in such proportions and upon such conditions as may be or may have been agreed upon or may be defined in the Bill to supply the necessary funds for all or any of the purposes aforesaid and to apply to those purposes their existing funds and any moneys which they have power to raise and to authorise them or either of them to raise for the same purposes additional capital by shares and borrowing and to attach to such shares any preference or priority of dividend and any other advantage which the Bill may define.

The Bill will enable the two Companies from time to time to enter into agreements or may contain provisions with respect to the working use management construction and maintenance of the said intended railways and works and of the undertaking authorised by the said Act or such part or parts thereof as may be vested jointly in the two Companies (which said intended railways and works and the undertaking authorised as aforesaid or such part or parts thereof as may be vested jointly as aforesaid are hereinafter referred to as the joint undertaking) and also with respect to the use by the two Companies of portions of their respective undertakings and the mutual supply of rolling stock and machinery and of officers and servants for the conduct of their respective traffic and the accommodation and forwarding of such traffic and with respect to the payments to be made and the conditions to be performed with respect to all or any of the matters aforesaid and the Bill will confirm any agreement which previously to the passing of the Bill may be made with respect to any of the matters aforesaid.

The Bill will enable the two Companies to appoint a joint Committee or Committees for carrying into effect all or any of the powers aforesaid relating to the joint undertaking and may confer on such Committee or Committees powers for executing the said joint undertaking and for taking and holding land for the purposes thereof and for obtaining from the two Companies the funds necessary for the construction and maintenance thereof and generally for the management and control of the said joint undertaking and for levying tolls and charges in respect of the use thereof.

The Bill will confer on the two Companies respectively the power to run over and use with their engines and carriages of every description and with their clerks officers and servants and upon such terms and conditions and on payment of such tolls rates and charges as may be agreed upon or settled by arbitration or defined by the Bill all or any part of the respective railways and undertakings hereinafter mentioned together with the stations watering-places booking-offices warehouses landing-places sidings works and conveniences connected therewith respectively (that is to say):—

Power to the London and North-Western Railway Company so to run over and use so much of the Great Northern Railway as lies between the point of junction therewith of the Railway No. 3 hereinbefore described and the town of Nottingham together with the stations of the Great Northern Railway Company at Nottingham and also

So much of the undertaking of the Great Northern Railway as was authorised by the "Great Northern Railway (Derbyshire and Staffordshire) Act 1872."

Power to the Great Northern Railway Company so to run over and use so much of the London and North-Western Railway as lies between the point of junction therewith of the Railway No. 1 hereinbefore described and the Town of Market Harborough together with the station of the London and North-Western Railway Company there, and also so much of the Rugby and Stamford line of the London and North-Western Railway as lies between the point of junction of the railway hereinbefore secondly described and Seaton and any railway to be authorised in the ensuing Session connecting the said Rugby and Stamford line with the Northampton and Peterborough line of the said railway and so much of the said Northampton and Peterborough line as will be situate between the junction of the railway so to be authorised and the City of Peterborough.

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 9th and 10th Vic. cap. 71 the 35th and 36th Vic. cap. 167 and of any other Acts relating to the Great Northern Railway Company and of the 9th and 10th Vic. cap. 204 and any other acts relating to the London and North-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 Nottingham at his office at Newark with the Clerk of the Peace for the County of Northampton at his office at Northampton and with the Clerk of the Peace for the County of Leicester at his office in Leicester 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 11th day of November 1872.

Johnston, Farquhar and Leech, 65, Moor-gate Street, London; *R. F. Roberts*, Euston Station, London, Solicitors for the Bill.

Dyson and Co., 24, Parliament Street; *Sherwood, Grubbe, Pritt and Cameron*, 7, Great George Street, Parliamentary Agents.

In Parliament.—Session 1873.

Doncaster Corporation Waterworks.

(Construction of Waterworks; Improved Supply of Water to Doncaster; Compulsory Powers for Purchase of Lands; Levying Rates; Application of Monies; Borrowing Powers; Amendment of Act).

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, by the Mayor, Aldermen, and Burgesses of the borough of Doncaster, in the county of York (hereinafter called "The Corporation"), for leave to bring in a Bill and to pass an Act (hereinafter called "The Intended Act"), for all or some of the following purposes, that is to say:—

1. To empower "The Corporation" to construct and maintain the works hereinafter mentioned, or some part or parts thereof, for the purpose of giving, improving, and enlarging, a supply of water to the town of Doncaster, and the neighbourhood thereof; and to other places within the limits of the said "intended Act," namely:—

(a) A storage reservoir (hereinafter called "Reservoir No. 1"), to be situate partly in the parish of Thrybergh, and partly in the parish of Ravenfield, in the "Silverwood Valley"; and commencing at a point thirty yards or thereabouts, measured in a northerly direction along the course of the "Silverwood Brook," from the road leading from Ravenfield to Thrybergh, and extending down the said valley to, and terminating at a point on the said brook, about 350 yards, measured in a southerly direction along that brook from the Tinsley and Doncaster Turnpike Road; at which said last-mentioned point, an embankment will be formed across the said "Silverwood Valley."

(b) Another storage reservoir (hereinafter called "Reservoir No. 2"), to be situate partly in the said parish of Ravenfield, and partly in the said parish of Conisborough, on one of the tributary streams of the "Hooton Brook," and commencing at a point 320 yards or thereabouts, measured in a southerly direction along the course of the said tributary stream, from where "Arbours Lane" crosses that stream (such crossing being about six chains south-east of the eastern end of Ravenfield Fish Ponds); and extending down the same stream to a point 115 yards or thereabouts from the said lane, at which said last-mentioned point an embankment will be formed across the valley of the said tributary stream.

(c) And one other storage reservoir (hereinafter called "Reservoir No. 3") to be situate in the said parish of Conisborough, on another of the tributary streams of the "Hooton Brook;" and commencing at a point 460 yards or thereabouts, measured in a south-easterly direction along the course of the said last-mentioned tributary stream, from where "Arbours-lane" crosses that stream (such crossing being about six chains south-east of the eastern end of Ravenfield Fish Ponds); and extending down the same stream to a point eighty yards or thereabouts from the said lane; at which said last-mentioned point an embankment will be formed across the valley of the said last-mentioned tributary stream.

(d) A conduit, or line of pipes, commencing in the said parishes of Ravenfield and Thrybergh, or one of them, at the southern end of "Reservoir No. 1;" thence passing in a south-westerly direction in, through, or into the said parish of Thrybergh; and terminating by a junction with "Jinkin Wood Stream" and "Spencer Wood Stream," a little below "Jinkin Wood," in the said parish of Thrybergh.

(e) Another conduit, or line of pipes, commencing in the said parish of Ravenfield, at the north-east corner of "Reservoir No. 1," and passing in a north-easterly, thence in an easterly, and afterwards in a south-easterly direction, through the same parish, and terminating at the north-west corner of "Reservoir No. 2," in the said parish of Ravenfield.

(f) Another conduit, or line of pipes, commencing in the said parish of Conisborough, at the north-east corner of "Reservoir No. 2;" and passing in a north-easterly direction through the same parish, and terminating at the west corner of "Reservoir No. 3," in the said parish of Conisborough.

(g) Another conduit, or line of pipes, commencing in the said parish of Conisborough, at the north-east corner of "Reservoir No. 3;" and passing in a northerly, thence in a north-easterly, and afterwards in an easterly direction, through the same parish, and terminating by a junction with "Conisborough Park Brook" (otherwise called "The Brook"), in the said parish of Conisborough, 600 yards, or thereabouts, above the point at which "The Brook" forms a junction with the "Clifton Brook."

(h) And one other conduit, or line of pipes, commencing in the said parish of Ravenfield, at the north end of "Reservoir No. 1;" and passing thence in, through, and into the parishes, or townships of Hooton Roberts, Mexborough, Conisborough, Warmsworth, Balby-with-Hexthorpe, and Doncaster, and communicating with the "Service Reservoir" in the parish of Warmsworth, next hereinafter described, and terminating in the parish and township of Doncaster at a street there called Hall-gate, near to Hall Cross House, by a junction with the existing line of water pipes.

(i) A service reservoir and filtering beds, in connection with the lastly described line of pipes, situate in the parish of Warmsworth, on land owned by William Battie Wrightson, and occupied by Richard Heber Wrightson and George Walker, and situate on the north side of the Bridle-road called "Tenter-lane,"

and on the south side of "The South Yorkshire Railway;" which said land is distant 450 yards, or thereabouts, from and south-west of the western end of Warmworth Church.

(j) A sewer or intercepting drain, commencing at the Pinfold in Micklebring, in the township and parish of Braithwell, and passing in an easterly direction parallel to the road leading from Greaves Sike-lane to Micklebring-lane, and terminating in the same township and parish at a point eighty yards, or thereabouts, north of that road, in a field there called "Cobbler Close," owned by William Was-teneys, and occupied by William Hicks.

• All the above works, and the lands in, through, or upon which they will be constructed, are situate in the West Riding of the county of York.

2. To define the limits within which "The Corporation" will be authorized by the said "intended Act" to supply water; such limits comprising the parishes or townships of Conisborough, Warmsworth, Balby-with-Hexthorpe, and Doncaster, all in the said West Riding of the county of York, or some of them, or some parts thereof.

3. To construct, maintain, lay down, repair, and renew filtering-beds, dams, sluices, weirs, gauges, engines, wells, drains, cuts, mains, pipes, culverts, shafts, byewashes, and other requisite works within the aforesaid parishes, townships, and places; and for the purposes of the said "intended Act" to divert, alter, stop up (temporarily or permanently), break open, and to lay down pipes and other works, in, under, or over any roads, ways, streets, bridges, public places, railways, canals, towing paths, sewers, drains, and watercourses, in or near to the parishes, townships, and places aforesaid.

4. To purchase, take, and hold (compulsorily or by agreement) lands, houses, waters, and other property, for the purposes of their said Waterworks undertaking; and also to take and acquire easements in and over the same; and to vary or extinguish all rights and privileges connected with any such lands, houses, waters, and hereditaments; and all other rights and privileges inconsistent with the objects and purposes of the said "intended Act."

5. To collect and divert into the said intended reservoirs, conduits, and other works, the waters of "The Conisborough Park Brook," (otherwise called "The Brook") "The Hooton Brook," "The Ravenfield Brook," "The Silverwood Stream," and "The Jinkin Wood Streams;" and of any wells, brooks, and streams in the line of the said intended works, or within the limits of deviation defined on the plans hereinafter mentioned, or within the watershed of the brooks and streams hereinbefore mentioned. The waters of "The Ravenfield Brook" and "The Silverwood Stream" flow into "The Hooton Brook;" and the waters of all the said streams and brooks discharge themselves into the River Don.

6. To enable "The Corporation" to levy and collect rates, rents, and charges for the supply of water, and for the purposes of the said "intended Act;" to confer, vary, or extinguish exemptions from the payment thereof; to vary or extinguish all rights and privileges which would interfere with the objects of the Act, and to confer other rights and privileges.

7. To enable "The Corporation," and all local boards of health, sanitary authorities, vestries, commissioners, trustees, surveyors, and other bodies within the limits of the said "intended Act," to contract and agree with respect to supplying water, in bulk or otherwise, for any

purpose whatsoever; and to enable such local boards of health, sanitary authorities, vestries, 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.

8. To make provision for enabling "The Corporation" to prevent the abstraction, waste, misuse, and wrongful use of the water supplied by them, and to adopt proper and needful regulations in reference thereto.

9. To enable "The Corporation" to make and enforce bye-laws and regulations as to the use of the water supplied by them, and as to persons taking such water or making connections with the mains or pipes of the said Corporation.

10. To make provision for the protection of water-meters, and to empower "The Corporation" to make and enforce bye-laws with respect to their Waterworks undertaking, and the prevention of trespass thereupon and injury thereto, and improper or unauthorized alteration in the pipes, fittings, and meters in connection with the supply of water.

11. To enable "The Corporation" to apply for the purposes of the said "intended Act," or any of them, and in payment of the expenses of applying for and passing the same, any monies, rates, or rents belonging to them, or which they are or may be empowered to raise; and to authorize "The Corporation" to raise additional funds for the purposes of the said "intended Act," or any of them, by borrowing on bond, or mortgage, or otherwise, on the credit of the works, rates, or rents proposed to be authorized by the said Act, or on the credit of any other funds or property of "The Corporation," or of any monies, rates, or rents which they are or may be authorized to levy or receive.

12. To enable "The Corporation" to manufacture, purchase, sell, or let water-meters, fittings, and other apparatus; and to levy and recover rates, rents, and charges for the sale and supply of meters, pipes, apparatus, and fittings; and to enter upon any land, house, or building for the purpose of removing and to remove any pipes, mains, meters, or fittings belonging to "The Corporation," and to exercise all the usual powers, rights, and privileges in respect thereto.

13. To alter, amend, extend, or enlarge, and if need be to repeal, some of the powers and provisions of an Act of 43 George 3, cap. 147 (local and personal) intituled "An Act for repealing so much of an Act passed in the fourth year of the reign of his (*then*) present Majesty as relates to the lighting the streets and places within the borough and Soke of Doncaster, in the county of York; and for more effectually lighting, watching, and otherwise improving the said borough; and for preventing nuisances therein."

The said "intended Act" will incorporate all or some of the provisions of "The Waterworks Clauses Acts, 1847 and 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Companies Clauses Acts, 1845 and 1863;" and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads, the temporary occupation of Lands, and such other matters as may be deemed expedient.

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,

and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of Yorkshire, at his office at Wakefield; 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 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 12th day of November, 1872.

W. E. Shirley, Town Clerk of the Borough of Doncaster, Solicitor for the Bill.

Marriott, Jordan, and Cooper, 3, Westminster Chambers, S.W., Parliamentary Agents.

In Parliament—Session 1873.

Manchester Docks and Railways at Liverpool.

(Incorporation of Company, Powers to make Docks, Quays, Railways, and other Works, at or near Liverpool, and in the bed or shore of the River Mersey, with roads and approaches, necessary for the undertaking; to enter into arrangements with the Great Northern, the Midland, and the Manchester, Sheffield, and Lincolnshire Railway Companies (called the three Companies), or any of them; and with the Cheshire Lines Committee; running powers over the Garston and Liverpool Railway; power to levy Tolls; Capital Arrangements; Amendment of Acts.)

NOTICE is hereby given, that application will be made in the ensuing Session of Parliament for an Act to incorporate a Company, under the name of "The Manchester Docks and Railways Company at Liverpool," and to confer on that Company when incorporated, all or some of the following powers, namely:

1. To purchase by compulsion or agreement all or any of the lands and buildings included within the following boundaries, to wit:—

Boundary No. 1.—An imaginary line drawn from the extreme south-eastern point of the existing quay wall, which abuts on the river Mersey in front of the Herculeaneum and Graving Docks at Liverpool, nearly on the line of low water mark, ordinary spring tides, in the said river Mersey, and proceeding in a south-easterly direction for the distance of 12 chains or thereabouts.

Boundary No. 2.—An imaginary line running north-east by north, or nearly so, drawn from the last-named point, for a distance of 18 chains or thereabouts.

Boundary No. 3.—An imaginary line drawn from the last-named point at right angles with the last described imaginary line, and proceeding north-west by west, or nearly so, for a distance of 12 chains, or thereabouts, to a point in the

boundary wall on the north-west side of the Park Hill estate, in the occupation of Colonel Gardner.

Boundary No. 4.—An imaginary line, 18 chains in length or thereabouts, drawn from the last-named point, proceeding down and along the side of the aforesaid boundary wall to the point of commencement of boundary No. 1, to wit, the south point of the before-mentioned Quay wall of the Herculeaneum and Graving Docks.

Also to purchase by compulsion or agreement all or any of the following lands:

1. A narrow triangular strip of land, commencing at a point at or near to the north-west end of the platform of the St. Michael's station, on the existing Liverpool and Garston Railway, in the township or extra-parochial place of Toxteth Park, in the county palatine of Lancaster, and extending on the south-east side of the said Railway to the wall on the north-west side of Dingle-lane in the said township or extra-parochial place of Toxteth Park aforesaid, including the site of the lane for the width of the said piece of land, and being at the last-mentioned wall one chain and one half of a chain in width or thereabouts.

A piece of land on the north side of the last-mentioned Railway, commencing at the north-west wall of Dingle-lane aforesaid, and proceeding in a westerly direction for 10 chains or thereabouts, and being in width for the whole length thereof half a chain or thereabouts.

A triangular piece of land bounded on the south-west side by Dingle-road in the said township or extra-parochial place of Toxteth Park aforesaid, on the south-east side by Dingle-lane aforesaid, and on the north side by the tunnel of the last-mentioned Railway, and containing by estimation 2 acres of land or thereabouts.

A piece of land bounded on the south-east by Dingle-lane aforesaid, on the north-east by Dingle-road aforesaid, on the north-west by the boundary wall of the Park Hill estate aforesaid, and on the south-west by the boundary line No. 3 hereinbefore described.

A triangular piece of land bounded on the south-east by the boundary wall of the Park Hill estate, on the south-western side by a fence separating an intended new street in the line and in continuation of Grafton-street, in the said borough of Liverpool, towards the last-mentioned boundary wall of the Park Hill estate and land, the property or reputed property of the Liverpool Dock Board, and known as the Herculeaneum and Graving Docks aforesaid, and on the north side by the said tunnel of the said Railway Company.

A nearly rectangular piece of land forming the residue of the Park Hill estate aforesaid, bounded on the north-east by Dingle-road aforesaid, south-east by Dingle-lane aforesaid, south-west by the imaginary boundary line No. 3 aforesaid, and on the north-west by the north-west boundary wall of the Park Hill estate aforesaid.

The area of land contained within the boundaries above described is situated within the township or extra-parochial place of Toxteth Park, in the County Palatine of Lancaster, a portion of which said township lies within the borough of Liverpool.

To make and construct in and between the boundaries and lands above described one or more dock or docks, wharf or wharfs, quay or quays, lock or locks; with all necessary and proper embankments, entrance or entrances dry docks, cuts, roads, sheds, warehouses (whether bonded warehouses or otherwise); timber ponds, buildings, and other works and conveniences connected therewith and for those purposes and other the purposes of the Act to divert the water of the river Mersey, and to impound the same from time to time.

To make and maintain wholly in the township or extra-parochial place of Toxteth Park aforesaid, with all necessary works and conveniences connected therewith, the following Railways, to wit:—

Railway No. 1.—40 chains in length or thereabouts, commencing by a junction with the existing Liverpool and Garston Railway, at a point at or near to the north-west end of the platform of the St. Michael's Station on the said Railway, in the township or extra-parochial place of Toxteth Park, in the County Palatine of Lancaster, and terminating at a point on the north-west side of the Park Hill estate, near to where the Dingle-road forms a junction with the South Hill-road, in the township or extra-parochial place of Toxteth Park aforesaid.

Railway No. 2.—28 chains in length or thereabouts, commencing by a junction with Railway No. 1, at a point 27 chains or thereabouts, measured in a westerly direction, from the commencement of Railway No. 1, and terminating in the river Mersey near to low water mark, ordinary spring tides, at a point distant 9 chains or thereabouts from the southernmost point of the quay wall in front of the Herculaneum and Graving Docks above mentioned, measured in a south-easterly direction from the last-mentioned point.

Railway No. 3.—28 chains in length, or thereabouts, commencing by a junction with Railway No. 1, at a point 28 chains or thereabouts, measured in a westerly direction from the commencement of Railway No. 1, and terminating in the river Mersey, near to low water mark, ordinary spring tides, at a point distant 5 chains or thereabouts from the southernmost point of the quay wall in front of the Herculaneum and Graving Docks above-mentioned, measured in a south-easterly direction, from the last-mentioned Railway.

Railway No. 4.—82 chains in length, or thereabouts, commencing by a junction with Railway No. 1, at a point 30 chains or thereabouts measured in a westerly direction from the commencement of Railway No. 1, and terminating in the river Mersey, near to low water mark, ordinary spring tides, at a point near to the southernmost point of the quay wall in front of the Herculaneum and Graving Docks above-mentioned.

To stop up a road called Dingle-road, leading from South Hill-road to Dingle-lane, in the township or extra-parochial place of Toxteth Park aforesaid, in the borough of Liverpool, and to substitute for that road a road commencing at or near the corner where that road joins the South Hill-road, and terminating in Dingle-lane at or near a point 5 chains or thereabouts from the point where a road called Dingle-mount intersects Dingle-lane aforesaid.

To deviate from the line and levels of all or any of the proposed works shown upon the plans and

sections hereinafter referred to, to purchase by compulsion or agreement all such lands and buildings in any townships, parishes, and extra-parochial places in which the same are situate and upon, adjoining or near to the site of the intended works as may be required for the construction of any works, and for any other purposes of the undertaking, and to purchase other lands and buildings by agreement, and stop up, alter, or divert for any of the purposes of the undertaking, temporarily or permanently, all roads, paths, highways, and water-courses of every description, natural or artificial, sewers, main pipes, or other works upon the site of the intended works, or which it may be necessary or convenient to stop up, alter, or divert for the purposes of the intended Act, and to vary or extinguish all existing rights and privileges in any manner connected with any lands or buildings to be purchased, or any road, path, highway, sewer, main pipe, or work, to be stopped up, altered, or diverted, as aforesaid, which in any manner prevent or obstruct any of the purposes of the intended Act being fully effected; and to confer other rights and privileges as regards the Company's undertakings, and the undertakings of any other Company or Companies over which they may acquire compulsory or permissive powers of running, working, or traffic arrangements, the levying of tolls, rates, and charges, and to alter existing tolls, rates, and charges, and to confer, vary, or extinguish, other rights and privileges. To dredge, scour, or deepen the bed of the River Mersey, opposite the entrance or entrances of the docks or works above described of the Company, and to place and maintain moorings, buoys, dolphins, capstans, and other necessary works for the warping or otherwise assisting vessels using the Company's docks or works.

To provide for lighting, watching, management, appropriation, protection, and regulation of the works and property of the Company, and of the shipping resorting thereto and the goods landed, warehoused, bonded, and embarked thereat, and for the making of bye-laws for entering into arrangements with the Commissioners of Her Majesty's Customs and other Government or public bodies, whether local or otherwise, with reference to the establishment of the bonded warehouse for conferring on the Company all powers usually conferred upon Dock and Railway Companies, and which may be necessary, useful, or proper for the purposes of this undertaking, and for authorizing the Company to raise capital by the creation of shares or stock, whether ordinary, preferential, deferred, or otherwise, and by mortgage of their undertaking.

To empower the Company and all other Companies or persons lawfully using any Railway of the Company at all times to run over and use with their engines and carriages of every description, with their clerks, officers, and servants, for traffic of every description, so much of the Garston and Liverpool Railway as lies within the proposed junction therewith, up to and including the station of that Railway at St. Michael's aforesaid, together with the stations, sidings, watering-places, booking-offices, works, and conveniences upon, near, or connected with that railway station, upon such terms and conditions, and subject to such payments, rents, tolls, and charges, or other considerations as may be agreed upon between the Company or may be settled by any public board or authority, and the three Companies, or any of them, as may be prescribed by the Act; and, if necessary or expedient, to alter and vary the tolls and charges now authorised to be taken by the said three Companies; or any of them.

To empower the three Companies, or any of them, and all other companies or persons lawfully using the Garston and Liverpool Railway upon such terms and conditions as aforesaid and in like manner to run over and use any railways to be constructed under the Act.

To enable the Company, and the three Companies, or any of them, to enter into agreements with reference to the interchange, transfer, and transmission of traffic to or from the respective undertakings, and the fixing, division, and apportionment of tolls and receipts derived from such traffic, and otherwise in relation thereto; and for the joint use by the Company, and the three Companies, or any of them, of any warehouses, works, or conveniences of the Company, or the three Companies, for Dock and Railway purposes.

The Act will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of, amongst other Acts, "The Companies Clauses Consolidation Act, 1845"; "The Companies Clauses Act, 1863"; "The Companies Clauses Act, 1869"; "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869"; "The Railways Clauses Consolidation Act, 1845"; "The Railways Clauses Act, 1863"; and "The Harbour, Docks, and Piers Clauses Act, 1847"; and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the three Companies, namely—

The 9 and 10 Vic. cap. 71, 34 and 35 Vic. cap. 162, and all other Acts relating to the Great Northern Railway Company.

The 7 and 8 Vic. cap. 18, and all other Acts relating to the Midland Railway Company.

The 12 and 13 Vic. cap. 81, and all other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company.

29 and 30 Vic. cap. 351, and all other Acts relating to the three Companies in connection with the Cheshire Lines, and the Cheshire Lines Committee.

20 and 21 Vic. cap. 162, and all other Acts relating to the Mersey Docks and Harbour Board; and 21 Geo. 2, cap. 24; 26 Geo. 3, cap. 12; 1 Geo. 4, cap. 13; 5 Vic., cap. 26; 5 and 6 Vic., cap. 106; 6 and 7 Vic., cap. 109; 7 and 8 Vic. cap. 51; 9 and 10 Vic. cap. 127; 10 and 11 Vic., cap. 261; 13 and 14 Vic., cap. 80; 15 and 16 Vic., cap. 3; 17 and 18 Vic., caps. 14 and 15; 18 and 19 Vic., cap. 155; 21 and 22 Vic., cap. 80; 22 and 23 Vic., cap. 132; 23 and 24 Vic., cap. 12; 24 and 25 Vic., caps. 42 and 104; 25 and 26 Vic., caps. 107 and 126; 27 and 28 Vic., caps. 72 and 73; 28 and 29 Vic., caps. 20 and 278; 29 and 30 Vic., cap. 126; and 30 and 31 Vic., cap. 168; relating to the Corporation of Liverpool;

And notice is hereby further given, that Plans and Sections of the proposed works, and of the lands to be taken compulsorily, and also a Book of Reference to such plans, and a copy of the notice as published in the "London Gazette," will, on or before the 30th day of November, 1872, be deposited with the Clerk of the Peace for the County of Lancaster, at his office at Preston, in the said County Palatine of Lancaster, and a copy of so much of the Plans, Sections, and Book of Reference, as relates to any parish or extra-parochial place in which any lands or houses intended to be taken or situate, will be deposited with the Clerk of each such parish or parishes,

and in the case of some extra-parochial place, with the Clerk of some parish adjoining thereto.

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

Dated this 13th day of November, 1872.

Thomas Donnithorne, 30, Gracechurch-street, London, Solicitor.

Frederick Gale, 43, Parliament-street, London, Parliamentary Agent.

In Parliament.—Session 1873.

The Uxbridge and Hillingdon Gas Consumers' Company.

(Powers for the Company to acquire Lands and erect New Works—Rates for Gas, &c., Patent Rights—Further Capital).

THE Uxbridge and Hillingdon Gas Consumers' Company, incorporated by the Uxbridge Gas Act, 1861, intend to apply 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:—

1. To authorise the Company to purchase, take on lease, or otherwise acquire by agreement, the lands and hereditaments hereinafter described, or some part or parts thereof, viz.:—

A piece of land in the parish of Hillingdon, in the county of Middlesex, and bounded on the north as to part thereof by a messuage or tenement and garden in the occupation of John Joseph Coles; as to other part thereof by a messuage or tenement and garden in the occupation of John Cove; as to other part thereof, by a messuage or tenement and garden now unoccupied but late in the occupation of George Willis; as to other part thereof by a messuage or tenement and garden in the occupation of William Johnson; as to other part thereof by a messuage or tenement and garden in the occupation Hannah Bailey; as to other part thereof by a messuage or tenement and garden in the occupation of John Ford; as to other part thereof by a messuage or tenement and garden in the occupation of Ann Morris; as to other part thereof by a messuage or tenement and garden in the occupation of Henry Herbert; as to other part thereof by a messuage or tenement and garden in the occupation of Thomas Neighbour; as to other part thereof by a messuage or tenement and garden, now unoccupied but late in the occupation of Widow Frith; and as to the other part thereof by two messuages or tenements, used as one messuage or tenement, and garden, in the occupation of John Walpole; on the south by meadow land in the occupation of Walter May; on the east or south-east by meadow land in the occupation of the said Walter May; and on the west by the occupation road there, and containing in the whole one acre, or thereabouts, and which said piece of land belongs, or is reputed to belong, to John Cove, and is in the occupation of the said John Cove.

2. To authorise the Company to erect upon the lands hereinbefore described, or upon any part or parts thereof, works for the manufacture and storage of gas, and for the manufacture and conversion of the residual products arising in the manufacture of gas, or from the materials used therein.

3. To authorise the Company by agreement to purchase or take on lease or take easements in and over other lands within their limits of

supply for the storage of gas, and for the general purposes of their undertaking.

4. To authorise the Company to charge and take rents and charges for the supply of gas, and the fixing, sale, or hire of gas meters and fittings at higher rates than the maximum rates which they are now authorised to charge and take under the Uxbridge Gas Act, 1861; and for such purpose to alter or amend Section 55 of that Act.

5. To authorise the Company to declare the capital of the Company, and to raise additional capital by the creation of new shares and stock, with or without any preference or priority or other special privileges, and by borrowing money on mortgage or bond, and by the creation of debenture stock.

6. To empower the Company to purchase, acquire, and hold patent rights, or take licences to use patent rights for the manufacture and distribution of gas, or the realization or utilization of residual products from gas, or otherwise useful or applicable in the conduct of their business.

7. To amend the Uxbridge Gas Act, 1861.

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

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, 1872.

Dated this 14th day of November, 1872.

William Gardner, Solicitor, Uxbridge, and
9, John-street, Adelphi.

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

In Parliament—Session 1873.

Twickenham Gas Light and Coke Company.
(Dissolution of Limited Company; Incorporation of Company for Supply of Gas to the parish of Twickenham; Power to purchase Property of Brentford Gas Company within the said parish; Restriction of District of that Company and Amendment of their 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, among other purposes:—

1. To dissolve the Twickenham Gas Light and Coke Company, Limited, and to annul or amend the Memorandum and Articles of Association of the said Company.

2. To re-incorporate the said dissolved Company, or to incorporate the shareholders therein, together with such other persons and corporations as may become shareholders in the undertaking into a new Company (hereinafter called "the Company,") and to confer upon the Company all necessary powers and authorities, for the supply of gas in the parish of Twickenham, in the county of Middlesex, and for the other purposes of the Bill.

3. To enable the Company to purchase and take upon such terms as may be agreed upon, or be defined in the Bill, all the existing gas mains, pipes, meters, and other machinery and works within the said parish, belonging to the Brentford Gas Company, and used or intended for or connected with the supply of gas within the said parish; and to provide that after a time to be fixed by the Bill, the powers of the Brentford Gas Company for the supply of gas in the parish of Twickenham shall cease, upon such terms and conditions as the Bill shall define. And the Bill will for this purpose amend the 21st and 22d Vic.,

cap. 44, and the 31st and 32nd Vic., cap. 40, relating to the Brentford Gas Company.

4. To authorize the Company to purchase, take, and hold lands, and to erect, make, and maintain all necessary buildings, works, and conveniences, for the manufacture and storage of gas upon any lands which may be purchased or taken by them under the powers of the Act, and to enable them to manufacture gas and the several matters or things producible from the residual substances arising or resulting from the manufacture of gas, and to sell and dispose of gas, coke, tar, and other residual and manufactured products, matters, or things.

The land intended to be purchased and used for the erection of gas works and the manufacture and storage of gas and the residual products arising therefrom, is—

A piece of land, about two acres in extent, belonging to Edward Harris Donnithorne, Esquire, being part of Lynn Mead, in the parish of Twickenham, in the county of Middlesex, bounded on the north by the Windsor Branch of the London and South-Western Railway; on the west by the River Crane; and on the south and east by other land belonging to the said Edward Harris Donnithorne.

5. To enable the Company to acquire and hold, use, and exercise patent rights and licenses, and to carry on the business usually carried on by gas companies, or which is or may become incident to such Companies, and to lay down and maintain mains and pipes in all streets as defined by the "Gas Works Clauses Act, 1847," within the said parish, and to interfere with any mains, drains, and pipes in the same streets.

6. To empower the Company to manufacture, purchase, or hire gas meters and 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.

7. To confer all necessary powers with reference to public lighting, and to authorize contracts and agreements with the Local Board of Health for the district of Twickenham, with reference to a supply of gas or otherwise.

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

9. To define, alter, and regulate the capital of the dissolved Company for the purpose of its distribution or re-distribution into shares, or its appropriation amongst the shareholders of the Company.

10. To enable the Company to raise capital by shares or by loan.

11. The Bill will incorporate with itself any necessary provisions of the "Company's Clauses Acts, 1845," the "Companies' Clauses Acts, 1863 and 1869," the "Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and the "Gas Works Clauses Acts, 1847 and 1871," and of any other Act or Acts which may be deemed necessary or expedient.

12. 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 all such existing rights and privileges as may interfere with the attainment of any of those objects.

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.

George Booth, 32, Essex-street, Strand,
Solicitor.

Dyson and Co., 24, Parliament-street, Par-
liamentary Agents.

In Parliament.—Session 1872—3.

Newent Railway.

(Incorporation of Company; Construction of Railways from Over to Newent, and from Newent to Dymock; Working Agreements; Powers to Great Western Railway Company to Subscribe; Conversion into Railway of Canal between Gloucester and Dymock; Commutation of Canal Rent-charge into Stock of Great Western Railway Company; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill to incorporate a Company (hereinafter called "the Company") and to confer on the Company power to make and maintain the following railways, with all proper stations, approaches, bridges, roads, communications, and other works and conveniences connected therewith respectively, that is to say:—

1. A railway (hereinafter called Railway No. 1) commencing in the hamlet of Over, in the parish of Churcham, in the county of Gloucester, by a junction with the Gloucester and Dean Forest Railway of the Great Western Railway Company at or near the western end of the bridge which carries that railway over the River Severn, and terminating in the parish of Newent, in the county of Gloucester, on the western side of the turnpike road leading from Newent to Dymock, at or near to the point where the Hereford and Gloucester Canal crosses that road; which intended Railway No. 1 will be situated within, or pass from, in, through, or into the following parishes, townships, and places, or some of them (that is to say):—the hamlets of Over, Linton, Highnam, and Birdwood, the parishes of Churcham, Maisemore, Lassington, Hartpur, Tibberton, Upleadon, Rudford, Oxenhall, Pauntley, and Newent, all in the county of Gloucester.
2. A railway (hereinafter called Railway No. 2) commencing in the parish of Newent, at the hereinbefore described termination of Railway No. 1, and terminating in the parish of Dymock, in a pasture-field known as the "Four Acres," and which field is bounded on the north-eastern side thereof by the public highway leading from Dymock to Much Marcle, and on the northern side thereof by an occupation road leading from a farm known as "Allum's" Farm to the aforesaid public highway; which intended Railway No. 2 will be situate within, or pass from, in, through, or into the following parishes, or some of them (that is to say):—Newent, Oxenhall, Pauntley, and Dymock, all in the county of Gloucester.

To enable the Company to purchase, by compulsion and also by agreement, land, canals, houses, tenements, and hereditaments, for the purposes of the said proposed railways and works connected therewith; to levy tolls, rates, and charges upon or in respect of the proposed railways and works; to confer exemptions from the payment of tolls, rates, and charges; to vary or extinguish all existing rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

To enable the Company to cross, divert, alter, or stop up, for the purposes of the said railways and works, or any of them, or of the Bill, and either temporarily or permanently, roads, streets, ways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, tramroads, and water-courses within or adjoining the parishes and places aforesaid, or any of them.

To authorize and give effect to agreements and

arrangements between the Company on the one hand, and the Great Western Railway Company on the other hand, for or with reference to the management, maintenance, working, and use of either or any part of the railways of the Company, and the stations, sidings, works, and conveniences connected therewith; the supply and maintenance of engines, rolling stock, and plant; the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising from the traffic of the aforesaid railways; the contributions, payments, and allowances to be made by the Company for or on account of the objects of the Bill, or under any agreements or arrangements, and the application thereof; the providing of additional junctions, stations, sidings, or other accommodations on the respective railways of the Company and the Great Western Railway Company, for the benefit and use of the two Companies, or either of them, and any matters incidental to the objects aforesaid.

To empower the Great Western Railway Company to take and hold shares in, and subscribe towards the intended undertaking, or any part thereof, and for these purposes to empower the Great Western Railway Company to apply their corporate funds, and to raise further capital by the creation of new shares or stock, with or without preference or priority in payment of interest or dividends, or other privileges, or by borrowing on mortgage, and to empower the Great Western Railway Company to appoint Directors of the Company.

The Bill will authorize the Company to acquire and appropriate, for the purpose of the undertaking, so much of the Hereford and Gloucester Canal, now the property of the Great Western Railway Company, as lies between Gloucester and Dymock, or any part or parts thereof, and to stop up and close the navigation of the canal between those places, discharged from all liabilities and duties now attaching thereto, and to empower the Great Western Railway Company, if so disposed, to commute into stock of that Company, either with or without a preference or priority attached thereto, the annual rent-charge now payable to the proprietors of the canal, under "The Great Western Railway (Hereford and Gloucester Canal Vesting) Act, 1870," and the Bill will also authorize the Company and the Great Western Railway Company to enter into and carry into effect contracts and agreements with reference to the sale and purchase of the aforesaid portion of the said canal, and will enable the Great Western Railway Company to sell the same.

The Bill will incorporate all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 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, extend, vary, or repeal all or any of the provisions of the following local and personal Acts, or some of them, viz., 5 and 6 William 4, cap. 107, "The Great Western Railway (West Midland Amalgamation) Act, 1863," "The Great Western Railway (South Wales Amalgamation) Act, 1863," "The Great Western Railway (Hereford and Gloucester Canal Vesting) Act, 1870," and of all other Acts relating to the Great Western Railway Company.

Duplicate plans and sections, showing the lines, situations, and levels of the said intended railways and works, and describing the lands, houses, and other property intended to 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 or published map, with the lines of railway delineated thereon, so as to show their general course and direction; and a copy of this notice as published in the London Gazette, will be deposited, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester; and so much of the said plans, sections, and book of reference as relates to each of the parishes or townships in or through which the said railways and works are proposed to be made, and within which the said lands, houses, and other property are situate, and also a copy of the said Gazette notice will be deposited, on or before the 30th day of November instant, with the parish clerk of each such parish or township, at his residence, and in the case of any extra-parochial place, with the parish clerk of an immediately adjoining parish, at his residence.

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

Dated this 13th day of November, 1872.

Tilleard, Godden and Holme, 34, Old Jewry, London, Solicitors for the Bill.

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

In Parliament.—Session 1873.

Grand Junction Waterworks Company.

(Acquisition of Lands in the parish of Hampton, Middlesex; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Grand Junction Waterworks Company (hereinafter called "the Company") for an Act to empower the Company to purchase and acquire, by compulsion or agreement, certain lands in the parish of Hampton, in the county of Middlesex, belonging, or reputed to belong, to the trustees of Hampton Grammar School, situate to the west of and near to the present works of the Company at Hampton, and lying in part between the Upper Sunbury-road and the Lower Sunbury-road, and in part between the Lower Sunbury-road and a ditch or watercourse separating the said lands from an osier bed on the north side of the river Thames, and which said lands are in the occupation of George Austin and James Boxall respectively. And so far as may be necessary for the purposes of the intended Act, it is proposed to alter, amend, and enlarge the powers and provisions of the Acts following relating to the Company, or some of them (that is to say), "Local and Personal Acts," 51 Geo. III., cap. 162; 56 Geo. III., cap. 4; 59 Geo. III., cap. 111; 7 Geo. IV., cap. 140; 5 and 6 William IV., cap. 95; 7 and 8 Vict., cap. 30; 15 and 16 Vict., cap. 157; 18 Vict., cap. 21; 19 and 20 Vict., cap. 116; 24 and 25 Vict., cap. 151; and 31 Vict., cap. 5.

And notice is hereby also given, that on or before the 30th day of November, in the present year, duplicate plans of the lands so intended to be purchased and acquired, with a book of reference thereto, and a copy of this Notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell; and that on or before the same day a copy of the said plans, book of reference, and Gazette Notice will also be deposited with the parish clerk of the said parish of Hampton at his residence.

And notice is hereby further given, that on or before the 21st day of December, in the present year, printed copies of the intended Act will be

deposited in the Private Bill Office of the House of Commons.

Dated the 13th day of November, 1872.

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

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

In Parliament.—Session 1873.

Abbotsbury Railway.

Incorporation of Company; Construction of Railway; Compulsory Purchase of Lands; Tolls; Running Powers over portion of Railway of the Great Western Railway Company, and the Weymouth and Portland Railway; Powers of Subscription and Guarantee by the Great Western and London and South Western Railway Companies; Application and Raising of Money by, and Working and other Agreements with, those Companies and the Weymouth and Portland Railway Company; Alteration of Existing Tolls; 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 following or some of the following, among other purposes, that is to say:—

To incorporate a Company (hereinafter called "the Company"), and to confer upon them powers to make and maintain the railway hereinafter described, together with all proper stations, approaches, works, and conveniences connected therewith, viz.:

A railway, commencing in the parish of Upway, otherwise Upway, in the county of Dorset, by a junction with the Wilts, Somerset, and Weymouth Railway, at a point thereon five chains or thereabouts to the north of the mile-post, which denotes 165 miles and a quarter from London, and near to the Upway station on that railway, and passing through or into the parishes extra-parochial or other places of Upway, otherwise Upway Elwen, Buckland Ripers, Broadwey, otherwise Broadway, Nottingham, Portesham, otherwise Portisham, East Huish, West Huish, East Shilvington, otherwise East Shilvinghampton, West Shilvington, otherwise West Shilvinghampton, Waddon, Fryars Waddon, Corfe Yate, otherwise Coryates, Corton, East Elworth, West Elworth, and Abbotsbury, or some of them, all in the county of Dorset, and terminating in the said parish of Abbotsbury, in a garden belonging to the Earl of Ilchester, and in the occupation of Sarah Taylor, abutting on the west side of Blind-lane, and about 50 yards north of the point of junction of Blind-lane with Back-street.

To purchase, by compulsion or otherwise, lands, houses, minerals, and other property, for the purposes of the said intended railway and works, and of the Bill.

To authorise the crossing, stopping-up, altering, or diverting, whether temporarily or permanently, of all turnpike and other roads, footpaths, railways, tramways, aqueducts, canals, streams, and rivers with which it may be necessary to interfere in the construction and use of the said intended railway and works, or for the purposes of the Bill.

To levy tolls, rates, and charges for and in respect of the use of the said intended railway and works, and to grant exemptions from the payment of tolls, rates, and charges; also to alter existing tolls, rates, and charges.

To define and prescribe the gauge or gauges upon which the said intended railway shall be constructed.

To deviate from the line of the intended railway and works, as shewn upon the plans hereinafter mentioned, to the extent defined upon the said plans or to be prescribed by the Bill, and to deviate vertically from the levels of the said intended railway and works, as shewn upon the sections hereinafter mentioned.

To empower the Company, and any other Company or Companies, or persons lawfully using the railway of the Company, to run over, work, and use with their engines and carriages, waggons, and trucks, and officers and servants, and for the purposes of traffic of every description, so much of the Wilts, Somerset, and Weymouth Railway of the Great Western Railway Company as is situate between the Dorchester and Weymouth Stations respectively on that railway, including those stations and the Weymouth and Portland 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, and portion of 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 Companies interested, or as, in default of agreement, shall be determined by the Board of Trade, or by arbitration, or as may be defined by the Bill.

And to require the Great Western Railway Company, the London and South Western Railway Company, and the Weymouth and Portland Railway Company, or other the Company or Companies owing or working the said railway and portion of railway so to be run over, to afford all requisite facilities for the purpose, and to enable the Company, and any other such Company or Companies, or persons, as aforesaid, to levy and receive tolls, fares, rates, and other charges in respect of passengers, animals, and things conveyed by them over the before-mentioned railway, or portion of railway, and to alter and restrict the tolls, fares, rates, and duties now leviable, and to fix and determine the tolls, fares, rates, and duties to be hereafter taken upon the said railway, or portion of railway, and the works and conveniences connected therewith.

To require the Great Western Railway Company, the London and South Western Railway Company, and the Weymouth and Portland Railway Company, to afford all necessary and proper facilities for the reception, accommodation, forwarding, interchange, and delivery of traffic passing from or to the railway or works of the Company, to or from the railways or works of those Companies, and to prescribe and fix the terms and conditions upon and subject to which such facilities shall be afforded.

To authorise the Great Western Railway Company and the London and South Western Railway Company, or either of them, to subscribe and contribute funds towards the making and maintaining of the intended railway and works, or any part or parts thereof, and to take and hold shares in the capital of the Company, and to guarantee to or for the Company interest, dividend, annual, or other payment on shares or stock, and the principal and interest of any mortgages or bonds of the Company, and for all or any of the purposes of the Bill, to apply their respective funds and revenues, and to raise more money by the creation of new shares or stock in their respective undertakings, either with or without preference, priority, or guarantee in payment of interest or dividend, and by borrowing.

To enable the Company, on the one hand, and the Great Western Railway Company, and London

and South Western Railway Company, and Weymouth and Portland Railway Company, or any of them, on the other hand, from time to time to enter into and carry into effect agreements with respect to the working, use, management, construction, and maintenance of the said intended railway and works, or any part thereof; the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the intended railway, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the tolls and revenue arising from that traffic, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which, previously to the passing of the Bill, may be made touching any of the matters aforesaid.

The Bill will vary or extinguish all existing rights and privileges which would interfere with its objects or any of them.

And it is proposed by the Bill, so far as may be necessary, to amend or repeal the powers and provisions, or some of the powers and provisions of the Local and Personal Acts following, or some of them, that is to say:—"The Wilts, Somerset, and Weymouth Railway Act, 1845;" "The Southampton and Dorchester Railway Act, 1845;" "The Wilts, Somerset, and Weymouth Railway (Amendment) Act, 1846;" "The Southampton and Dorchester (Weymouth Branch) Act, 1847;" "The London and South Western and Southampton and Dorchester Railways Amalgamation Act, 1848;" "The Great Western Railway Act, 1851;" "The Frome, Yeovil, and Weymouth Railway Act, 1852;" "The Great Western Railway (Berks and Hants and Wilts, Somerset, and Weymouth) Act, 1854;" and 5 and 6 William IV, cap. 107, and any other Act or Acts relating to the Great Western Railway Company; the 4 and 5 William IV, cap. 88, and any other Act or Acts relating to the London and South Western Railway Company, and "The Weymouth and Portland Railway Act, 1862;" and any other Act or Acts relating to the Weymouth and Portland Railway 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 to 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 and houses, and an Ordnance map shewing the general course and direction of the said railway, and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Dorset, at his office at Sherborne, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railway and works will be made, or in which any lands or other property to be taken are situate, and a copy of this notice will be deposited, in the case of each such parish, with the parish clerk of such parish, at his residence; and as regards each such extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his residence.

Printed copies of the intended Bill will be de-

posited 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.

Bircham and Co., 46, Parliament-street,
Westminster.
Murly and Sons, Bristol.

Buxton Local Board.

(Provisional Order for Extending the District for authorising a Purchase of the existing Cattle Market and making provision for the Drainage thereof and other Provisions in reference to Markets, Fairs, Slaughterhouses, &c.; for effecting various Street Improvements and Purchasing Land and Buildings for other Street Improvements, and for Borrowing Money on Mortgage.)

NOTICE is hereby given that application is intended to be made to the Local Government Board by the Local Board for the district of Buxton (hereinafter called the Local Board) for a provisional order or provisional orders under the powers of The Local Government Act, 1858, The Local Government Board Act, 1871, and the Public Health Act, 1872, or one or some of them to effect all or some of the following objects (that is to say):

To extend the district of the Local Board so as to include within such district all townships, parishes, or places or parts thereof as are included within the metes and bounds hereinafter described (that is to say):

Commencing at the east angle of Duke's Drive which point is more particularly described on a plan deposited in the office of the Local Board in Buxton by the letter A, thence passing in a north-westerly direction to the easterly side of a certain archway under the Midland Railway, the position of which archway is distinguished on the said plan by the letter A1, thence following the south-westerly boundary of the Midland Railway to the easterly side of the Buxton and Fairfield-road which point is distinguished on the said plan by the letter B, thence along the easterly side of Hogshaw-lane to the point where the said lane crosses Hogshaw Brook which point is distinguished on the said plan by the letter C, thence along Hogshaw Brook in a north-westerly direction to a point on such brook 23 chains or thereabouts from the junction of Corbar-lane with Hogshaw-lane, which point is distinguished on such plan by the letter D, thence along the fence wall in a north-easterly direction for a distance of 35 chains or thereabouts to the northerly corner of Brown Edge plantation, which point is distinguished on the said plan by the letter E, thence in a north-westerly direction for a distance of 21 chains or thereabouts following the fence wall to the point where such wall meets the boundary separating the townships of Fairfield and Fernilee, which point is distinguished on the said plan by the letter F, thence along the said boundary to the point where the road leading from Gadley-lane to Watford joins Gadley-lane, which point is distinguished on the said plan by the letter G, thence in a north-westerly direction along such road to a point distant 5 chains or thereabouts which point is distinguished on the said plan by the letter H, thence in a south-westerly direction to a point on the Yellow Brook at a distance of 14 chains or thereabouts above the junction of the said brook with Watford Brook, which point is distinguished on the said plan by the letter I, thence along the course of the said Yellow Brook to the point where the said brook passes under Doghole-bridge, which point is distinguished on

the said plan by the letter K, thence along a line to be drawn at right angles to the Macclesfield Old-road in a south-easterly direction to a point where such line would intersect the Macclesfield New-road, which point is distinguished on such plan by the letter L, thence along a wall in an easterly direction for 2½ chains or thereabouts to the north-westerly corner of Grim Plantation, and thence in an easterly direction along the northerly side of the Grim Plantation to the point where the fence running from the Cottage of Content meets such boundary, which point is distinguished on such plan by the letter M, thence in an easterly direction along such fence to the south side of the garden of the Cottage of Content, which point is distinguished on the said plan by the letter N, thence to a point at the southern extremity of the land belonging to Thomas Swann, and occupied by Charles Raynor, at or near to Sherbrook, which point is distinguished on the said plan by the letter O, thence following the stream along the easterly boundary of such land to a point in Foxlow-road, which point is distinguished on the said plan by the letter P, thence along the westerly side of Foxlow-road, and along the southerly side of the road known as the Duke's Drive to the point firstly hereinbefore described as the east angle of the Duke's Drive, which extended boundaries will include parts of the several townships and parishes of Buxton, Bakewell, Fairfield, Fernilee, Hope, Hartington-upper-Quarter, and Hartington, which parts are not now within the district of the said Local Board, and to confer upon the Local Board the same powers, rights, authorities, and privileges within the extended district, including powers to levy tolls, rates, and duties to alter or repeal existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from tolls, rates, and duties as are now or may by or under the provisional orders, or any of them, be capable of being exercised or enjoyed by the Local Board within the existing area.

To authorise the Local Board to purchase by compulsion or by agreement the existing cattle market at Buxton, with all the rights, members, and appurtenances, powers, jurisdictions, and privileges thereto belonging, or therewith held and enjoyed, and to authorise the owners of and all persons interested in the said cattle market and premises to sell and convey the same to the Local Board.

To purchase or provide pens, and to confer upon the Local Board full powers effectually to asphalt or otherwise make good the floors and improve the same, and to drain the market ground and effect other improvements in and about and near the market ground.

To purchase lands for the erection of slaughterhouses and to erect slaughterhouses thereon, and to make further provision with respect to slaughterhouses for the inspection and regulation thereof, and enforcing cleanliness and proper sanitary provisions in reference thereto, and for preventing or regulating the slaughtering of cattle or animals elsewhere within the district than the slaughterhouses of the Local Board.

To effect all or some of the following street improvements that is to say, to raise the level of Market-street or some part thereof, and provide for the alteration of the entrances therefrom to the stables of Mr. John William Yates by arrangement with him or otherwise.

To authorise the Local Board to purchase by compulsion or agreement the following lands, buildings, and tenements for effecting street improvements and to execute such improvements, that is to say:

BUXTON DISTRICT,

PARISH OF BAKEWELL, TOWNSHIP OF BUXTON, AND COUNTY OF DERBY.

Situation of property.	Description of property proposed to be taken.	Owners or reputed owners.	Occupiers.
Spring-gardens ..	Yard, stable, coachhouse, shed, and outbuildings	His Grace the Duke of Devonshire.	Duke of Devonshire and Samuel Turner.
Spring-gardens ..	Middenstead	The same	Frederick Turner.
Spring-gardens ..	House, washhouse, privy, coalplace, yard, and outbuildings.	The same	Joseph Skidmore.
Spring-gardens ..	Shrubbery and urinal.. .. .	The same	Duke of Devonshire and Local Board for Buxton District.
Junction of the Quadrant and Terrace-road.	Porch and garden	Ann Wood	Ann Wood.
Junction of the Quadrant and Terrace-road.	Coalplace known as the Grove Brewhouse.	The same	The same.
Junction of the Quadrant and Terrace-road.	River Wye	His Grace the Duke of Devonshire.	Robert Sumner.
Junction of the Quadrant and Terrace-road.	Parapet of bridge and strip of land adjoining.	The same	The Midland Railway Company and the London and North Western Railway Company.
Junction of Terrace-road and Spring-gardens	Vaults, dwelling-house, coal place, steps, porch, and watercloset.	John Lawson	John Lawson.
Terrace-road ..	Dwelling-house, steps, and cellar occupied as a store.	William Lees	William Lees and John Lawson.
Terrace-road ..	Shop and part of a dwelling-house and steps.	William Lees	Henry Ibeson and William Lees.
Terrace-road ..	Shop, cellar and room over shop, and steps.	Sarah Flint, Jane Flint, and Eliza Flint.	Robert Sumner and Mary Eleanor Hindley.
Terrace-road ..	Shop and dwelling-house	The same	Mary Eleanor Hindley.
Terrace-road ..	Garden enclosed with palisading ..	The same	William Henry Flint.
Spring-gardens ..	House, shop, washhouse, coalplace, ashpit, watercloset, yard, and steps.	His Grace the Duke of Devonshire.	Joseph Hutchinson.
Spring-gardens ..	House, coalplace, ashpit, watercloset, privy, yard, and steps.	The same	John Vickers.
Dunmore-square..	Shop, dwelling-house, yard, steps, and watercloset.	Trustees of the late William Jackson.	John Pidcock.
Dunmore-square..	Shop, room over, and cellar under ..	The same	John Pidcock and Mary Ann White.
Dunmore-square..	Shop, and room at the back, steps, and photographic gallery.	The same	Samuel Smith and William Bentley.
Dunmore-square..	Shop, and room over	The same	The same.
Dunmore-square..	Shop, and room over	The same	Emma Jeffcote and Wm. Bentley.
Dunmore-square..	Dwelling-house	The same	Robert Jones.
Dunmore-square..	Yard and privy	The same	The same, and Thomas Evans and Mary Birch.
Dunmore-square..	Dwelling-house, cellar, and steps ..	The same	James Bannister.
Dunmore-square..	Dwelling-house, cellar, and steps ..	The same	Thomas Evans.
Dunmore-square..	Shop, and room over	The same	Joseph Evans and Mary Birch.
Dunmore-square..	Dwelling-house and coalshed	The same	Mary Birch.
Dunmore-square..	Shop and step.. .. .	The same	Samuel Slack and George Nalk.
Dunmore-square..	Shop and step.. .. .	The same	Andrew O'Donald.
Dunmore-square..	Vacant piece of land	The same	Emma Jeffcote and Robt. Jones.
Junction of Chapel-street and Torr-street.	Timber yard, privy, coachhouse, and joiners' workshop	James Bradbury ..	James Bradbury and William Woodruff.

Situation of property.	Description of property proposed to be taken.	Owners or reputed owners.	Occupiers.
Torr-street ..	Occupation-road and wall	James Bradbury, George Hobson, Edward Ball, Trustees of the Duke of Devonshire Lodge of Odd Fellows, Thos. Flint, and Thomas Dineley.	James Bradbury, George Hobson, Edward Ball, Trustees of the Duke of Devonshire Lodge of Odd Fellows, Thos. Flint, and Thomas Dineley, and their tenants and occupiers.
Eagle-parade ..	Dwelling-house, yard, privy, and ash-pit.	Edward Ball ..	Edward Ball.
Eagle-parade and Chapel-street.	Ground enclosed adjoining the Wesleyan chapel.	Trustees of the Wesleyan Chapel.	The Trustees of Wesleyan Chapel.
Church-street ..	Kitchen of a dwelling-house.. ..	Robert Lomas ..	Edward Scott.
Church-street ..	Coalplace	The same	Robert Lomas.
Church-street ..	Watercloset, ashpit, and yard ..	Ewing Whittle, M.D., Parliament-terrace, Liverpool.	Geo. Needham, Joshua Hobson, Sarah Littlewood, and Hannah Bagshaw.

PARISH OF HOPE, TOWNSHIP OF FAIRFIELD, COUNTY OF DERBY.

Situation of property.	Description of property proposed to be taken.	Owners or reputed owners.	Occupiers.
Quadrant.. ..	Shrubbery	Duke of Devonshire	Duke of Devonshire.
Quadrant.. ..	Bed of river	The same	Robert Sumner in respect of fishery.
Quadrant.. ..	Parapet of Grove-bridge and strip of land adjoining.	The same	Midland Railway Company.

All which said lands, buildings, and tenements contain together 2,540 superficial square yards or thereabouts, and are situate in the parishes and townships of Bakewell, Hope, Buxton, and Fairfield in the county of Derby.

A plan showing the situation of the properties proposed to be taken under the provisional order, and of the proposed alterations of the limits of the district, has been deposited at the Local Board office, George-street, Buxton, which is open to public inspection at all reasonable hours.

To borrow further sums of money on mortgage not exceeding with the sums at present authorised to be borrowed, an amount equal to two years' annual value of the rateable property within the district.

Dated this 14th day of November, 1872.

Charles J. Roberts, John-street, Rochdale,
Solicitor for the said application.

Sherwood, Grubbe, Pritt, and Cameron,
7, Great George Street, Wcs'm'ns'e ;
Parliamentary Agents.

In Parliament.—Session 1873.

Buxton Local Board.

(Power to Local Board to hold Waterworks and to extend same; to enlarge Reservoir in Hogshaw Brook and construct New Waterworks; Purchase of Lands by compulsion or agreement; Power to construct New Gas Works, Roads, Bridges, Slaughterhouses, &c.; other Powers in reference to Slaughterhouses; Power to levy Tolls, Rates, &c., and alter existing Tolls, Rates, &c.; stopping up Roads, extinguishment of Rights, &c.; application of Funds

to purposes of Act, and further Power to raise Money by mortgage, &c.; Amendment of Act, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to confer powers upon the Local Board for the District of Buxton (hereinafter referred to as the Local Board) for the better supplying with water and gas the district of the said Local Board, and to enable the Local Board to supply with water certain lands, buildings, and tenements in the parishes of Hartington and Hope and townships of Hartington-upper-Quarter, Fernilee, and Fairfield, in the county of Derby, and beyond the district of the Local Board, which can or may be conveniently supplied by them, and to break up streets, roads, and places, lay relay repair and remove mains and pipes, and do all such works, and have and exercise all rights, powers, and authorities as may be proper or convenient for enabling them to furnish and continue such supply.

And it is proposed to confirm the sale and purchase from his Grace the Duke of Devonshire to the Local Board of his waterworks with the rights, easements, privileges, and premises in connection therewith, and to enable the Local Board to hold and maintain the said waterworks and all the reservoirs, lands, buildings, pipes, conduits, drains, springs, streams, rights, easements, and privileges so purchased, and which are situate in the several townships, parishes or places of Bakewell, Hope, Hartington, Buxton, Hartington-upper-Quarter, Fernilee, and Fairfield.

And it is proposed to authorise the Local

Board to extend and improve their existing water-works, and to make and maintain the following works, all in the county of Derby, or some of them (that is to say):—

1. An enlargement and extension of their existing reservoir known as the Hogshaw Reservoir, to be situate on land belonging to the Local Board in the township of Fairfield and parish of Hope, to be formed by an embankment across the Hogshaw Brook, at or about five chains below the embankment of the existing reservoir.
2. A drain or conduit (hereinafter referred to as drain No. 1), to commence in the township of Fairfield at the northerly end of the Hogshaw Reservoir, at a point where the water from the Hogshaw Brook now enters that reservoir, and to terminate in the township of Fernilee, at a point twenty feet or thereabouts from the aforesaid Hogshaw Brook, and on the north-easterly side thereof, and fifty yards or thereabouts measured in a north-westerly direction from the point where the said Hogshaw Brook crosses the boundary dividing the said townships of Fairfield and Fernilee.
3. A drain or conduit (hereinafter referred to as drain No. 2), to be wholly situate in the township of Fernilee, to commence by a junction with drain No. 1, at a point at or near the aforesaid boundary, and fifty feet or thereabouts from the point where the aforesaid brook crosses such boundary, measured in a north-easterly direction from the centre of such brook, and to terminate at a point thirty yards to the north-east of the said junction or thereabouts.
4. A drain or conduit (hereinafter described as drain No. 3), to commence by a junction with drain No. 1 in the township of Fairfield, at a point 30 yards or thereabouts, measured in a south-easterly direction from the point where the Hogshaw Brook crosses the aforesaid boundary, and 20 feet or thereabouts, to the eastward of such brook, and to terminate at a point in the township of Fernilee, 10 feet or thereabouts from the Hogshaw Brook, and on the south-westerly side thereof, and 50 yards or thereabouts measured in a north-westerly direction from the point where Hogshaw Brook crosses the aforesaid boundary, dividing the townships of Fairfield and Fernilee.
5. A drain or conduit (referred to as drain No. 4), to be wholly situate in the township of Fernilee, and to commence by a junction with drain No. 3, at a point 20 feet or thereabouts from the aforesaid boundary, and 10 feet or thereabouts from the Hogshaw Brook, and on the south-westerly side thereof, and to terminate at a point on the south-westerly side of such stream and at a distance therefrom of 50 feet or thereabouts, and 20 feet to the north-west of the aforesaid boundary.

All which intended works, drains, or conduits will be wholly situate in the parish of Hope and townships of Fairfield and Fernilee, in the county of Derby.

And it is proposed to empower the Local Board in the construction of the said several works to deviate from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, and for the purposes of the intended Act, to construct and maintain all necessary, proper, or convenient sluices, embankments, cuttings, tunnels, gauges, weirs, waste weirs, bridges, aqueducts, filtering beds, pipes, drains, roads, approaches and other works in con-

nection with the water works, or for the purpose of diverting, intercepting, or conducting the waters to be taken, and to stop up, divert, or alter the line or levels of any road, bridge, highway, footpath, or other works.

And it is proposed to incorporate and make applicable to the purposes of the undertaking a11 or some of the provisions of "The Railways Clauses Consolidation Act, 1845," with respect to the temporary occupation or lands near the railway during the construction thereof, and to make other provisions in reference thereto, and for obtaining materials for the purposes of the intended works.

And it is proposed to authorise the Local Board to intercept, collect, impound, take and use the waters of the said Hogshaw stream, and all other streams, brooks, springs, surface or other water flowing directly or derivatively into the above-named stream, or which are, can, or may be intercepted or taken by the said waterworks or intended works, all which water now flows or may flow directly or derivatively into the rivers Derwent and Trent, and the Cromford Canal.

And it is proposed to authorise the Local Board to construct gas works and manufacture and store gas and residuary products upon all or certain parts or part of certain lands situate in the township of Fairfield and parish of Hope, in the county of Derby, belonging to His Grace the Duke of Devonshire, and in the occupation of John Baguley, and bounded on the north by a fence separating the said lands from a field belonging to the trustees under the marriage settlement by Mrs. Ousey and in the occupation of the said John Baguley, on the east by the Buxton Branch of the Midland Railway, and on the south-west and south by the river Wye.

And it is proposed to authorise the Local Board to construct and maintain the following roads, bridges, and enlargement of existing bridge with all necessary and proper works in connection therewith respectively, that is to say:—

1. A road crossing the river Wye by means of a bridge commencing by a junction with the Buxton and Bakewell turnpike road at a point where the outlet-sewer of the Local Board crosses the said turnpike road, and terminating in the land belonging to the Duke of Devonshire hereinbefore described at the gateway of the sewage tank belonging to the Local Board, which said road will be wholly situate in the parishes and townships following, or some of them, that is to say, Bakewell, Hope, Buxton and Fairfield, in the county of Derby.
2. A new bridge or a widening of the existing county bridge over the Hogshaw Brook at or immediately above its junction with the river Wye, together with approaches thereto commencing on the easterly side of such brook at a distance of sixteen yards therefrom, and terminating on the westerly side of such bridge at a point forty yards or thereabouts from the said brook, which new bridge or widening will be situate in the township of Fairfield in the parish of Hope.

And it is proposed to enable the Local Board to erect a public slaughter-house or slaughter-houses on lands to be acquired by them under the powers of the intended Act, and to authorise the Local Board to licence, regulate, prohibit, or restrict the use of present and future slaughter-houses and knackers' yards within the district of the said Local Board, and to impose penalties for slaughtering elsewhere than in the authorized place or places, and to compel parties to slaughter therein, and to confer upon the Local Board other

powers in reference to slaughter-houses and knackers' yards.

And it is proposed to authorise the Local Board for the proposed waterworks, gasworks, roads, bridges, slaughter-houses, and all or any other purposes of the intended Act, to purchase, by compulsion or agreement, lands and buildings in the several townships and parishes aforesaid, and easements, rights and privileges in, through, over, or upon lands and buildings or streams and springs of water, and to stop up, alter, or divert temporarily or permanently, as they may deem expedient for any of the purposes of the intended Act, any turnpike or other roads, highways, lanes, streets, footpaths, public places, bridges, railways, tramways, pipes, conduits, canals, goits, streams, brooks, sewers, drains, pipes and watercourses of every or any description, and to vary or extinguish all existing rights and privileges which would or might in any way prevent, delay, 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 authorise the Local Board to make, and from time to time repeal or alter bye-laws rules and regulations with reference to all or any of the objects of the intended Act, and to provide for enforcing obedience thereto by the imposition of penalties and otherwise.

And it is proposed to authorise the Local Board to make, levy, charge, and take for, or with respect to all or any of the purposes of the intended Act, and irrespective of and in addition to any existing powers of the Local Board, and in the case of water supply as well without as within their district upon the owners and occupiers of houses, lands, tenements, and hereditaments or other persons as the case may require rates, rents, tolls, duties and charges and to alter all or any existing rates, assessments, rents, tolls, duties, and charges, and the mode of laying, levying, collecting, assessing, or charging the same respectively and to remove all or any restrictions upon the amount of any existing rates, rents, duties, charges, and assessments, and to give additional powers for assessing, levying, and compelling payment of rates and assessments and to confer, vary, or extinguish exemptions from payment of rates, duties, charges, and assessments and so far as may be necessary with reference to the widening of the county bridge or otherwise in relation thereto to alter the county rate or the application of the moneys produced thereby. And it is proposed to enable the Local Board to apply to the purposes of the intended Act, or of any of them, any funds, moneys, rates, or rents now belonging to them, or which they are now or by the intended Act may be authorised to raise, or which may come into their possession in the exercise of the powers from time to time conferred upon them, and to authorise the Local Board to raise additional funds for all or any of the purposes of the intended Act, and for works of drainage within and beyond the district and for other the general purposes of the Local Board by borrowing on the security of the rates now authorised to be levied by and of the property now vested in the Local Board, and of the rates, tolls, rents, charges, and other the revenues and property to be levied, created by, or to arise or be acquired by, or be vested in the Local Board under the powers of the intended Act, or by mortgage or bond, or by way of annuity or otherwise, and to make provisions for the repayment of the sums borrowed under the intended Act, and to define and declare the funds, revenues and property liable to such debts, or upon which the same shall attach or be charged.

And it is proposed to incorporate in the Bill or to alter, amend, extend and enlarge and make applicable to the purposes thereof, and if need be, to repeal all or some of the existing powers, indemnities, and authorities of the Local Board and all or some of the existing provisions of the following general Acts, viz.: "the Lands Clauses Consolidation Acts, 1845, 1860 and 1869," "the Water Works Clauses Acts, 1847 and 1863," "the Gas Works Clauses Act, 1847," "the Railways Clauses Consolidation Act, 1845," "the Markets and Fairs Clauses Act, 1847," "the Commissioners Clauses Act, 1847," "the Towns Improvement Clauses Act, 1847," "the Towns Police Clauses Act, 1847," "the Public Health Act, 1848," "The Local Government Act, 1858," and all Acts amending such Acts, "the Sewage Utilization Act, 1865," "the Sewage Utilization Act, 1867," "the Sanitary Act, 1866," "the Sanitary Act, 1868," "the Sanitary Loans Act, 1869," "the Sanitary Act, 1870," "the Buxton Gas Act, 1870," "the Local Government Board Act, 1871," "the Public Health Act, 1872," and all other Acts amending or extending all or any of the Acts herein specified, or any of the provisions thereof respectively.

And notice is hereby further given that a plan in duplicate of the intended works and of all lands liable to be taken under the compulsory powers of purchase to be conferred by the intended Act a section in duplicate of the intended works and a book of reference to the plan will be deposited with the clerk of the peace for the county of Derby at his office in Derby 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 as follows that is to say in the case of a parish with the parish clerk of such parish at his place of abode and in the case of an extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his place of abode, and that every such deposit will be made on or before the 30th day of November instant, and will be accompanied by a copy of this notice.

And notice is hereby also given that on or before the 21st day of December in the present year, printed copies of the proposed Bill will be deposited in the private Bill office of the House of Commons.

Dated this 14th day of November, 1872.

Charles J. Roberts, John-street, Rochdale,
Solicitor for the Bill.

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

In Parliament—Session 1873.

Caledonian Railway.

(Carstairs and Larbert Junction Railway.)
(Construction of Railway from the Caledonian Railway Company's Main Line near Cobinshaw Reservoir, to their Scottish Central Line near Larbert, with Branches, in the counties of Edinburgh, Linlithgow, Stirling, and Lanark; Levying of Tolls thereon; Additional Share and Loan Capital; 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 several railways hereinafter described, or some of them, or some portions thereof, and all proper stations, sidings, ap-

proaches, 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 main line of railway leading from Carlisle to Edinburgh, at a point about 280 yards south-westward from the Company's engine and tank-house at Cobinshaw Reservoir, and terminating by a junction with the Company's Scottish Central Railway, at a point near the southern end of the viaduct by which the said Scottish Central Railway is carried over the River Carron near Larbert, which Railway No. 1, and works connected therewith, will be situate in the parish of West Calder, in the county of Edinburgh; the parishes of Whitburn, Livingston, Bathgate, and Torphichen, and the town of Bathgate, in the county of Linlithgow; and the parishes of Muiravonside, Polmont, and Falkirk, and the burgh of Falkirk, in the county of Stirling.

A railway, hereinafter called Railway No. 2, commencing by a junction with Railway No. 1, at a point about 170 yards south-westward from Bathgate Academy, and terminating by a junction with the Company's Cleland and Midcalder Line, at or near the western end of the viaduct by which that line is carried over the stream called Murieston Water; which Railway No. 2, and works connected therewith, will be situate in the parishes of Bathgate and Livingston, and the town of Bathgate, in the county of Linlithgow; and the parishes of West Calder and Midcalder, in the county of Edinburgh.

A railway, hereinafter called Railway No. 3, commencing by a junction with Railway No. 1, at a point about 270 yards south-westward from Nether Longford farm buildings, and terminating by a junction with the Company's Cleland and Midcalder Line, at a point about 210 yards south-westward from the signal house, at the western junction with that line of the Company's loop line, called Railway No. 6 in "The Caledonian Railway (Cleland and Midcalder Railway and Branches) Act, 1865," which Railway No. 3, and works connected therewith, will be wholly situate in the parish of West Calder and county of Edinburgh.

A railway, hereinafter called Railway No. 4, commencing by a junction with Railway No. 1, at a point about 380 yards westward from Muirhouse-dykes Mains farm buildings, and terminating by a junction with the Company's Cleland and Midcalder Line, at the point hereinbefore described as the termination of Railway No. 3; which Railway No. 4, and works connected therewith, will be wholly situate in the parish of West Calder and county of Edinburgh.

A railway, hereinafter called Railway No. 5, commencing by a junction with Railway No. 1, at a point about 160 yards south-westward from the farm buildings of Westfield, near the Company's Grangemouth Branch Railway, and terminating by a junction with that branch railway, at a point about 390 yards westward from Wester Newlands farm buildings; which Railway No. 5, and works connected therewith, will be wholly situate in the parish of Falkirk and county of Stirling.

A railway, hereinafter called Railway No. 6, commencing by a junction with Railway No. 1, at a point about 460 yards north-westward from the swing bridge by which the North British Railway Company's Stirlingshire Midland Junction Railway is carried over the Company's Forth and Clyde Navigation, and terminating by a junction with the railway leading from the said Stirlingshire Midland Junction Railway, near Camelon, to Carron Iron Works, at a point about

380 yards northward from Merchiston Hall; which Railway No. 6, and works connected therewith, will be situate in the parish of Falkirk and burgh of Falkirk, or one of them, in the county of Stirling.

A railway, hereinafter called Railway No. 7, commencing by a junction with Railway No. 1, at a point about 300 yards north-westward from the bridge by which the North British Railway Company's Stirlingshire Midland Junction Railway is carried over the turnpike road leading from Camelon to Larbert, and terminating by a junction with the Company's Scottish Central Railway, at a point about 200 yards north-eastward from the northern end of the tunnel in which the said Scottish Central Railway is carried under the Company's Forth and Clyde Navigation; which Railway No. 7 will be wholly situate in the parish of Falkirk and county of Stirling.

A railway, hereinafter called Railway No. 8, commencing by a junction with the Company's Wilsontown Branch, at a point about 220 yards westward from the houses of Lower Haywood, and terminating by a junction with Railway No. 1, at a point about 360 yards south-westward from Mossend farm buildings, on the side of the road leading from those farm buildings, past Doveridge, to Baad's Mill Bridge; which Railway No. 8, and works connected therewith, will be situate in the parish of Carnwath in the county of Lanark, and the parish of West Calder in the county of Edinburgh; and .

A railway, hereinafter called Railway No. 9, commencing by a junction with Railway No. 8, at a point about 260 yards south-eastward from the farm buildings of Doveridge aforesaid, and terminating by a junction with the Company's Cleland and Midcalder Line, at or near the accommodation bridge under the said line, near the eastern junction with that line of the Company's loop line called Railway No. 6 in "The Caledonian Railway (Cleland and Midcalder Railway and Branches) Act, 1865;" which Railway No. 9, and works connected therewith, will be wholly situate in the parish of West Calder, in the county of Edinburgh.

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 several railways and other works hereinbefore mentioned; which lands, houses and other property are situate in the parishes of West Calder and Midcalder, in the county of Edinburgh; the parishes of Whitburn, Livingston, Bathgate and Torphichen, and the town of Bathgate, in the county of Linlithgow; the parishes of Muiravonside, Polmont and Falkirk, and the burgh of Falkirk, in the county of Stirling; and the parish of Carnwath, in the county of Lanark.

To empower the Company to deviate, in the construction of the said several railways and other works, from the lines and levels delineated on the plans and sections to be deposited as hereinbefore 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, tramways, canals, 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 and other works; to levy and recover tolls, rates and

charges for the use of the said railways and works, and the conveyance of traffic thereon; and to confer, vary and extinguish exemptions from the payment of tolls, rates and charges.

To provide that all diverted portions of road which may be constructed by the Company under the powers of the Bill, shall, as respects tolls (where tolls are exigible on the existing roads), and in all other respects form parts of the existing roads respectively which may be altered or diverted under the said powers, and shall be maintained by the respective parties liable to maintain the said existing roads, or such other parties as shall be specified in the Bill.

To alter, as respects the exercise of the powers of compulsory purchase for the purposes of the railways and other works before mentioned, the provisions contained in Section 90 of "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 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 railways 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 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; and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the Company, or the said undertakings.

And notice is further given that plans and sec-

tions describing the lines, situation, and levels of the said railways and other works proposed to be constructed as aforesaid, and the lands, houses, and other property which may be taken for the purposes thereof, 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 Edinburgh of the principal sheriff clerk of the county of Edinburgh; in the office at Linlithgow of the principal sheriff clerk of the county of Linlithgow; in the offices at Stirling and Falkirk respectively of the principal sheriff clerk of the county of Stirling; and in the offices at Glasgow and Lanark respectively of the principal sheriff clerk of the county of Lanark; 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, with a copy of this notice, will, on or before the said 30th day of November, be deposited for public inspection 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.

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.

Kelvin Valley Railway.

(Incorporation of Company; Construction of Railways to Balmore, Torrance, and Kilsyth: Power to North British Railway Company to subscribe, to raise Capital, and guarantee Interest; Traffic Agreements; Amendment of Acts, and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill to incorporate a Company (hereinafter called "The Company") for making and maintaining the railways hereinafter described, or one of them, with all necessary and convenient stations, sidings, depots, approaches, viaducts, bridges, roads, communications, buildings, and other works and conveniences connected therewith (hereinafter called "the intended railways"), that is to say:—

(1.) A railway (hereinafter called Railway No. 1) commencing by a junction with the Glasgow, Dumbarton, and Helensburgh Railway of the North British Railway Company, at a point thereon, in the parish of Maryhill, in the county of Lanark, 293 yards or thereabouts north-eastward from the bridge carrying the turnpike road from Glasgow to Garscube Bridge over the said Glasgow, Dumbarton, and Helensburgh Railway, and terminating at a point in the parish of Kilsyth, in the county of Stirling, 94 yards or thereabouts south-westward from the westmost corner of the Free Church, in the town or burgh of Kilsyth, of which the Reverend Robert Black is pastor, which intended Railway No. 1 will be situate in, or will pass from, through, or into the parishes of Maryhill and Cadder, in the county of Lanark, and the parishes of New Kilpatrick, Baldernock, Campsie, and Kilsyth, in the county of Stirling, or some of them.

(2.) A railway (hereinafter called Railway No. 2) commencing by a junction with Railway No. 1, at a point thereon 310 yards or thereabouts north-eastward from the northmost corner of Inchbreck farm-steading, in the occupation of John Anderson, and terminating by a junction with the Campsie Branch of the North British Railway Company, at a point thereon 360 yards or thereabouts westward from the westmost corner of the said farm-steading, which intended Railway No. 2 will be situate wholly in the parish of Campsie, in the county of Stirling.

And it is intended by the said Bill to take and confer the powers and to provide for the purposes hereinafter-mentioned, or some of them:—

To deviate laterally from the lines of the intended railways to the extent shown on the plans hereinafter-mentioned, and also to deviate vertically from the levels shown on the sections hereinafter-mentioned.

To cross, alter, stop up, divert, and appropriate all such roads, passages, sidings, streams, canals, railways, tramways, sewers, drains, telegraphic apparatus, water and gas pipes, and other works, as it may be necessary or expedient to cross, alter, stop up, divert, or appropriate, for the purposes of making, maintaining, or using the intended railways, or any of them; or any of the works connected therewith.

To purchase, compulsorily or by agreement, or to lease, feu, or otherwise acquire lands, houses, and other property, in all or some of the several parishes aforesaid for the purposes of the intended railways; and to vary or extinguish all existing rights and privileges connected with such lands, houses, and other property which would interfere with or prevent the carrying into execution any of the purposes of the said Bill.

To vary or alter the provisions of the "Lands Clauses Consolidation (Scotland) Act, 1845," as incorporated with the said Bill, and to provide that it shall not be necessary for the Company to purchase the whole of any house or other building or manufactory where part only is required for the purposes of the said Bill.

To levy tolls, rates, and charges on, and in respect of, the use of the intended railways and the conveyance of passengers, animals, minerals, goods, and other traffic thereon, and to confer exemptions from payment of such tolls, rates, and charges.

To authorise the Company on the one hand and the North British Railway Company on the other hand to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by the North British Railway Company of the intended railways, the supply of rolling stock and machinery, and of officers and servants, for the purposes of the traffic of the intended railways; the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by either of the contracting Companies to the other of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes afore-

said, or any of them, and to sanction and confirm any such contract, agreement, or arrangement already made, or which, prior to the passing of the said Bill, may be made.

To authorise the North British Railway Company to subscribe and contribute funds towards the making and maintaining the intended railways, and to take and hold shares in the capital of the Company, and to guarantee or otherwise become bound to or for the Company, interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of the purposes of the said Bill to apply their funds and revenues to raise more money by the creation of new shares or stock in their undertaking, either with or without preference, priority, or guarantee in payment of interest or dividend, and by borrowing 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, and the tolls, rates, and duties received upon and in respect thereof; and to enable the North British Railway Company, for all or any of the purposes of the said Bill, to raise farther moneys by rates and on mortgage, or bond or otherwise, and to authorise the North British Railway Company to appoint directors of the Company.

To authorise the Company, and any companies, or corporations, or commissioners, or road, statute labour, bridge, or harbour trustees, or other bodies or persons, to enter into and carry into effect such arrangements and agreements as may be necessary or expedient for making, maintaining, working, or using the intended railways, and for the construction and maintenance of any sewers, drains, or other works which may be interfered with or rendered necessary in carrying into effect the objects and purposes of the said Bill, and to confirm all such arrangements and agreements already made, or which, prior to the passing of the said Bill, may be made.

To amend or repeal, so far as may be necessary for carrying into effect the purposes of the said Bill, the following local and personal Acts of Parliament relating to the North British Railway Company, viz.: 49 Geo. III., cap. 83; 54 Geo. III., cap. 138; 57 Geo. III., cap. 56; 59 Geo. III., cap. 29; 2 Geo. IV., cap. 122; 4 Geo. IV., cap. 18; 7 Geo. IV., cap. 45; 11 Geo. IV. and 1 Will. IV., cap. 115; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 8 and 9 Vict., cap. 148; 9 and 10 Vict., caps. 81, 107, 202, 263, 332, and 337; 10 and 11 Vict., caps. 83, 245, and 246; 11 and 12 Vict. caps. 44, 70, 116, 118, 127, 134 (and the several Acts therein recited in so far as not repealed thereby), and 160; 12 and 13 Vict. caps. 39, 72, and 86; 14 and 15 Vict., cap. 55 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), and cap. 62; 15 Vict., cap. 109; 16 and 17 Vict., caps. 90, 151, and 152; 17 and 18 Vict., caps. 199 and 212; 18 and 19 Vict., caps. 30, 127, 153, 158, and 190; 19 and 20 Vict., caps. 98 and 106; 20 and 21 Vict., caps. 78, 91, 124, and 129; 21 and 22 Vict., caps. 64, 65, 109 (and the provisions unrepealed of the Acts referred to in the schedule of the last-mentioned Act), 145 and 165; 22 and 23 Vict., caps. 14, 24, 83, 85, and 96; 23 and 24 Vict., caps. 140, 145, 159, 178, and 195; 24 and 25 Vict., caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25 and 26 Vict. caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26 and 27 Vict., caps. 137, 194, 213, 223, 226, and 237; 27 and 28 Vict. caps. 81, 84, 100, 243, 271, 279, 286, and 292; 28 and 29 Vict., caps. 125, 152, 186, 200, 201, 202, 206,

213, 217, 308, 309, 328, and 356; 29 and 30 Vict., caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30 and 31 Vict., caps. 145 and 198; 31 and 32 Vict., caps. 68 and 139, 32 and 33 Vict., cap. 119; 33 and 34 Vict. caps. 91, 104, and 135; 34 and 35 Vict., caps. 106 and 123; 35 and 36 Vict., cap. 123; and all other Acts relating to the North British Railway Company.

To vary or extinguish all rights and privileges which would interfere with or prevent the execution of the purposes of the said Bill, or any of them; and to confer all powers, rights, and privileges which may be necessary for carrying the same into effect.

Plans and sections describing the lines, situations, and levels of the intended railways, and the lands, houses, and other property which will or may be taken 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, houses, and other property, and a published map with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the Edinburgh Gazette, will 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 Stirling of the principal sheriff clerk of the county of Stirling; and a copy of so much of the said plans, sections, and book of reference as relates to each of the above-mentioned parishes, with a copy of this notice, will be deposited for public inspection with the schoolmaster, or, if there be no schoolmaster, with the session clerk of each of such parishes, at the residence of such schoolmaster or session clerk, and all such deposits will be made on or before the 30th day of November, 1872.

Printed copies of the said Bill will, on or before the 21st day of December, 1872, be deposited in the Private Bill office of the House of Commons.

Dated this 13th day of November, 1872.

H. and R. Lamond, 64, West Regent-street, Glasgow.

William Robertson, 27, Duke-street, Westminster.

In Parliament—Session 1873.

Dewsbury and Batley Gas Company.

(Further Money powers—Declaration; &c., of Capital and Borrowing powers of the Company; Additional lands; powers to construct Additional Gas Works; Amendment of Acts.)

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

To authorise "The Dewsbury and Batley Gas Company" (in this notice called "The Company") to raise further money by the creation of new shares and stock in their undertaking, either with or without preference or priority in payment of dividend or interest or other special privileges, and by borrowing on mortgage or otherwise, and to create and issue debenture stock.

To declare, define, and regulate the capital and borrowing powers of the Company, and to declare and define the rights amongst themselves of the several classes of shareholders and stockholders of the Company.

To enable the Company from time to time to purchase by agreement, and hold additional lands or any estate, right, interest or easement,

in or over or affecting lands, and to take land by agreement on lease; and to sell any lands not required from time to time for the purposes of their undertaking; and to confirm any purchases or sales or agreements for purchases or sales made or entered into or to be made or entered into by the Company.

To authorise the Company to erect make and maintain, alter, improve, enlarge, extend and renew, or discontinue additional works for the manufacture, storing, and supply of gas; and for the utilization and conversion of the residual products formed by the manufacture of gas upon certain lands herein described or some of them or some part or parts thereof respectively.

A. Certain lands situate in the township of Dewsbury and parish of Dewsbury in the West Riding of the county of York (being portions of five certain fields now or lately known as the Great East Field, Lady Ford Close, Poor Close, Crabtree Close, and Thruspit Close); bounded on the north by certain lands and premises known as East Field Mills, and by vacant ground respectively in the occupation of Messrs. John Greenwood and Sons; on the south by lands belonging, or reputed to belong, to the trustees under the will of James Newsome Greenwood deceased; on the east by lands formerly part of the said five fields, and now in the occupation of the Great Northern Railway Company; and on the west side by Sands-lane.

B. Certain land, being part of a field in the township and parish of Thornhill, in the West Riding of the county of York, known as the Breton or Britain Close; and which land is bounded on the south-west by the Dewsbury Branch of the Lancashire and Yorkshire Railway, on the west by the canal called the Old Cut, and on the remaining sides by an imaginary line drawn from the point in the western boundary of the said field, at which an occupation road leading into the said field is carried by a bridge over the said canal, thence running east for a distance of 84 yards, and then south-east for a distance of 100 yards, and thence southwardly in a direction, parallel to the said canal, to the north-eastern fence of the said Dewsbury Branch Railway.

And the Bill will, or may, incorporate with itself the Gas Works Clauses Act, 1847; the Gas Works Clauses Act, 1871; the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; or some of them, or some part or parts of those respective Acts, and will vary or extinguish all rights and privileges inconsistent with its objects, and will confer other rights and privileges, and will, so far as may be necessary for any of the above purposes, repeal, alter, or amend the provisions, or some of the provisions, of the Local and Personal Acts 3 and 4 Vic., cap. 42; 14 and 15 Vic., cap. 4; and 24 and 25 Vic., cap. 94, relating to the Company, or any one or more of those Acts.

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 15th day of November, 1872.

Watts and Son, Dewsbury, Solicitors for the Bill.

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

In Parliament.—Session 1873.

Llynvi and Ogmores Railway.

(New Railways—Deviation and Abandonment of portions of existing Railway—Additional Lands—Increase of Capital—Tolls—Further Borrowing Powers—Power to stop up and divert footpath and occupation road at Tondy—Running Powers and Facilities over the South Wales Mineral Railway—Power to Sell Lands—Arrangements with other Companies—Substitution of Level Crossing for Bridge—Agreements between the Llynvi and Ogmores Company and Great Western Railway Company for the Lease, Sale, or Transfer of the undertaking of the former to the latter—Confirmation of Agreements for any of those purposes—Provisions for Vesting the Undertaking of the former Company in the latter Company, and for the Amalgamation of the Undertakings of the two Companies—Working and other Arrangements between the same two Companies—Amendment of Acts and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session thereof for leave to bring in a Bill to effect the following objects, or some or one of them (that is to say):—

1.—To enable the Llynvi and Ogmores Railway Company (hereinafter referred to as “the Company”) to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all necessary works, stations, approaches, sidings, and other conveniences connected therewith respectively, all which railways and other works will be situate in the county of Glamorgan, and are as follows (that is to say):

A Railway (No. 1) commencing in the parish of St. Bride’s Minor by a junction with the Company’s Railway No. 1, authorised by the Ogmores Valley Railways Act 1863, and hereinafter referred to as the Ogmores Railway, at a point 720 yards or thereabouts (measured along the same railway in the direction of Tondy) from the bridge carrying that railway across the River Garw at or near its confluence with the River Ogmores, and terminating in the parish of Coychurch by a junction with the South Wales Railway east of the Pencoed station, at a point 250 yards or thereabouts (measured along that railway in the direction of Bridgend) from the bridge carrying the turnpike road, from Bridgend to Llantrissant, across the same railway, and which intended Railway (No. 1) will be made from, in, through, or into the parishes, townships, townlands, and extra-parochial and other places following, or some of them—that is to say, Saint Bride’s Minor, Coity, Coychurch, Ynysawdre, Coychurch Higher, and Pencoed.

A Railway (No. 2) situate wholly in the said parish of St. Bride’s Minor, and commencing by a junction with the Ogmores Railway at a point 200 yards or thereabouts (measured along that railway in the direction of Tondy) from the before-mentioned bridge, carrying that railway across the River Garw at its confluence with the River Ogmores, and terminating by a junction with the intended Railway No. 1 at the River Ogmores at a point on that river 240 yards or thereabouts southward of the Ogmores Railway, and 530 yards or thereabouts (measured along the

River Ogmores in the direction of Bridgend) from the southern face of the aforesaid bridge.

A Deviation Railway (No. 3) commencing in the parish of Pyle, otherwise Pyle and Kenfig, by a junction with the Porthcawl branch of the Llynvi and Ogmores Railway at a point thereon 15 chains or thereabouts (measuring along the said branch railway) south of the mile-post on that branch railway situate at the level crossing at South Cornelly, and being the tenth mile-post thereon, and terminating by a junction with the same branch railway in the parish of Newton Nottage at a point thereon 43 chains, or thereabouts, south of and measuring along the said branch railway from the same mile-post, and which intended Railway (No. 3) will be situate wholly in the parishes of Pyle, otherwise Pyle and Kenfig, and Newton Nottage aforesaid.

A Deviation Railway (No. 4) commencing in the parish of Tythegstone, at or near a point on the said Porthcawl Branch Railway 600 yards, or thereabouts (measured along that railway in the direction of Porthcawl) from the south face of the bridge, by means of which the aforesaid branch railway is carried under the South Wales Railway, and terminating in the parish of Pyle, otherwise Pyle and Kenfig, by a junction with the said Porthcawl Branch Railway at or near a water tank situated on that railway 200 yards or thereabouts (measured along that railway in the direction of Porthcawl), from the western end of the platform of the Pyle station on that railway.

A Railway (No. 5) situate wholly in the parish of Pyle, otherwise Pyle and Kenfig, commencing by a junction with the before-mentioned Railway No. 4, at a point in a field lying between the South Wales Railway and the said Porthcawl Branch Railway, and which said point is 160 yards, or thereabouts, eastward of the Ty-draw level crossing, by which the said Porthcawl Branch Railway crosses the turnpike road leading Pyle to Bridgend, and 40 yards, or thereabouts, north of the said Porthcawl Branch Railway, and terminating by a junction with the South Wales Railway, at or near a point 150 yards (measured along that railway) in the direction of Port Talbot, from the western end of the platform of the Pyle Station, on the said South Wales Railway.

A Railway (No. 6) commencing by a junction with the main line of the existing Llynvi Valley Railway, at or near the northern terminus thereof, near to a bridge which carries the said railway over the River Llynvi, and about 19 chains (measured in a south-westerly direction) from a farm-house called Tywith, in the higher hamlet of Llangonoyd, in the parish of Llangonoyd, passing thence through or into the higher hamlet of Llangonoyd, the parishes of Llangonoyd and Glyncoerrwg, and terminating by a junction with the South Wales Mineral Railway at a point at about 11 chains (measured in an easterly direction) from the ninth mile-post on that railway, and about 11½ chains (measured in a westerly direction) from a public-house called the Farmers’ Arms, occupied by John Davies, in the village of Cymmer, in the parishes of Glyncoerrwg and Llangonoyd, or one of them, all in the county of Glamorgan.

A Railway (No. 7) commencing by a junction

with the intended Railway No. 6, in or near a field marked 455 upon the tithe commutation map for the parish of Llangonoyd, belonging to Major J. P. Traherne, and occupied by Mr. John Maddocks, in the higher hamlet of Llangonoyd, in the parish of Llangonoyd, and terminating near to and on the south side of the river or stream called Nant-y-fedw, and in a mountain land called Mynydd-y-Caeran, marked 396 upon the tithe commutation map aforesaid, belonging to Jenkin T. Jenkins, Esq., and occupied by Mrs. Gwenllyan Jenkins, and at or about $4\frac{1}{2}$ chains (measuring in a south-easterly direction) from the junction of the fence wall dividing three mountain lands which meet about 25 yards from the said stream, and numbered respectively on the said tithe map, 391, 392, and 396, all which railway lies in the higher hamlet of Llangonoyd in the said parish of Llangonoyd.

A Railway (No. 8) commencing by a junction with the intended Railway No. 7, in a field marked 318 upon the tithe commutation map for the parish of Llangonoyd aforesaid, belonging to the Earl of Dunraven, and occupied by Mrs. Gwenllyan Jenkins, and about $32\frac{1}{2}$ chains (measuring in a north-easterly direction from a farmhouse called Blaen Caeran, situate in the higher hamlet of Llangonoyd, in the parish of Llangonoyd, and terminating near to and on the south side of the River Llynvi, and in the mountain land called Mynydd-y-Caeran, marked 396 upon the tithe commutation map of the said parish of Llangonoyd, belonging to Mr. Gwyllin Jenkins, and occupied by Mr. John Maddocks, and about $5\frac{1}{2}$ chains from the junction of the fence wall dividing the three mountain lands marked 396, 398, and 400 respectively on the said tithe commutation map for the parish of Llangonoyd, and about 10 yards from the River Llynvi, all in the higher hamlet of Llangonoyd, and parish of Llangonoyd aforesaid.

A Railway (No. 9) commencing in the higher hamlet of Llangonoyd; in the parish of Llangonoyd, by a junction with the intended railway No. 6, in or near a field marked 257 upon the tithe commutation map of that parish, belonging to C. R. M. Talbot, Esq., and occupied by Mr. Morgan Thomas, and about $10\frac{1}{2}$ chains measuring in a south-westerly direction from a farm-house called Glyncymmer, in the higher hamlet of Llangonoyd, in the parish of Llangonoyd, passing thence through the parishes of Llangonoyd and Glyncorrwg, and terminating in the parish of Llangonoyd, near to and on the south side of the River Avon, in the mountain land called Mynydd-y-Caeran, and marked 395 upon the tithe commutation map of the said parish of Llangonoyd, belonging to Jenkin T. Jenkins, Esq., and occupied by Mrs. Gwenllyan Jenkins, and about $12\frac{1}{2}$ chains, measured in a south-easterly direction, from a farmhouse called Blaen Avon.

2. To authorise the Company, from and after the completion and opening of the intended Railways No. 3 and No. 4, to abandon the portions of the said Porthcawl Branch Railway which are respectively situate between the above described points of commencement and termination the said intended Railways No. 8 and No. 4; and to sell or otherwise dispose of the sites of the portions of railway so abandoned.

3. To empower the Company, notwithstanding

anything contained in the Ogmere Valley Railways Act, 1866, or any Act incorporated therewith, to carry the Railway No. 4, by the Ogmere Valley Railways Act, 1866, authorised, across and on the level of the highways in the parish of St. Bride's Minor and hamlet of Ynysawdre, which are respectively distinguished by the numbers 8 and 13A, in the same parish and hamlet, upon the deposited plans referred to in the last-mentioned Act, instead of under the same highways, and for that purpose to divert the said highway No. 8, and to alter and raise the level of the same at and for a distance of four chains or thereabouts on the eastern side of the crossing thereof, which said raising will extend across the River Garw, and to the road numbered 6 in the parish of Llangeinor in the last-mentioned plans, and will be executed in the said parish of St. Bride's Minor, hamlet of Ynysawdre, and parish of Llangeinor, and to alter and raise the level of the said highway No. 13A, in the parish of St. Brides's Minor and hamlet of Ynysawdre, at and for a distance of one chain or thereabouts from the level crossing thereof measured along the said highway northward of such crossing.

4. To empower the Company to close and stop up so much of a footpath in the parish of St. Bride's Minor, leading from and out of the turnpike road from Bridgend to Maesteg (near the private road which leads across the Company's railway to Coytrahene) to the footbridge near to the ford of the River Llynvi, near Velin Vach (through which ford passes the public road from the same turnpike road, at or near Tondy, to Brynmenin), as extends from the point at which the said footpath intersects the western boundary of the Company's property near to such turnpike road, across the railways and premises of the Company to the boundary of the Company's property on the south side of the Ogmere Railway, 60 yards or thereabouts from the southerly corner of the engine shed of the Company at Tondy, and to substitute for the portion stopped up the said turnpike road, and the approach road to and footbridge over the railway at Tondy Station, and a new footpath from the east foot of the last-mentioned footbridge to a point on the first-mentioned footpath 150 yards or thereabouts in a northerly direction (measured along the said footpath) from the westerly end of the first-mentioned footbridge.

5. To empower the Company to stop up so much of the occupation road in the parish of St. Bride's Minor, leading from the said turnpike road across and on the level of the Company's railway, sidings, lands, and premises at or near the Tondy Station to certain land and cottages of Robert Evans, on the eastern side of the said railway, near the same station, as crosses the said railway, sidings, lands, and premises of the Company, and in substitution for the same occupation road to construct a new occupation road in the same parish, commencing at the said cottages and thence southwards along the eastern side of the said railway to and terminating by a junction with the said public road (leading from the same turnpike road at or near Tondy to Brynmenin) at or near to the bridge carrying the said public road under the said railway.

6. To authorise the Company to purchase and take, compulsorily or by agreement, lands and hereditaments for the aforesaid purposes, and for any other purposes of the Bill, and in like manner to purchase and take for the purpose of adding to and extending the station, siding, and other accommodation of the Company, and for other purposes connected with their undertaking, all or

any of the lands, houses, and premises hereinafter described or referred to (that is to say):—

Certain lands, houses, and buildings situated in the parish of Newton Nottage, and lying on the east and west sides of and adjoining or contiguous to that part of the Porthcawl Branch Railway of the Company which lies between the level crossing of the public road near the Porthcawl Station, and a point 880 yards from such level crossing measuring along the said railway in the direction of Pyle.

Certain lands situate in the parish of Newton Nottage, and lying on the east and west sides of and adjoining or contiguous to that part of the same branch railway which constitutes the main line of railway to the dock at Porthcawl, and lies between the last-mentioned level crossing and a point 350 yards or thereabouts therefrom, measuring along the same railway in the direction of Porthcawl.

All the lands situate in the parish of Newton Nottage between the sea and a line drawn parallel to and 100 yards to the south of so much of the public road leading from Porthcawl Railway Station to Newton as extends from the same branch railway at the last-mentioned station to a point distant 1,200 yards therefrom, measuring along the same road in the direction of Newton.

Certain lands, houses, and buildings in the parish of St. Bride's Minor, bounded on the west by the Llynvi Valley Railway of the Company leading from Tondy to Bridgend, on the north by the Ogmere Railway of the Company near the southern junction thereof with the Llynvi Valley Railway of the Company at Tondy, on the east partly by lands the property of the Earl of Dunraven, and partly by the river Llynvi, and on the south partly by the said public road leading out of the turnpike road from Bridgend to Maesteg, to and through the before-mentioned ford at or near Velin Vach, and partly by the said lands, the property of the Earl of Dunraven.

Certain lands situate in the parish of Saint Bride's Minor, and lying on the south side of of and adjoining or contiguous to that portion of the Ogmere Railway, which extends from the bridge, carrying the said railway across the river Garw, near its junction with the river Ogmere at Brynmenin to a point 200 yards or thereabouts measured along the said railway westward of the said bridge, and bounded on the one side by the said railway, and on the other by the river Ogmere.

And to vary and extinguish all rights, privileges, and easements connected with or incident to all lands, buildings, and hereditaments taken and purchased as aforesaid, and to vary and extinguish other rights, privileges and easements, and to confer rights and privileges.

7. To authorise the Company for the purposes of the Bill, to stop up, alter, or divert turnpike and other roads, highways, watercourses, and works in the parishes aforesaid.

8. To authorise the Company to levy tolls, rates, and duties upon or in respect of the intended railways, to alter existing tolls, rates, and duties to confer, vary, or extinguish exemptions from payment of tolls rates and duties, and to confer, vary, or extinguish other rights or privileges.

9. To enable the Company, and any Company or person lawfully using the undertaking of the Company, to run over and use with their engines, carriages, and servants, for all purposes, all or any part of the South Wales Mineral Railway from the point of junction of the intended Railway No. 6 with the said South Wales Mineral Railway, to the eastern termini of that railway,

and the offices, junctions, signals, points, crossings, sidings, stations, roads, platforms, water, watering-places, machinery, works, and conveniences thereof, upon payment of such rates, tolls, and charges, and upon such terms and conditions as may be agreed upon, or as, in default of agreement, may be determined by arbitration or otherwise; and to authorise the Company and the said South Wales Mineral Railway Company to enter into and carry into effect agreements and arrangements with respect to such user and such rates, tolls, and charges, and to confirm any agreements relative thereto made before the passing of the Act, and to empower the Company to demand and receive tolls, rates, and charges in respect of traffic, carried by them in exercise of any such power of user.

10. To authorise the Company and the South Wales Mineral Railway Company to enter into and carry into effect contracts, agreements, and arrangements for or in respect of the construction, working, maintenance, and using of the railway and works of each other, or any part thereof, and the supply of engines, carriages, and rolling stock for the purposes thereof, and the conduct, regulation, interchange, transmission, and management of the traffic upon or over the same respectively, and for affording facilities for the transfer and transmission of traffic passing to and from their respective railways, and for the fixing, levying, dividing, and apportioning of tolls and charges arising from such traffic, and to enable the said South Wales Mineral Railway Company to levy tolls on the railway of the Company, or any part thereof.

11. To provide that the intended new railways shall be deemed part of the undertaking of the Company, and be subject to the same provisions as the other parts of the railways of the Company.

12. To authorise and regulate the said proposed junctions with existing or authorised railways, and to enable the Company to make lateral and vertical deviations from the lines and levels of the railways laid down on the plans and sections thereof to be deposited as hereinafter mentioned, to such an extent as shall be thereon defined, or as may be authorised by the Act.

13. To authorise the Company to increase their capital by the creation of new shares or stock in the Company, and by borrowing, and to assign to such new shares or stock such preferences in the payment of dividends and other privileges and advantages as the Company see fit, and to empower the Company to apply any moneys raised or authorised to be raised by them under or by virtue of any Act of Parliament to the purposes of the Bill.

14. To enable the Company and the Great Western Railway Company (hereinafter called the Great Western Company) to enter into and carry into effect contracts, agreements, or arrangements with reference to the lease, sale, or transfer of the undertaking of the Company to the Great Western Company, or the purchase by the Great Western Company of the undertaking of the Company, or for the amalgamation of the undertaking of the Company with the undertaking of the Great Western Company, and to confirm and give effect to any agreement or agreements for any of those purposes entered into before the passing of the intended Act for the dissolution in certain events of the Company, and for other purposes, and to make provisions in respect thereto, and for the purpose of merging in the Great Western Company all the rights, powers, and privileges of the Company with re-

ference to their own undertaking, or the undertakings of any other companies or parties.

15. To vest or provide for the vesting of the undertaking of the Company in, and the amalgamation thereof with the undertaking of the Great 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 authorise, if need be, the exchange or substitution of preferred or ordinary shares, or stock of the Great Western Company, for shares or stock of the Company, and to enable the Great Western Company to create or issue shares or stock for that purpose.

16. To dissolve or provide for the dissolution of the Company, and to provide for the exercise and fulfilment by the Great Western 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 Company, whether with reference to the acquisition of lands, the construction or maintenance of works, the levying of tolls, rates, and charges, the granting or issuing of mortgages or bonds or otherwise, and for the conversion into shares or stock of the Great Western Company of the shares or stock of the capital of the Company.

17. To empower the Company on the one hand, and the Great Western Company on the other hand, to enter into and carry effect agreements for or with respect to the working, use, management, and maintenance of the railway and works of the Company, either in existence, or which may hereafter be constructed, or any part thereof, 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 said railways, and with respect to the interchange, transmission, and delivery of traffic coming from or destined for the respective railways of the contracting parties, and with respect to the fixing of the tolls and charges to be demanded and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and to authorise and provide for the appointment of a joint committee for carrying into effect any such agreements as aforesaid, and to confirm and give effect to any agreement or agreements which has or have been, or may be entered into in reference to the matters aforesaid, or any of them.

18. To incorporate with the Bill all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Railways Companies Powers Act, 1864," with such modifications and alterations as may be deemed fit.

19. And for the purposes of the Bill it is intended, if need be, to repeal, alter, amend, extend, or enlarge all or some of the powers and provisions of the several local and personal Acts following, that is to say: "The Llynvi Valley Railway Act, 1855," "The Llynvi Valley Railway Act, 1862," "The Ogmore Valley Railways Act, 1863," "The Ely Valley Extension Railway Act, 1863," "The Llynvi and Ogmore Railway Act, 1864," "The Ogmore and Ely Valleys Amalgamation Act 1865," "The Llynvi Valley

Railway Act, 1866," "The Llynvi and Ogmore Railways Amalgamation Act, 1866," "The Ogmore Valley Railways Act, 1866," "The Llynvi and Ogmore Railway Act, 1867," and "The Llynvi and Ogmore Railway Act, 1869," the Act 17th Vict., c. 197, and all other Acts relating to the South Wales Mineral Railway; the Act 8 and 9 Vict., cap. 190, and all other Acts relating to the South Wales Railway, and Acts relating to the Great Western Railway Company and their undertaking, viz. (Local and Personal Acts) 5 and 6 William IV. cap. 107, the Great Western Railway Act, 1851, the Great Western (Birmingham and Chester Railways Act) 1854, Great Western Railway (Capital) Act, 1861, Great Western Railway (West Midland Amalgamation) Act, 1863, Great Western Railway (South Wales Amalgamation) Act, 1863, Great Western Railway (Vale of Neath Amalgamation) Act, 1866, Great Western Railway (Wycombe Railway Transfer) Act, 1866, Great Western Railway (Further Powers) Act, 1866, Great Western Railway (Various Powers) Act, 1867, Great Western Railway Act, 1868, Great Western Railway Act, 1869, the Great Western Railway Act, 1870, the Great Western Railway (Hereford and Gloucester Canal Vesting) 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 Companies (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 Great Western Railway Company.

20. And notice is hereby further given, that duplicate plans and sections describing the line, situation, and levels of the railways and other works, and the lands in and through which the same may be made and the lands proposed to be taken and purchased, 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 an Ordnance or published map whereon will be defined the general course or direction of such railways, together with a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1872, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in the said county; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as may relate to each parish in or through which the railway and works are intended to be made, maintained varied, extended, or enlarged, together with a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 15th day of November, 1872.

Baxter, Rose, Norton, and Co.,

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

Board of Trade.

Session 1873.

Neath and District Tramways.

(Application for Provisional Order under The Tramways Act, 1870, for Powers to construct Street Tramways in the towns of Neath and Briton Ferry and their neighbourhood, Tolls, Provisions for use of Tramways and Streets traversed; Agreements with and Powers to the Corporation of Neath, and other Bodies and Persons; Amendment and Incorporation of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order authorising the Neath and District Tramways Company (Limited), who are in this Notice referred to as the Company, to make and maintain the Street Tramways described in this Notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

A Tramway No. 1, commencing in the parish of Cadoxton-juxta-Neath in the county of Glamorgan, at a point in the centre of the turnpike road leading from Swansea to Neath, opposite to the western corner of the Nag's Head public-house, in the village of Skewen, passing thence in an easterly direction along the said turnpike road, Bridge-street, Angel-street, New-street, and Orchard-street, and terminating in the centre of Orchard-street, in the parish and borough of Neath, at a point two chains or thereabouts north-west of the main entrance to the Corporation Field.

The centre line of the proposed Tramway No. 1 will be at its commencement and for its entire length in the centre of the roads and streets through which it passes, except—

(a.) At a point $4\frac{1}{2}$ chains from its commencement it will gradually diverge to the right (measuring from the commencement to the termination of Tramway) until in the length of half a chain it attains the distance of 4 ft. 6 in. from and to the right (measuring as aforesaid) of the imaginary centre line of the said turnpike road, from whence it will continue parallel to and at the said distance from and to the right of the imaginary centre line for the length of 1 chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of the said turnpike road, and—

(b.) At a point in the said turnpike road 3 chains or thereabouts westward of the lodge known as the Court Herbert Lodge, whence it will gradually diverge to the right until in the length of half a chain it attains the distance of 4 ft. 6 in. from and to the right of the imaginary centre line of the said turnpike road, from whence it will continue parallel to, and at the said distance from, and to the right of, the imaginary centre line for the length of 1 chain whence it will gradually approach until in the further length of half a chain it reaches the centre of that road, and—

(c.) At a point in the said turnpike road 2 chains east of the western corner of the chapel called the Episcopal Chapel, whence it will gradually diverge to the right until in the length of half a chain it attains the distance of 4 ft. 6 in. from and to the right of the imaginary centre line of the said turnpike road, from whence it will continue parallel to, and at the said distance from, and to the right of, the imaginary centre line for the length of one chain, whence it will gradually approach until in

the further length of half a chain it reaches the centre of that turnpike road; and

(d.) At a point in Angel-street 2 chains or thereabouts east of the eastern end of the Bridge carrying Bridge-street over the Neath Canal, from whence it will gradually diverge to the right until in the length of half a chain it attains the distance of 4 ft. 6 in. from and to the right of the imaginary centre line of Angel-street, from whence it will continue parallel to, and at the said distance from, and to the right of, the imaginary centre line for the length of 1 chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of Angel-street opposite the junction of James-street with that street.

A Tramway (No. 1a) situate wholly in the parish of Cadoxton-juxta-Neath, commencing by a junction with Tramway No. 1 at a point on the said turnpike road from Swansea to Neath, $4\frac{1}{2}$ chains eastward of the point hereinbefore described as the point of commencement of Tramway No. 1, thence continuing in an easterly direction along the said turnpike road, and terminating by a junction with Tramway No. 1 at a point in the centre of that turnpike road 2 chains or thereabouts from the point hereinbefore described as the commencement of the Tramway.

The centre line of Tramway No. 1a will be at its commencement in the centre of the said turnpike road, and will thence gradually diverge to the left until in the length of half a chain it attains the distance of 4 feet 6 inches from and to the left of the imaginary centre line of that turnpike road, from whence it will continue parallel to, and at the said distance from, and to the left of, the imaginary centre line for the length of 1 chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of the said turnpike road.

A Tramway (No. 1b) situate wholly in the parish of Cadoxton-juxta-Neath, commencing by a junction with Tramway No. 1, at a point in the said turnpike road, 3 chains, or thereabouts, westward of the Lodge known as the Court Herbert Lodge, continuing thence in an easterly direction along the said road, and terminating by a junction with Tramway No. 1 in the centre of the said turnpike road, at a point 2 chains, or thereabouts, from the point hereinbefore described as the commencement of the Tramway.

The centre line of Tramway No. 1b will be at its commencement in the centre of the said turnpike road, and will thence gradually diverge to the left until in the length of half a chain it attains the distance of 4 feet 6 inches from and to the left of the imaginary centre line of that turnpike road, from whence it will continue parallel to, and at the said distance from, and to the left of, the imaginary centre line of that turnpike road, for the length of 1 chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of the said turnpike road.

A Tramway (No. 1c), situate wholly in the parish of Cadoxton-juxta-Neath, commencing by a junction with Tramway No. 1, at a point in the said turnpike road 2 chains east of the western corner of the chapel called the Episcopal Chapel, proceeding thence in an easterly direction along the said turnpike road, and terminating by a junction with Tramway No. 1, in the centre of that road at a point 2 chains, or thereabouts, from the point hereinbefore described as the commencement of the Tramway.

The centre line of Tramway No. 1c will be at its

commencement in the centre of the said turnpike road, and will thence gradually diverge to the left until in the length of half a chain it attains the distance of 4 feet 6 inches from and to the left of the imaginary centre line of that road, from whence it will continue parallel to and at the said distance from, and to the left of, the imaginary centre line for the length of 1 chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of the said turnpike road.

A Tramway (No. 1d), situate wholly in the parish of Neath, commencing by a junction with Tramway No. 1, at a point in Angel-street 2 chains, or thereabouts, east of the eastern end of the Bridge, carrying Bridge-street over the Neath Canal, thence continuing in an easterly direction along Bridge-street, and terminating by a junction with Tramway No. 1 at a point in the centre of that street 2 chains or thereabouts from the point hereinbefore described as the commencement of the Tramway.

The centre line of Tramway No. 1d will be at its commencement in the centre of Angel-street, and will thence gradually diverge to the left until in the length of half a chain it attains the distance of 4 feet 6 inches from and to the left of the imaginary centre line of that street, from whence it will continue parallel to and at the said distance from, and to the left of the imaginary centre line, for the length of 1 chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of the said street.

A Tramway (No. 2) commencing in the parish of Neath, at the point in Orchard-street hereinbefore described as the termination of Tramway No. 1, passing thence through Orchard-street, the London-road, Briton Ferry-road, and Neath-road, in Briton-Ferry, and terminating in the parish of Briton Ferry, in the said Neath-road, at a point opposite the junction of Charles-street with that road.

The centre line of Tramway No. 2 will be at its commencement in the centre of Orchard-street, and from thence to its termination will be in the centre of the roads and streets through which it passes, except :—

(a.) At a point half a chain or thereabouts from its commencement it will gradually diverge to the right (measuring from the commencement to the termination of the Tramway) until in the length of half a chain it attains the distance of 4 feet 6 inches from, and to the right (measuring as aforesaid) of the imaginary centre line of Orchard-street, from whence it will continue parallel to, and at the said distance from, and to the right of, the imaginary centre line of Orchard-street and London-road, for the length of 1 chain, from whence it will gradually approach until in the further length of half a chain it reaches the centre of London-road, and

(b.) At a point in the London-road distant 2 chains or thereabouts north-east of the junction of the Windsor-road with London-road, whence it will gradually diverge to the right until in the length of half a chain it attains the distance of 4 feet 6 inches from and to the right of the imaginary centre line of the said London-road, from whence it will continue parallel to, and at the said distance from, and to the right of, the imaginary centre line for the length of 1 chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of London-road; and

(c.) At a point in the Briton Ferry-road opposite the north corner of Rotten-row, from whence it will gradually diverge to the right until in the length of half a chain it

attains the distance of 4 feet 6 inches from and to the right of the imaginary centre line of the Briton Ferry-road, from whence it will continue parallel to, and at the said distance from, and to the right of, the imaginary centre line for the length of 1 chain, from whence it will gradually approach until in the further length of half a chain it reaches the centre of that road; and

(d.) At a point in the Briton Ferry-road 6 chains or thereabouts south of the point where the Pant-howell-ddhu Brook crosses under that road, from whence it will gradually diverge to the right until in the length of half a chain it attains the distance of 4 feet 6 inches from and to the right of the imaginary centre line of that road, from whence it will continue parallel to, and at the said distance from, and to the right of, the imaginary centre line for the length of 1 chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of that road; and

(e.) At a point in Neath road, in Briton Ferry, opposite the north-eastern corner of St. Clement's Church, from whence it will gradually diverge to the right until in the length of half a chain it attains the distance of 4 feet 6 inches from and to the right of the imaginary centre line of Neath road, from whence it will continue parallel to, and at the same distance from, and to the right of, the imaginary centre line for the length of 1 chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of that road; and

(f.) At a point in the Neath road, in Briton Ferry, $3\frac{1}{2}$ chains or thereabouts north of the junction of Charles street with the Neath road, from whence it will gradually diverge to the right, until in the length of half a chain it attains the distance of 4 feet 6 inches from and to the right of the imaginary centre line of Neath road, from whence it will continue parallel to, and at the same distance from, and to the right of, the imaginary centre line for the length of 1 chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of that road.

A Tramway (No. 2a) situate wholly in the parish of Neath, commencing by a junction with Tramway No. 2 at a point in Orchard street half a chain or thereabouts southward of the point hereinbefore described as the point of commencement of Tramway No. 2, thence continuing in a southward direction along Orchard street, and the London road, and terminating by a junction with Tramway No. 2, at a point in the centre of that road two chains or thereabouts from the point hereinbefore described as the commencement of the Tramway.

The centre line of Tramway No. 2a will be at its commencement in the centre of Orchard-street, and will thence gradually diverge to the left until in the length of half a chain it attains the distance of 4 feet 6 inches from and to the left of the imaginary centre line of Orchard-street, from whence it will continue parallel to and at the said distance from, and to the left of, the imaginary centre line of Orchard-street and London-road for the length of 1 chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of the London-road.

A Tramway (No. 2b) situate wholly in the parish of Neath, commencing by a junction with Tramway No. 2 at a point in the London-road, distant 2 chains or thereabouts north-east of the

junction of Windsor-road with London-road, thence continuing in a southerly direction along the London-road, and terminating by a junction with Tramway No. 2, at a point in the centre of that road 2 chains or thereabouts from the point hereinbefore described as the commencement of the Tramway.

The centre line of Tramway No. 2 b will be at its commencement in the centre of the said London-road, and will thence gradually diverge to the left until in the length of half a chain it attains the distance of 4 feet 6 inches from and to the left of the imaginary centre line of that road, from whence it will continue parallel to and at the said distance from and to the left of the imaginary centre line for the length of 1 chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of the said road.

A Tramway (No. 2 c) situate wholly in the parish of Llantwit-juxta-Neath, commencing by a junction with Tramway No. 2 at a point in the Briton Ferry-road, opposite the north corner of Rotten-row, thence continuing in a southerly direction along the said road and terminating by a junction with Tramway No. 2, at a point in the centre of that road 2 chains, or thereabouts, from the point hereinbefore described as the commencement of the Tramway.

The centre line of Tramway (No. 2 c) will be at its commencement in the centre of the Briton Ferry-road, and will thence gradually diverge to the left until in the length of half a chain it attains the distance of 4 feet 6 inches from and to the left of the imaginary centre line of that road, from whence it will continue parallel to, and at the said distance from, and to the left of, the imaginary centre line for the length of 1 chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of the said road.

A Tramway No. 2 d, situate wholly in the parish of Briton Ferry, commencing by a junction with Tramway No. 2, at a point in the Briton Ferry-road, 3 chains, or thereabouts, south of the point where the Panthowell-ddhu Brook crosses under that road, thence continuing in a southerly direction along the said road, and terminating by a junction with Tramway No. 2, at a point in the centre of that road, 2 chains or thereabouts from the point hereinbefore described as the commencement of the Tramway.

The centre line of Tramway No. 2 d will be at its commencement in the centre of the Briton Ferry-road, and will thence gradually diverge to the left, until in the length of half a chain it attains the distance of 4 feet 6 inches from and to the left of the imaginary centre line of that road, from whence it will continue parallel to, and at the said distance from, and to the left of, the imaginary centre line for the length of one chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of the said road.

A Tramway No. 2 e, situate wholly in the parish of Briton Ferry, commencing by a junction with Tramway No. 2, at a point in the Neath-road, in Briton Ferry, opposite the north-eastern corner of St. Clement's Church, thence continuing in a southerly direction along the said road, and terminating by a junction with Tramway No. 2, at a point in the centre of that road, 2 chains or thereabouts from the point hereinbefore described as the commencement of the Tramway.

The centre line of Tramway No. 2 e will be at its commencement in the centre of the Neath-road, and will thence gradually diverge to the left, until in the length of half a chain it attains the distance of 4 feet 6 inches from and to the left of the imaginary centre line of that road, from whence it will continue parallel to, and at the said distance

from, and to the left of, the imaginary centre line for the length of one chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of the said road.

A Tramway No. 2 f, situate wholly in the parish of Briton Ferry, commencing by a junction with Tramway No. 2 at a point in Neath-road, in Briton Ferry, $3\frac{1}{2}$ chains, or thereabouts, northward of the junction of Charles-street with the Neath-road, thence continuing in a southward direction along Neath-road, and terminating by a junction with Tramway No. 2 at a point in the centre of Neath-road, 2 chains or thereabouts from the point hereinbefore described as the commencement of the Tramway.

The centre line of Tramway No. 2 f will be at its commencement in the centre of Neath-road, and will thence gradually diverge to the left until, in the length of half a chain, it attains the distance of 4 feet 6 inches from, and to the left of, the imaginary centre line of Neath-road, from whence it will continue parallel to, and at the said distance from, and to the left of, the imaginary centre line for the length of one chain, whence it will gradually approach until in the further length of half a chain it reaches the centre of the said road.

All the proposed Tramways and Works hereinbefore described will pass or be made from, in, through, or into the several parishes and places following, or some of them, that is to say, Cadoxton-juxta-Neath, Neath, the borough of Neath, Llantwit-juxta-Neath, and Briton Ferry.

It is intended to run on the proposed Tramways or some of them, or some part or parts thereof, carriages or trucks adapted for use upon Railways, and the said Tramways will be laid along the whole of the several streets and roads along which it is proposed to lay the same, so that a less space than 10 feet 6 inches will intervene between the outside of the footpath on the sides of the said streets or roads, and the nearest rails of the Tramways.

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

To authorise the promoters to enter upon and open the surface of, and to alter and stop up, remove and otherwise interfere with, streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, bridges, sewers, drains, pavements, thoroughfares, water-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 substituting others in their places, or for other purposes of the Provisional Order,

For all or any of the purposes of the Provisional Order, or of their Tramway Undertaking, to purchase or acquire by agreement, or to take by agreement, easements over lands, houses, and property, and to erect offices, buildings, and other conveniences on any such lands.

To levy tolls, rates, and charges for the use of the proposed Tramways by carriages passing along the same, and for the conveyance of passengers, goods, minerals, and other traffic upon the same, and to confer exemptions from the payment of such tolls, rates and charges. The Provisional Order will further contain provisions—

Providing for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any

of the proposed Tramways, rails, or plates may be laid, and to exempt the promoters from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed Tramways may be laid.

To provide for and regulate the user by the Company for the purposes of the Provisional Order of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

Reserving to the promoters the exclusive right of using on the proposed Tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edged rail or on a grooved rail.

Prohibiting, except by agreement with the promoters, or upon terms to be prescribed by the Provisional Order, the use of the proposed Tramways by persons, companies, or corporations other than the promoters, with carriages with flange wheels, specially or particularly adapted to run on an edged rail or on a grooved rail, and authorising and giving effect to agreements between the promoters and any other persons, companies, or corporations for the use of the said Tramways with such carriages, and confer all necessary powers in that behalf on the promoters, and all such other persons, companies, or corporations.

Regulating the passage of traffic (whether of the promoters or not) along streets, roads, or places in which the proposed Tramways will be laid, or any part or parts thereof, and along, over, and across such Tramways, and for preventing obstructions to all or any such traffic, and enabling the promoters and the Mayor, Aldermen, and Burgesses of the borough of Neath, the Briton Ferry Local Government Board, and other bodies and persons or any or either of them, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or any of the provisions of the Provisional Order.

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

Enabling the promoters and the Corporation and any Board Trustees or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal, steam, or other power, and for the payment of composition in respect of the user of such streets, roads, and places, and for securing the carrying out of the undertaking to be authorized by the Provisional Order, and to confirm any agreement or agreements which have or has already been made, or may hereafter be made, with reference to any of these matters.

To enable the Board of Trade or any or some

one of Her Majesty's Principal Secretaries of State, or some other public body or authority, to appoint a referee or referees to inquire into, report upon, or decide any questions which it may be expedient to refer, or which by the Provisional Order may be referred, or directed to be referred, to such referee or referees, with power to such referee or referees to administer oaths and affirmations, and to confer upon him or them, and to enable him or them to exercise the power of a Court of Law, or the powers usually conferred upon arbitrators, or other special powers, and to make provisions for enforcing and giving effect to his or their decisions, awards, and reports.

The Provisional Order will incorporate with, and extend and apply to, itself "The Tramways Act, 1870," or wholly or partially exempt the promoters from any of the provisions of that Act, or modify or alter the same with reference to all or any of the objects of the Provisional Order, and may vary or extinguish any rights or privileges thereunder, or under any other Act or Acts, and will alter, amend, extend, and enlarge, or repeal, all or some of the powers and provisions of the Acts (Local and Personal) following, that is to say:—

31 Geo. 3, c. 85, and any other Act relating to the Neath Canal Navigation, the Neath Market Act, 5 and 6 Will. 4, c. 53, 14 and 15 Vic. c. 16 (The South Wales Highway Act), the Neath Water Supply Act, 1861 (24 Vic. c. 45), the Neath Water Extension Act, 1865 (28 and 29 Vic. c. 141), the Neath New Gas Act, 1866 (29 and 30 Vic. c. 218), the Briton Ferry Gas Act, 1866 (29 Vic. c. 40).

And the Provisional Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights or privileges.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 15th January, 1873.

And Notice is hereby further given, that plans and sections of the proposed street tramways and works, and a copy of this Notice, will be deposited on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and with the Town Clerk of the Borough of Neath, at his office in Neath, and with the Clerk of the Briton Ferry Local Government Board, at his office at Briton Ferry, and at the office of the Board of Trade, Whitehall, London, at the Private Bill Office of the House of Commons, and at the office of the Clerk of the Parliaments, House of Lords; and a copy of so much of the said plans and sections as relates to each parish in or through which the proposed Tramways are intended to be made, together with a copy of this Notice, will, on or before the said 30th day of November, be also deposited for public inspection with the Parish Clerk of each such parish, at his residence.

The Draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade, on or before the 23rd day of December next, and printed copies of the Draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished (at the price of one shilling for each copy), to all persons applying for same, at the offices of the undersigned.

Dated this 14th day of November, 1872.

R. P. Morgan, Neath, Solicitor for the Promoters.

Simson, Wakeford, and Simson, 11, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1873.

Cheshire Lines Committee.

(Construction of Branch Railways in the County of Chester; Compulsory Purchase of Lands; Tolls, &c.; Stopping up of Streets and Roads in Manchester; and Stopping up and Diversion of Footpaths in Parishes of Warrington and Bowdon; Additional Lands in the Counties of Lancaster and Chester; Application of Funds; 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 Cheshire Lines Committee, for leave to bring in a Bill, and to pass an Act for all or some of the following purposes, namely:—

To authorize the Cheshire Lines Committee (hereinafter called "the Committee") to make and maintain the railways following, or some part or parts thereof, with all proper stations, works, and conveniences connected therewith (that is to say):—

A Railway No. 1, commencing in the township of Marston, in the parish of Great Budworth, by a junction with the railway of the Committee authorized by "The Cheshire Lines Transfer Act, 1865," and therein described as Railway No. 2, at a point on that railway $8\frac{1}{2}$ chains or thereabouts measured along the said railway in an easterly direction from the east side of the public road leading from Northwich to Warrington, and terminating in the gateway of or entrance to the salt works of the Victoria Salt Company (Limited) in the township of Wincham, in the parish of Great Budworth aforesaid, at a point in that gateway 8 yards or thereabouts measured in a southerly direction from the south-east corner of the office or weighing house of the said works along the line of the said gateway. And which said intended railway will pass from, in, through, or into the several parishes, townships, or places following, or some of them, namely, Great Budworth, Marston, Wincham, all in the county of Chester.

A Railway No. 2, commencing by a junction with the Winsford Branch of the West Cheshire Railway belonging to the Committee at a point on the said Winsford Branch Railway, 10 chains or thereabouts measured in a northerly direction along the said railway from the north end of the booking offices of the Winsford Station on the said railway, and terminating in the salt works in the occupation of Messieurs Joseph Verdin, Thomas Verdin, Robert Verdin, and Joseph Verdin the younger, situate in the township of Wharton, in the parish of Davenham, in the said county of Chester, at a point 4 yards or thereabouts from the north-west corner of the most southerly building in the said works, measured from the said north-west corner of the said building in a westerly direction and in a line with the north side thereof; and which said 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, Over, Whitegate, Wharton, and Davenham, all in the county of Chester.

And it is also proposed by the said intended Act to confer on the Committee 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, houses, and buildings 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, houses, and buildings 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 authorize the Committee to purchase by compulsion or agreement certain lands and houses situate in Heaton Norris, in the parish of Manchester, in the county of Lancaster, belonging to the trustees under the will of Joseph Wildgoose, deceased, and others in Hope-street and Allen-street, in Heaton Norris aforesaid.

Certain lands lying and abutting upon the north and south sides of the Stockport and Timperley Branch of the railway of the Committee, adjoining the Cheadle Station on that railway, being parts of lands respectively numbered 3, in the township of Didsbury, in the parish of Manchester and county of Lancaster; 43 and 44 in the townships of Cheadle Bulkeley, in the parish of Cheadle and county of Chester, and 1, 3, 4, 5, and 6 in the township of Etchells, in the parish of Stockport, in the county of Chester, on the deposited plans referred to in the Stockport, Timperley, and Altrincham Junction Railway Act, 1861.

Certain other lands lying and abutting upon the north and south sides of the said Stockport and Timperley Branch Railway, adjoining the Northenden Station on that railway, being parts of lands respectively numbered 7, 9, 11, 12, 13, and 14 in the said township of Didsbury and parish of Manchester; and 2, 4, 6, 8, 9, 10, 11, and 13 in the township of Etchells, in the parish of Northenden, in the county of Chester, on the said deposited plans.

Certain other lands, houses, and buildings situate in the parish of Manchester, in the county of Lancaster, lying and being in Lower Moseley-street, Fleet-street, and Lombard-street, all in Manchester aforesaid, bounded northwardly by Fleet-street, southwardly by Lombard-street, eastwardly by Lower Moseley-street aforesaid, and westwardly by the line showing the limit of deviation on the deposited plans referred to in the Cheshire Lines Act, 1872.

Certain other lands, houses, and buildings situated in Lower Moseley-street aforesaid, being a triangular plot of land bounded eastwardly by Lower Moseley-street, where that street joins Great Bridgewater-street, northwardly by Lom-

bard-street, and westwardly by the said line, showing the limit of deviation on the last-mentioned deposited plans.

Certain other lands, houses, and buildings situate in Manchester aforesaid, bounded eastwardly by Lower Mosley-street, northwardly by Great Mount-street, southwardly by Fleet-street, and westwardly by a line drawn from the north-east corner of Rainforth-street, where it joins Great Mount-street, to a point in Fleet-street opposite the centre of Bishop Gate-street.

Certain other lands, houses, and buildings in Manchester aforesaid lying between Windmill-street on the north, Great Mount-street on the south, Bedford-street on the east, and a line continued in a southerly direction from the south end of **Hall's** buildings till the same will intersect Great Mount-street on the west.

To authorize the Committee to permanently stop up that part of Fleet-street, in Manchester aforesaid, lying between Lower Mosley-street and the point where Bishop Gate-street joins Fleet-street; also to permanently stop up so much of the street called Lombard-street, in Manchester aforesaid, as lies between Lower Mosley-street and the point where Bishop Gate-street intersects Lombard-street.

To stop up, discontinue, and extinguish all rights of way in respect of a certain footpath in the parish of Warrington, in the county of Lancaster, leading from a certain street in Warrington called School-brow into a certain other street in Warrington aforesaid called Battersby-lane, and to lay out and construct in lieu thereof a new footpath commencing in School-lane aforesaid at the south-east corner of the yard or playground of the Warrington Free Grammar School, and terminating in Battersby-lane at the south-east corner of and adjoining the bridge carrying the Liverpool Extension Railway, belonging to the Committee, over Battersby-lane aforesaid.

To stop up, discontinue, and extinguish all rights of way in that portion of a footpath leading from Broadheath-road, in the parish of Bowdon, in the county of Chester, to a house and premises called Timperley Lodge, in the occupation of George Smith, as lies between the boundary fence on the south-east side of the Railway No. 2, authorized by the Manchester, Sheffield, and Lincolnshire Railway Extension to Liverpool Act, 1865, to the point where the said footpath terminates, at or near Timperley Lodge aforesaid.

To enable the Committee to apply for the purposes of the intended Act, any capital or funds now belonging to them or under their control.

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), that is to say: 29 and 30 Vict. cap. 351; 30 and 31 Vict. cap. 207; 31 and 32 Vict. cap. 26; 35 and 36 Vict. cap. 57; and all other Acts relating to the Cheshire Lines Committee.

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 ordinance 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 Chester, at his office at Chester, and with the Clerk of the Peace for the county of Lancaster, at his office at Preston, 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 other 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.

Johnston, Farquhar, and Leech,
65, Moorgate-street, London;
J. R. and R. Lingard, Westminster and Manchester;
Beale, Marigold, and Beale, Great George-street, Westminster;

Solicitors
for the
Bill.

In Parliament.—Session 1873.

Oswestry and Llangynog Railway.

(Incorporation of Company—Power to make a Railway from Oswestry to Llangynog—Compulsory Purchase of Lands, Tolls, &c.—Running Powers over the Cambrian Railways—Traffic and other arrangements with the Cambrian Railways Company, the Great Western Railway Company, and the Potteries, Shrewsbury, and North Wales Railway Company—Subscription by those Companies—Special Gauge—Amendment of Acts, and other purposes.)

NOTICE is hereby given, that an 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 incorporate a Company (hereinafter called "the Company"), and to enable the Company to make and maintain the following railways or some or one of them, with all proper and necessary stations, works, and conveniences connected therewith (that is to say):

A Railway No. 1, commencing in the parish of Oswestry, in the county of Salop, by a junction with the Cambrian Railway 120 yards or thereabouts south of the point where such railway crosses under the turnpike road leading from Oswestry to Shrewsbury, near the Oswestry Gas Works, and terminating at a stream forming the boundary of the parishes of Oswestry and Llan-silin, in the county of Salop, at a point 130 yards or thereabouts east of Tycoch Farm-house, the property of John Wynne Eytton, Esquire, and in the occupation of Mr. David Williams.

A Railway No. 2, commencing in a field called Caerbont, in the parish of Llangynog, in the county of Montgomery, belonging to Rev. Frederick Assheton Lloyd, and occupied by Mr. Thomas Savin, and numbered 231 on the parish map of the said parish of Llangynog, and terminating by a junction with Railway No. 1, at the intended point of termination of that railway.

A Railway No. 3, commencing by a junction with Railway No. 1, at the said intended point of termination of that railway, and terminating in the parish of Llanyblodwel, in the county of

Salop, by a junction with the Nantmawr branch of the railway of the Potteries, Shrewsbury, and North Wales Railway Company, 80 yards or thereabouts north-west of the point where such branch railway crosses on a level the public road leading from Porthywaen to Cefn-y-Blodwell.

A Railway No. 4, commencing in the parish of Llanyblodwel, in the county of Salop, by a junction with Railway No. 3, in a field the property of the Earl of Bradford, and in the occupation of Mr. Edward Williams, at a point 100 yards or thereabouts north-west of a house the property of the said Earl of Bradford, and in the occupation of Robert Probert, and terminating in the same parish by a junction with the Porthywaen branch of the Cambrian Railways, at a point adjoining Cooper's Rock Lime Kilns, 40 yards or thereabouts north of a house the property of the Earl of Powis, and in the occupation of Mr. David Price; and which said several railways or some or one of them will pass in, into, and through the several parishes, townships, extra-parochial and other places following, or some of them (that is to say): Oswestry liberties, Oswestry parish, Weston, Weston Cotton, Morda, Sweeney, Lilwynn-mapsis, Coedygo, Trefarclawdd, Trefonen, Carneddau, Treflach, Portywaen, Nantmawr, Blodwell, Llanyblodwell, Sychtyn Bryn Sycharth, Llansilin, all in the county of Salop; Sychtyn, Llansilin, Ystynallau, Pwllhir, Cefnybraich, Talwrn, Priddbwl, Priddbwl Mawr, Priddbwl Canol, Priddbwlwfach Saerfain, Bronhaulog, Sycharth, Lloran, Lloran Issa, Lloran Ganol, Lloran Ucha, Moelfre, Cymdu Efeirhyd, Cefnhir, Trebrys, Trebrysfawr, Llangedwin Pentrefelin, Trefeilw, Trewern, Trerlan, Tynmaes, Clynog, and Llanrhaidr-yn Mochnant, all in the county of Denbigh; and Trebrysfawr Llanrhaidr-yn Mochnant, Clynog, Cefn Coch, Pedairffordd, Castell Moch, Plasdu, Gartgelynen fawr, Gartgelynen-fechan, Mochnant, Cleos, Penybont-fawr, Tynycaeau, Pennant, Hirnant, Bryndreiniog, Glanafon, Glanafon fawr, Glanafon fach, Rhiwarth, Llangynog and Llan, all in the county of Montgomery.

To authorise the Company 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, delineated on the plans to be deposited as herein-after mentioned, and any other lands and houses which may be required for the purposes of the proposed railways and works.

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any lands and houses proposed to be purchased, taken, used, or interfered with for the purposes of the intended Act, or which would in any manner impede or interfere with the construction, maintenance, and use of the proposed railways and works, or any or either of them respectively, or the objects or purposes of the intended Act, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorise the crossing on the level, or over or under, and the deviating, altering, or stopping up, whether temporarily or permanently, of all such turnpike roads, parish roads, highways, streets, and other roads, rivers, canals, streams, railways, tramroads, bridges, and other works, within the parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to pass across or over or under, or to divert, alter, or stop up, or interfere with by reason of the construction of the intended railways or works, or any of them, or otherwise, for the purposes of the intended Act, and to appropriate the sites thereof respectively to the

use of the Company and purposes of their undertaking.

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

To enable the Company and the Cambrian Railways Company, the Great Western Railway Company, and the Potteries, Shrewsbury, and North Wales Railway Company, any or either of them, to enter into agreements for the management, use, working and maintenance of the intended railways or works, or either of them, or any part thereof; the supply of any rolling and 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 railways of the Company, and the railways of the Cambrian Railways Company, the Great Western Railway Company, and the Potteries, Shrewsbury, and North Wales Railways Company, any or either of them, or any railway leased or worked by them on any or either of them; and the fixing and division between the said Companies of the receipts arising from such traffic; and for referring to arbitration or to the Board of Trade the terms and conditions and any differences that may arise between the said Companies with respect to any of the matters aforesaid; and to ratify and confirm any agreement or agreements which have been or may be made with respect to such matters.

And it is also proposed by the said intended Act to authorise and empower the Cambrian Railways Company, the Great Western Railway Company, and the Potteries, Shrewsbury, and North Wales Railway Company, any or either 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 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 railways belonging to the Cambrian Railways Company as is situate between the intended junction of Railway No. 1 with the Cambrian Railways, and the junction of the Great Western Railway with the Cambrian Railways at Oswestry, 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 Oswestry, 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 Cambrian Railways 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 Company 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 enable the Company to construct the intended railways 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 railways 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.

And it is proposed for all or any of the purposes aforesaid to alter, amend, extend, and enlarge, vary, or repeal all or some of the powers and provisions of the several local and general Acts following, or some of them (that is to say): 27 and 28 Vic., caps. 97, 147, 161, 262, and 263; 28 and 29 Vic., caps. 277, 283, and 291; 29 and 30 Vic., cap. 334; 30 and 31 Vic., cap. 137; and 31 and 32 Vic., cap. 177, relating to the Cambrian Railways Company, and any other Act relating to that Company; 5 and 6 Will. IV, cap. 107; "The Great Western Railway Act, 1851;" "The Great Western, Birmingham, and Chester Railways Act, 1854;" "Great Western Railway (Capital) Act, 1861;" "Great Western Railway (West Midland Amalgamation) Act, 1863;" "Great Western Railway (South Wales Amalgamation) Act, 1863;" "Great Western Railway (Vale of Neath Amalgamation) Act, 1866;" "Great Western Railway (Wycombe Railway Transfer) Act, 1866;" "Great Western Railway (Further Powers) Act, 1866;" "Great Western Railway (Various Powers) Act, 1867;" "Great Western Railway Act, 1868;" and "The Great Western Railway Act, 1869;" and any other Act or Acts relating to or affecting the Great Western Railway Company. "The West Shropshire Mineral Railway Act, 1862;" "The West Shropshire Mineral Railway Act, 1863;" "The West Shropshire Mineral Railway (New Lines) Act, 1864;" "The Shrewsbury and North Wales Railway Act, 1864;" "The Shrewsbury and North Wales Railway Act, 1865;" "The Shrewsbury and Potteries Junction Railway Act, 1865;" "The Potteries, Shrewsbury and North Wales Act, 1866;" "The Shrewsbury and Potteries Junction Railway Deviations Act, 1866;" "The Potteries, Shrewsbury, and North Wales Railway Act, 1868," and any other Act or Acts relating to or affecting the Potteries, Shrewsbury, and North Wales Railway Company; and any other Acts of Parliament which it may be necessary to repeal, alter, or amend, for the purposes to be authorised by the intended Act; and to make other provisions in lieu of the provisions so repealed, altered, or amended.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections describing the lines, situations, and levels of the proposed railways and works, and 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 and lessees, or reputed owners and 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 for public inspection with the clerk of the peace for the county of Salop, at his office at Shrewsbury in that county; with the clerk of the peace for the county of Denbigh, at his office at Ruthin, in that county; and with the clerk of the peace for the county of Montgomery, at his office at Welshpool, in that county; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the said proposed railways and other works are intended to be made, or within which the said lands, houses, and property are situate; and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and as regards any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his place of abode.

And notice is hereby further given, that 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 14th day of November, 1872.

Thos. and Chas. Minshall, Oswestry, Solicitors for the Bill.

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

Glasgow and South-Western Railway (Stobcross Railway).

(Power to the Glasgow and South-Western Railway Company to construct Railways from the city of Glasgow Union Railway to Stobcross, and to raise additional Capital for that purpose; Purchase of Lands by compulsion or agreement: Levying of Tolls, Rates, &c.; Powers to the Midland Railway Company to subscribe and to raise Money; Powers to make Agreements with the Midland, the City of Glasgow Union, North British, and Caledonian Railway Companies, and the Trustees of the Clyde Navigation, or some of them; Provision for Transfer of Powers of Act to City of Glasgow Union Railway Company; Alteration of Line and Levels of part of Tramway authorised by "The Clyde Navigation (Stobcross Dock) Act, 1870;" Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Glasgow and South-Western Railway Company, hereinafter called "the Company," for an Act to effect the purposes following, or some of them, that is to say:—

To authorise the Company to make and maintain the railways and works hereinafter mentioned, or some or one of them, together with all necessary and convenient stations, approaches, viaducts, bridges, roads, communications, sewers, and other works and conveniences connected therewith, that is to say:—

No. 1. A Railway commencing by a junction with the railway authorised by the "City of Glasgow Union Railway Act, 1864," and therein sixthly described, at or near a house numbered 19 in Saint Enoch Square, in the City (of Glasgow) parish, belonging to the City of Glasgow Union Railway Company, and terminating by a junction with the railway now in course of construction,

authorised by "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," and therein fifthly described, and forming part of the Stobcross undertaking of the North British Railway Company, at a point within the Stobcross Station ground, 50 yards or thereabouts, measuring in a westerly direction from the south-west corner of the premises, numbered 316 Stobcross-street, occupied by Colin Robert Black and others, in the Barony parish, which intended railway and works will be situate within the parishes and places following, viz., City (of Glasgow) and Barony parishes, and royal burgh of Glasgow, in the county of Lanark.

No. 2. A Railway commencing by a junction with the said intended Railway No. 1, near the eastern side of Grace-street, at a point 67 yards or thereabouts, measuring in a northerly direction from the eastern corner of Grace-street and Stobcross-street, and terminating at a point within the station now in course of construction at Stobcross, 60 yards or thereabouts, measuring in a south-westerly direction from the western end of Saint Vincent-crescent, and 70 yards or thereabouts, measuring in a southerly direction from the northern corner of the said station at Kelvinhaugh-street, which intended railway and works will be situate wholly within the barony parish and county of Lanark.

No. 3. A Railway commencing by a junction with the said intended Railway No. 1, near the east side of Elliot-street, within the premises situated between Elliot-street and Port-street, and numbered 58 to 80 Port-street, and occupied by Alexander Chaplin and Company, at a point 61 yards, or thereabouts, measuring in a northerly direction, from the north side of Stobcross-street, and terminating by a junction with the tramway on the north side of the river Clyde, authorised by "The Clyde Navigation (Stobcross Dock) Act, 1870," and therein fourthly described, at a point thereon 96 yards, or thereabouts, measuring in a westerly direction from the north-east corner of the yard attached to Finnieston House at the junction of Finnieston-street and Stobcross-street, which intended railway and works will be situate wholly within the barony parish and county of Lanark.

No. 4. A Railway commencing by a junction with the said intended Railway No. 3, near the south-west corner of the Free Church School, numbered 15 Grace-street, at a point 35 yards, or thereabouts, measuring in a north-westerly direction from the west corner of Grace-street and Stobcross-street, and terminating by a junction with the tramway on the north side of the river Clyde, authorised by "The Clyde Navigation (Stobcross Dock) Act, 1870," and therein fourthly described, at a point thereon 125 yards, or thereabouts, measuring in a southerly direction from the north-east corner of the yard attached to Finnieston House at the junction of Finnieston-street and Stobcross-street, which intended railway and works will be situate wholly within the barony parish and county of Lanark.

To enable the Company or the Trustees of the Clyde Navigation to deviate and alter in the manner shown on the plans and sections hereinafter mentioned the authorised line and levels of the tramway on the north side of the River Clyde, authorised by "The Clyde Navigation

(Stobcross Dock) Act, 1870," and therein fourthly described, between the point of junction of that tramway with the said intended Railway No. 3, in the barony parish or county of Lanark, and a point 80 yards or thereabouts, measuring in a westerly direction along the authorised line of the said tramway from the point of junction of the said tramway with the said intended Railway No. 4, in the barony parish and county of Lanark, which deviation or alteration will be wholly situate in the barony parish and county of Lanark, and to enable or require the Trustees of the Clyde Navigation to abandon so much of their authorised tramway as will be rendered unnecessary by the formation of the said deviation.

And it is proposed by the intended Act to take and confer on the Company the powers, and to provide for the purposes hereinafter mentioned, or some of them, that is to say:—

To deviate laterally from the lines of the intended railways and works to the extent shown on the plans hereinafter mentioned, and to deviate vertically from the levels shown on the sections hereinafter mentioned.

To construct stations, sidings, goods depôts, hotels, wharves, warehouses, sewers, works, buildings, and conveniences, in connection with the intended railways.

To cross, divert, alter, and stop up for the purposes of the intended railways and works, and either temporarily or permanently, turnpike, statute labour, and other roads, streets, ways, streams, gas and water pipes, drains, sewers, bridges, footways, telegraphs, railways, and tramways within the parishes and places aforesaid, or any of them.

To purchase and take by compulsion or agreement lands, houses, and hereditaments for the purposes of the intended railways and works and of the intended Act, and to vary or extinguish all rights and privileges connected with the lands, houses, and hereditaments so to be purchased, which would in any manner impede or interfere with the construction, maintenance, or use of the intended railways and works.

To vary or alter the provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845," as incorporated with the intended Act, and to provide that it shall not be necessary for the Company to purchase the whole of any house or other building or manufactory when part only is required for the purposes of the intended Act.

To levy tolls, rates, duties, and charges upon or in respect of the use of the intended railways and works, and for the conveyance of passengers, animals, and goods thereon, and upon the railways, tramways, stations, and works hereinafter mentioned, belonging to other Companies or bodies; to vary the tolls now authorised to be taken on the last-mentioned railways, tramways, stations, and works; to confer exemptions from the payment of such several tolls, rates, duties, and charges, and to confer, vary, or extinguish other rights or privileges.

To authorise the Company to raise additional capital for the purposes of the intended Act by the creation and issue of new shares or stock, with such guarantee or preference and other privileges, if any, as may be thought expedient, or by borrowing on mortgage, or by one or other of those means, and to issue debenture stock in lieu of the amount so borrowed or authorised to be borrowed, and to exercise all other usual and necessary powers for carrying into effect the objects of the intended Act.

To provide that the capital to be raised by the Company for the purposes of the intended Act

and the moneys to be borrowed on mortgage or raised by debenture stock, and the revenues to be derived from the intended railways and works may be kept separate from the other capital and revenues of the Company; and to provide for the keeping of separate accounts, and all other such matters as may be necessary or proper with reference thereto.

To authorise the Midland Railway Company to subscribe and contribute to the capital to be raised for the purposes of the intended Act, and to take and hold shares in such capital, and for that purpose to raise money by the creation and issue of new shares or stock in their undertaking, with such guarantee or preference, and other privileges, if any, as may be thought expedient, or by borrowing on mortgage, or by one or other of these means, and to issue debenture stock in lieu of the amount so borrowed or authorised to be borrowed.

To authorise the Company and the Midland Railway Company to make and carry into effect agreements with respect to the construction, maintenance, and working of the said railways and works, and as to the application of the capital and revenues thereof, and to provide for carrying such agreements into effect, and to confirm all or any such agreements as have been or may be entered into prior to the passing of the intended Act; and to enable the Company and the Midland Railway Company to grant, secure, and attach to the shares or stock to be created for the purposes of the intended railways and works such fixed preferential or guaranteed dividend as they may think fit, and to provide for the payment of such preferential or guaranteed dividend.

To authorise the Company and the Midland Railway Company or either of them on the one hand, and the City of Glasgow Union Railway Company, the North British Railway Company, the Caledonian Railway Company, and the Trustees of the Clyde Navigation, or any of them, on the other hand, either solely or jointly, to enter into arrangements or agreements with respect to the forwarding, transmission, interchange, and working of traffic passing over the respective railways or tramways of the Company and the above-named Companies and Trustees, and the stations, works, and conveniences connected therewith respectively, or any of them, or any part thereof, and the fixing, collecting, and apportionment of the tolls or profits arising therefrom, and to enable the said Companies and Trustees, or any of them, to apply any portion of their income or capital to the purposes of any such arrangements or agreements, and to confirm any agreements with reference to the matters aforesaid or any of them made or to be made prior to the passing of the intended Act.

To provide for the transfer of all or some of the powers, rights, and privileges to be conferred on the Company by the intended Act to the City of Glasgow Union Railway Company, and to vest the same in that Company, and to enable that Company to make and maintain the railways to be authorised by the intended Act, and, in the event of such transfer and vesting as aforesaid, to enable the Company and the North British Railway Company and the Midland Railway Company respectively to subscribe to and hold shares in the undertaking of the City of Glasgow Union Railway Company, and to apply any portion of their existing capital and funds towards the purposes of such subscription, or to raise additional capital by the creation and issue of new shares or stock, with such guarantee or preference and other privileges (if any) as may be thought expedient, or

by borrowing on mortgage, or by one or other of those means, and to issue debenture stock in lieu of the amount so borrowed or authorised to be borrowed.

To enable the Company and the trustees of the Clyde Navigation to enter into and carry into effect arrangements and agreements with each other, and with the owners, lessees, and occupiers of the lands and property affected by the alteration or deviation of the tramway belonging to the said trustees, with reference to such alteration or deviation, and to the construction and cost thereof.

To vary or extinguish all rights and privileges which would interfere with or prevent the execution of the purposes of the intended Act, or any of them, and to confer all powers, rights, and privileges which may be necessary for carrying the same into effect.

To alter, amend, enlarge, or repeal, so far as may be necessary for the purposes of the said intended Act, the several Acts following, or one of them relating to the Glasgow and South-Western Railway Company and their undertaking (namely): "The Glasgow and South-Western Railway Consolidation Act, 1855," and the several Acts relating to the Glasgow and South-Western Railway Company and the undertakings belonging to, or held in lease by them, passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th, the 26th and 27th, the 27th and 28th, the 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, 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.

Also the following Acts, or some of them, 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, 115; 33 and 34 Vict., cap. 63; 34 and 35 Vict., caps. 11, 39, 86, and 192; and 35 and 36 Vict., caps. 118 and 140.

Also the following Acts relating to the City of Glasgow Union Railway Company and their undertaking, namely, 27th and 28th Vict., cap. 286; 28th and 29th Vict., cap. 247; 30th and 31st Vict., cap. 166; 32nd and 33rd Vict., cap. 81; 34th and 35th Vict., cap. 126; and 35th and 36th Vict., cap. 115.

Also the several Acts following, or some of them, relating to the North-British Railway Company, and their undertaking (that is to say):—local and personal Acts 49 Geo. III, cap. 83; 54 Geo. III, cap. 138; 57 Geo. III, cap. 56; 59 Geo. III, cap. 59; 1 and 2 Geo. IV, cap. 122; 4 Geo. IV, cap. 18; 7 Geo. IV, cap. 45; 11 Geo. IV, and 1 Will. IV, cap. 115; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 8 and 9 Vict., cap. 148;

9 and 10 Vict., caps. 81, 107, 202, 263, 332, and 337; 10 and 11 Vict., caps. 83, 245, and 246; 11 and 12 Vict., caps. 44, 70, 116, 118, 127, 134 (and the several Acts therein recited, in so far as not repealed thereby), and 160; 12 and 13 Vict., caps. 39, 72, and 86; 14 and 15 Vict., caps. 55 (and the provisions unrepealed of the Acts referred to in the schedule of such Act) and 62; 15 Vict., cap. 109; 16 and 17 Vict., caps. 90, 151, and 152; 17 and 18 Vict., caps. 199 and 212; 18 and 19 Vict., caps. 30, 127, 153, 158, and 190; 19 and 20 Vict., caps. 98 and 106; 20 and 21 Vict., caps. 78, 91, 124, and 129; 21 and 22 Vict., caps. 64, 65, 109 (and the provisions unrepealed of the Acts referred to in the Schedule of such Act), 145 and 165; 22 and 23 Vict., caps. 14, 24, 83, 85, and 96; 23 and 24 Vict., caps. 140, 145, 159, 178, and 195; 24 and 25 Vict., caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25 and 26 Vict., caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26 and 27 Vict., caps. 187, 194, 213, 223, 226, and 237; 27 and 28 Vict., caps. 81, 84, 100, 248, 271, 279, 286, and 292; 28 and 29 Vict., caps. 125, 152, 186, 200, 201, 202, 206, 213, 217, 308, 309, 328, and 356; 29 and 30 Vict., caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30 and 31 Vict., caps. 145 and 198; 31 and 32 Vict., caps. 63 and 139; 32 and 33 Vict., cap. 119; 33 and 34 Vict., cap. 135; 34 and 35 Vict., caps. 106 and 123; and 35 and 36 Vict., caps. 46 and 123; and all other Acts (if any) relating to the North-British Railway Company; Acts relating to the Devon Valley Railway Company, 21st and 22nd Vict., cap. 122; 24th and 25th Vict., cap. 200; 26 and 27th Vict., cap. 124; 29th and 30th Vict., caps. 277 and 326; 31st and 32nd Vict., cap. 2; and all other Acts (if any) relating to the Devon Valley Railway Company; the Acts 20th Geo. II, cap. 17; 16th Geo. III, cap. 16; 42nd Geo. III, cap. 27; 51st Geo. III, cap. 15; 55th Geo. III, cap. 97; 59th Geo. III, cap. 103; 5th Geo. IV, cap. 109; 6th Geo. IV, cap. 183; 7th and 8th Geo. IV, cap. 93; 11th Geo. IV, and 1st Will. IV, cap. 119; 1st and 2nd Will. IV, cap. 46; 4th and 5th Will. IV, cap. 81; 6th and 7th Will. IV and 1st Vict., caps. 59, 61, and 109; 6th and 7th Vict., caps. 83 and 84 (and the Acts therein recited); and 19th Vict., cap. 11; Acts relating to the Bathgate Railway Company, 9th and 10th Vict., cap. 332; 10th and 11th Vict., cap. 246; 11th and 12th Vict., caps. 116 and 160; 33rd and 34th Vict., cap. 91; and all other Acts (if any) relating to the Edinburgh and Bathgate Railway Company; "Glasgow Corporation Waterworks Act, 1855;" the Acts 16th and 17th Vict., cap. 119; and 23rd and 24th Vict., cap. 134; 25th and 26th Vict., cap. 48, and all other Acts relating to the Port Carlisle Dock and Railway Company; Acts relating to the Carlisle and Silloth Bay Railway and Dock Company, viz., 16th and 17th Vict., cap. 118; 18th and 19th Vict., cap. 153; 23rd and 24th Vict., cap. 134; and 25th and 26th Vict., caps. 45 and 47; "The Esk Valley Railway Act, 1863;" "The Esk Valley Railway (Lease) Act, 1866;" "The Leslie Railway Act, 1857;" "The Berwickshire Railway Act, 1862;" "The Berwickshire Railway Act, 1866;" "The Peebles Railway Act, 1853;" and the Acts 20th and 21st Vict., cap. 14; and 24th and 25th Vict., cap. 114, relating to the Peebles Railway Company; "The Saint Andrews Railway Act, 1851;" the Act relating to the Glasgow and Milngavie Junction Railway Company, 24th and 25th Vict., cap. 198; the Acts relating to the Blane Valley Railway Company,

24th and 25th Vict., cap. 248; 28th and 29th Vict., cap. 356; and 33rd and 34th Vict., cap. 78; Acts relating to the Perth General Railway Station, 28th and 29th Vict., caps. 252 and 253; "The Burntisland Harbour and Dock Act, 1866;" Acts relating to the Solway Junction Railway Company, 27th and 28th Vict., cap. 158; 28th and 29th Vict., cap. 186; 29th and 30th Vict., cap. 243; and 30th and 31st Vict., cap. 116; Acts relating to the Trustees of the Clyde Navigation, 21st and 22nd Vict., cap. 149, and the provisions unrepealed of the Acts referred to in the schedule to that Act; 27th and 28th Vict., cap. 248; 31st and 32nd Vict., cap. 124; Acts relating to the Ardmore Harbour; 29th and 30th Vict., cap. 337; and 31st and 32nd Vict., cap. 147; "The Scottish North-Eastern Railway Act, 1863;" "The Caledonian and Scottish North-Eastern Railways Amalgamation Act, 1866;" "The Broxburn Railway Act, 1867;" "The Dundee Seal Wall Esplanade, and Street Act, 1868;" "The Bo'ness and Grangemouth Railway Act, 1866;" and the several other Acts recited in such Acts, or any of them, and now in force; and any other Act or Acts in relation to the North British Railway Company, or to any Railway forming part of their system of Railways.

Also the following Acts, or some of them, relating to the Caledonian Railway Company: "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company and the undertakings amalgamated with or held in lease by them, passed respectively in the 9th and 10th, the 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, the 21st and 22nd, the 22nd and 23rd, the 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, the 34th and 35th, and the 35th and 36th years of the reign of Her present Majesty.

Also "The Clyde Navigation Consolidation Act, 1858," "The Clyde Navigation (Glasgow Harbour) Tramways Act, 1864," "The Clyde Navigation (Stobcross Dock) Act, 1870," "The Glasgow Police Act, 1866," and "The Glasgow Street Tramways Act, 1870."

And also, as far as may be necessary, any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies and undertakings or works, or any other Company or body who or whose property or interests may be affected by any of the powers or provisions of the intended Act.

Duplicate plans and sections, describing the lines and levels of the intended railways, and works, and also of the proposed alteration or deviation of the line and levels of the tramway authorised by "The Clyde Navigation (Stobcross Dock) Act, 1870," and the lands and property which will or may be required 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 property, as also a published map with the lines of the proposed railways delineated thereon, and a copy of this notice, as published in the Edinburgh Gazette, will be deposited for public inspection on or before the 30th day of November, 1872, in the office of the principal Sheriff-Clerk

of the county of Lanark, at Glasgow; and a copy of so much of the said plans, sections, and books of reference as relates to each of the above-mentioned parishes and to the royal burgh of Glasgow, together with a copy of this notice, will, on or before the said 30th day of November, 1872, be deposited for public inspection with the schoolmaster, or, if there be no schoolmaster, with the session-clerk of each of such parishes respectively, at the place of abode of such schoolmaster or session-clerk, and also with the town clerk of such royal burgh, at his office in Glasgow.

Printed copies of the Bill for the intended Act will be deposited on or before the 21st of December, 1872, in the Private Bill Office of the House of Commons.

Dated 14th November, 1872.

<p><i>Thomas Brunton</i>, 16, Bridge-street, Glasgow. <i>M^r Grigor, Donald, and Co.</i>, 136, Saint Vincent-street, Glasgow. <i>Martin and Leslie</i>, 27, Abingdon-street, Westminster, Parliamentary Agents.</p>	} Solicitors for the Bill.
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In Parliament.—Session 1873.

Blockley and Banbury Railway.

(Incorporation of Company; Construction of Railway from the Great Western Railway at Blockley to the Buckinghamshire and Great Western Railways at Banbury; use of portions of those Railways; Working Agreements with the London and North Western, Great Western, and Northampton and Banbury Junction Railway Companies; Amendment of Acts.)

NOTICE is hereby given that application will be made to Parliament in the next session for an Act to incorporate a Company (hereinafter called "the Company"), and to confer upon the Company the following, or some of the following powers:—

To make and maintain the railways hereinafter mentioned, or some 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.

A railway commencing in the parish of Blockley, in the county of Worcester, by a junction with the Great Western Railway at or near the south-eastern end of the platform at the Blockley passenger station of that railway, and terminating in the parish of Warkworth, in the county of Northampton, by a junction with the Banbury branch of the Buckinghamshire Railway of the London and North Western Railway Company, at or near a point situate about 6 furlongs and 9 chains southward of the Banbury passenger station of the said Banbury branch, measuring along the line of the said branch, and which railway will be made and maintained in and through the following parishes, townships, and places, or some of them, that is to say:—Blockley, Paxford, Draycott, Ditchford, Aston Magna and Tidmington, in the county of Worcester; Lower Lemington, Todenham, otherwise Toddenham, and Sutton, otherwise Sutton-under-Brailes, in the county of Gloucester; Stretton-on-the-Foss, Burmington, Great Wolford, Little Wolford, Long Compton, Stourton, Cherrington, Whichford Brailes, Upper Brailes, Lower Brailes, and Sutton, otherwise Sutton-under-Brailes, in the county of Warwick; Sibford, Sibford Gower, Sibford Ferris, Hook Norton, Swalcliffe, Tad-

marton, Upper Tadmarton, Lower Tadmarton, Mitcomb, Broughton, Bloxham, Adderbury, Bodicot, Banbury, and Neitdrop, in the county of Oxford; and Warkworth, Middleton Cheney, Nethercot, and Grimsbury, in the county of Northampton.

Railway No. 2.

A railway (to be wholly situate in the said parish of Warkworth) commencing by a junction with the intended Railway No. 1, at a point at or near the eastern bank of the river Cherwell, about 3 chains southward of the place where the brook dividing the parishes of Warkworth and Adderbury joins that river, and about 6½ furlongs measured in a straight line south-eastward from the bridge known as Banbury Bridge, carrying the road from the town of Banbury to the London and North Western Railway station at Banbury, over the said river, and terminating by a junction with said Banbury Branch, about 3½ furlongs southward of the Banbury passenger station of that branch railway.

Railway No. 3.

A railway (to be wholly situate in the said parish of Warkworth) commencing by a junction with the intended Railway No. 2, at a point at or near the fence on the western side of the said Banbury Branch Railway, about 4¼ furlongs, measured along that branch in a southerly direction from the aforesaid passenger station thereon, and terminating by a junction with the Great Western Railway, at a point about 3 furlongs and 2 chains, measured in a southerly direction along that railway from the Great Western Railway passenger station at Banbury.

Railway No. 4.

A railway (to be wholly situate in the said parish of Warkworth) commencing by a junction with the intended Railway No. 1, at or near the point where the same crosses a certain watercourse about 3 chains to the westward of the culvert whereby such watercourse is carried under the said Banbury Branch Railway, at the distance of about 6¼ furlongs, measured along that branch from the passenger station thereon at Banbury, and terminating by a junction with the intended Railway No. 2, about 1½ chains westward of a point on the western fence of the said Banbury Branch Railway, such point being 4½ furlongs, measured along that branch southward from the passenger station thereon at Banbury.

To purchase and acquire, by compulsion or agreement, lands, houses, and other property for the purposes of the said intended railways and works; to alter, vary, or extinguish all existing rights and privileges connected with or incident to such lands, houses, and property, and to confer other rights and privileges.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, canals, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the line of railways to any extent within the limits of deviation, to be shown on the deposited plans.

To levy tolls, rates, and charges for in respect of the use of the said intended railways and works, and to grant exemptions from such tolls, rates, and charges.

The intended Act will also enable the Company and the London and North Western Railway Company, the Great Western Railway Company, and the Northampton and Banbury Junction Railway Company, or either of those

companies, to enter into agreements with respect to the working, maintenance, management, and use of the intended railway and works, the supply of rolling stock and plant, and 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, maintenance, management, and use, 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 such traffic.

To authorise the Company and all companies and persons lawfully working or using their railway, to run over, work over, and use by their officers and servants, and with their engines, carriages, and waggons, and for the purposes of traffic of every description, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or settled by arbitration, the portions of the following railways, videlicet:—

1. So much of the Great Western Railway as is situated between the commencement of the said intended Railway No. 1, and the Blockley station thereon, including that station.
2. So much of the Banbury branch of the Buckinghamshire Railway of the London and North Western Railway Company as is situated between the termination of the said intended Railway No. 1, and the passenger station of the London and North Western Railway at Banbury, including that station.
3. So much of the Great Western Railway at Banbury as is situated between the termination of the said intended Railway No. 3, and the Great Western Railway station at Banbury, including that station; together with all watering places, booking offices, warehouses, sidings, works, and conveniences connected with the aforesaid portions of railway and stations.

The Act will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Acts, 1863 and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will alter, amend, extend, and enlarge, or repeal, so far as may be necessary for the purposes of the intended Act, all or some of the powers and provisions of the following Acts, viz.:—3 and 4 Will. IV., cap. 36, and 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North Western Railway Company, 5 and 6 Will. IV., cap. 107, and 26 and 27 Vic., cap. 113, and all other Acts relating to the Great Western Railway Company, and "The Northampton and Banbury Junction Railway Act, 1863," and all other Acts relating to the Northampton and Banbury Junction Railway Company.

Maps, plans, and sections, describing the lines, situation, and levels of the proposed railways and works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the intended Act, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this notice will on or before the 30th day of November instant, be deposited

for public inspection with the Clerk of the Peace for the county of Northampton, at his office at Northampton; with the Clerk of the Peace for the county of Worcester, at his office at Worcester; with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester; with the Clerk of the Peace for the county of Warwick, at his office at Stratford-on-Avon; and with the Clerk of the Peace for the county of Oxford, at his office at Oxford; and, on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railways and works will be made, or in which any lands, houses, or other property are 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 at his residence.

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

Dated this 13th day of November, 1872.

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

In Parliament.—Session 1873.

Wrexham District Tramways.

(Incorporation of Company; Power to Lay Down and Work Tramways; Compulsory Purchase of Lands; Power to Levy Tolls; Power to make Agreements with, and Powers to Purchase, and other Powers to the Mayor and Corporation of Wrexham, the Commissioners of the Wrexham, Ruabon, and Llangollen Turnpike Trust, the Commissioners of the Mold and Wrexham Turnpike Trust, and the Wrexham District Highway Board, or some or one of them, and other Authorities; Amendment of Acts; and other Powers.)

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

To incorporate a Company (hereinafter called "the Company") with powers to make, form, lay down, maintain, and work on the gauge of 3 feet, or some other gauge to be prescribed in the intended Act, the several Street Tramways and Tramways, all in the county of Denbigh, hereinafter-described, or some or one of them, with all necessary and proper iron rails, plates, works, and conveniences connected therewith respectively (that is to say):

- (1). A Street Tramway (No. 1), situated wholly in the parish and borough of Wrexham, commencing in the street called Ruabon-road, at a point thereon opposite the house numbered four on the east side of that street, in the occupation of Joseph Cooper, thence passing in a southerly direction along that street and the turnpike-road leading from Wrexham to Ruabon, and terminating at or near the municipal boundary of the borough of Wrexham, in the last-mentioned road at a point thereon 376 yards, or thereabouts, measuring in a southerly direction from the Wrexham Toll-gate on the said Ruabon-road;

The centre line of the proposed Street Tramway (No. 1) will, throughout its entire length, be on the west side of, and at a distance of 6 feet 6 inches from the imaginary centre line, and the Tramway will be so laid that throughout its entire length a less space than 9 feet 6 inches will intervene between

the outside of the footpath on the west side of the said road and the nearest rail of the Tramway thereto;

By the expression, "the imaginary centre line," where used in this Notice, is meant an imaginary line drawn along the centre of the carriage-way of the streets or roads along which the respective Street Tramways are intended to be laid;

(2). A Tramway (No. 2), commencing in the parish of Wrexham by a junction with Tramway (No. 1) at the point hereinbefore described as the termination thereof, thence passing in a southerly direction along the turnpike-road leading from Wrexham to Ruabon, and terminating at a point in the last-mentioned road opposite the house called the "New Inn," in the parish of Ruabon;

(3). A Tramway (No. 3), situate wholly in the parish of Ruabon, commencing at the point hereinbefore described as the termination of Tramway (No. 2), and there forming a junction with Tramway (No. 2), and thence passing in a south-westerly direction along the public road or highway leading from the New Inn to Rhoslanerchrugog, and terminating at a point in the last-mentioned road 100 feet or thereabouts east of the point where the Brynrowen Branch of the Great Western Railway Company crosses that road on the level;

(4). A Street Tramway (No. 4), situate wholly in the parish and borough of Wrexham, commencing in Regent-street, at a point therein 32 feet from the Wrexham Toll-gate, on the Mold and Wrexham Turnpike-road, measured in an easterly direction from that toll-gate, thence passing in a north-westerly direction along that street, and the Mold-road, and Mold and Wrexham Turnpike-road, and terminating at or near the municipal boundary of the borough of Wrexham in the Mold-road, at a point 44 yards or thereabouts, measuring in a north-westerly direction, from the centre of the bridge which carries the last-mentioned road over the Great Western Railway;

The centre line of the proposed Street Tramway (No. 4) will be throughout its entire length on the south side of and at a distance of 6 feet 6 inches from the imaginary centre line; and the tramway will be so laid that throughout its entire length a less space than 9 feet 6 inches will intervene between the south side of the said street and the nearest rail of the Tramway thereto;

(5). A Tramway (No. 5), situate wholly in the parish of Wrexham, commencing in the Wrexham and Mold Turnpike-road, at the point hereinbefore described as the termination of the proposed Tramway (No. 4), there forming a junction with Tramway (No. 4), and thence passing in a north-westerly direction along that road, and in a westerly direction along the public road or highway leading from the Plascoch Turnpike-gate House to Brymbo, and terminating in the last-mentioned road or highway in the township of Broughton, in the said parish of Wrexham, at a point opposite the public-house called or known as "The Ship Inn," in the occupation of Joseph Wright;

(6). A Tramway (No. 6), situate wholly in the parish of Wrexham, commencing in the Wrexham and Mold Turnpike-road by a junction with Tramway (No. 5), at or near the Plascoch Turnpike-gate, and thence pass-

ing in a north-westerly direction along that road and the public road or highway leading from Wrexham to Summer Hill, and terminating therein at the point where the public highway from Southsea and Poolmouth intersects the same;

The proposed Tramways will consist of single lines of Tramway, except as hereinafter specified, viz., on the east side of Tramway No. 2 an additional Tramway or a passing place one chain or thereabouts in length, commencing and terminating by junctions with Tramway No. 2, will be laid between a point on the turnpike-road leading from Wrexham to Ruabon, opposite to the north gable end of a public-house known by the name or sign of the Black Lion, in the occupation of George Thomas, and a point 22 yards, measured in a southerly direction on the said road, from the last-mentioned point;

On the south side of Tramway No. 5 an additional Tramway or passing place one chain or thereabout in length, commencing and terminating by junctions with Tramway No. 5, will be laid between a point on the Mold and Wrexham Turnpike-road, 33 yards or thereabouts, measuring in a south-easterly direction, from the Plascoch Turnpike-gate and a point on the last-mentioned road 55 yards or thereabouts, measuring in a south-easterly direction, from the last-mentioned turnpike-gate;

All which said proposed Street Tramways and Tramways will pass or be made from, in, through, or into, or be situate within the several parishes, townships, townlands, extra-parochial, and other places following, or some of them (that is to say): Wrexham, Wrexham Abbott, Wrexham Regis, Ertheg, Esclusham Above, Ruabon, Moreton Above, Moreton Below, Stansty, Bersham, Gresford, Broughton, Brymbo, and Gwersyllt;

To authorise 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 for the efficient working of the proposed Street Tramways and Tramways, or any of them, or for providing access to any stables or carriage-houses, or works of the Company, or to any yards or works adjacent to the Tramways, or any of them.

To authorise the Company to lay down and maintain Tramways, iron rails, and plates, in, upon, and along the surface of the streets, roads, and places aforesaid, in or through which the said intended Street Tramways and Tramways or works are to be laid down or made, and for those purposes to open the surface of, and to alter and stop up, remove, and otherwise interfere with, streets, turnpike-roads, highways, public roadways, foot-paths, bridges, watercourses, sewers, drains, pavements, thoroughfares, cab-stands, and weighing-machines, within the parishes and places aforesaid, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the said proposed Street Tramways and Tramways, or any of them, or of substituting others in their place, with power of free access thereto at all reasonable times, for all or any of the above purposes;

To enable the Company in carrying out the purposes aforesaid to move, alter, re-lay, or interfere with any pipe for the supply of gas or water, or any tube or apparatus for telegraphic, weighing, or other purposes;

To provide, if need be, for the maintenance and repair by the Company of such portions of the streets, roads, and places upon or along which any Street Tramway or Tramway, rails, or plates may

be laid, and to exempt the Company from payment of the whole or some part of any tolls exigible on such roads, or of any highway or other rate or assessment in respect of the use of or of the paving or repairing of any street, road, or place, any portion of which, or part of which, the Company shall maintain and repair :

To enable the Company to purchase and acquire, by compulsion or agreement, lands or houses for the purposes of their undertaking, and also, if need be, to erect offices, buildings and other conveniences on any such lands :

To reserve to the Company the exclusive right of using, on the proposed Street Tramways and Tramways, carriages with flange wheels or other wheels specially adapted to run on a grooved rail :

To prohibit, except by agreement with the Company, the use of the said Street Tramways and Tramways by means of carriages with flange wheels, or other wheels specially adapted to run on a grooved rail, and to confer on or confirm to the bodies and persons having the control or management of such streets, roads, or places, the power of regulating the passage of traffic along such streets, roads, or places, with a view to the convenient working and use of the said Street Tramways and Tramways, and the prevention at the same time of obstructions to the general traffic, and to vary or extinguish any existing rights or privileges which may interfere with the objects of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To enable the Company to levy tolls, rates, and charges for the use of the proposed Street Tramways and Tramways by carriages passing along the same, and for the conveyance of passengers, goods, and other traffic thereon, and to confer exemptions from the payment of such tolls, rates, or charges :

To enable the Company and the Mayor and Corporation of Wrexham, the Commissioners of the Wrexham, Ruabon, and Llangollen Turnpike Trust, the Commissioners of the Mold and Wrexham Turnpike Trust, and the Wrexham District Highway Board, or other bodies corporate, or persons having respectively the duty of directing the repair, or having the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to all or any of the matters aforesaid, and also with respect to the laying down, working, maintaining, and using of the proposed Street Tramways and Tramways, iron rails, plates, and works, and for facilitating and regulating the passage of carriages and traffic over and along the same by means of horse haulage ; and also to enable the said bodies corporate, or some or one of them, or persons having respectively the duty of directing the repair, or having the control or management of the streets, roads, or places respectively, to purchase or acquire, on such terms as may be agreed on with the Company, and subject to such conditions as may be prescribed by Parliament, the right to make, form, lay down, maintain, and work the several Street Tramways and Tramways above described, or some or one of them, and to exercise in respect thereof the various rights, or some of them, or some part or parts thereof, to be conferred on the Company, by the said intended Act, and to apply any portion of their income or capital to the purposes of any such arrangements or agreements, or such acquisition, and the carrying into effect such rights and powers :

To incorporate with the intended Act, the provisions, or some of the provisions, of the public general Acts of Parliament following, viz. : "The Lands Clauses Consolidation Act, 1845 ;" "The Lands Clauses Consolidation Acts Amendment

Act, 1860 ; "The Companies Clauses Consolidation Act, 1845 ;" "The Companies Clauses Act, 1863 ;" "The Railways Clauses Consolidation Act, 1845 ;" "The Railways Clauses Act, 1863 ;" and "The Tramways Act, 1870 ;" and to confer upon the Company the powers, or some of the powers, of the said Acts :

To amend, extend, repeal, or enlarge, so far as may be necessary for the purposes of the intended Act, "The Tramways Act, 1870," also the following local and personal Acts, viz. : 59 Geo. 3, cap. 43 ; 47 Geo. 3, cap. 12 ; 59 Geo. 3, cap. 30 ; 1 Geo. 4, cap. 14 :

Duplicate plans, and sections of the proposed Street Tramways, Tramways, and works, and the lands to be taken for the purposes of the Act, a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant with the Clerk of the Peace for the county of Denbigh at his office at Ruthin ; and 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 Street Tramways and Tramways are proposed to be made, and also a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection with the parish clerk of each such parish at his place of abode, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode :

Printed copies of the Bill for 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.

Fran Morris, Wrexham, Solicitor for the Bill.
Martin and Leslie, 27, Abingdon-st., Westminster, Parliamentary Agents.

In Parliament.—Session 1873.

Pontypridd Improvement.

(Constitution of District, and appointment of Board of Commissioners for Improvement thereof — Incorporation and application of powers in Public Acts—Transfer of Pontypridd Recreation Ground to Board—Erection of Town Hall—Purchase of Markets and Fairs, and Establishment of New Markets and Fairs —Provisions as to Markets, Slaughterhouses, Weighing Machines, Regulation and Laying out of Streets, Hackney Carriages, Trades, Weights and Measures—Public Health, Decency, and Morality—Consumption of Smoke, Itinerant Shows and Steam Whistles—Regulation and Control of Sewers, Drains, and Nuisances—Appointment of Constables and Officers — Maintenance of Fire Brigade—Control and Management of Public Roads and Streets—Transfer of Glyntaff Burial Ground to Board—Purchase of Undertakings of Pontypridd Gas Light and Coke Company, and Pontypridd Waterworks Company—Purchase of Lands and Property by compulsion and agreement—Exemption of District from County and Parish Rates and Debts—New and varied Rates, Tolls, and Charges—Powers of Borrowing—Bye-Laws).

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 constitute and define for the purposes hereinafter mentioned or some of them, a district (hereinafter referred to as "the district") to consist of such parts of the parishes and places

of Eglwysilan, Llanwonno, and Lantwit-fardre, all in the county of Glamorgan, as are comprised in and constitute the ecclesiastical district or parish, or consolidated chapelry of Glyntaff, and also such part of the parish of Llantrissant in the said county, as comprises a farm and lands called Pwllgwin, the property of Vaughan Hanning Lee, Esquire, and in the occupation of William Davies, as tenant thereof, and which farm consists of the closes or pieces of land, numbered respectively 3,604 to 3,626 (both included), on the tithe commutation map of the said parish of Llantrissant, or some part or parts of the said parishes, ecclesiastical district, and farm, and places respectively; and to divide the district into divisions or wards.

2. To appoint or provide for the appointment of persons as Commissioners, or other governing body (who are hereinafter referred to as "the Board") for the improvement and regulation of the intended district, and the exercise of the powers hereinafter mentioned, and (if deemed expedient) to incorporate the Board, to provide for the qualification and mode of election of the members of the Board and their successors, and the qualifications and mode of voting of the owners and occupiers of property within the district, and the ratepayers and inhabitants thereof by whom the Board is to be elected.

3. To vest in the Board, and to incorporate with the intended Act, either at length, or by reference, and with such variations as may be thought expedient, and to apply to the district the powers and provisions of the Public Health Act, 1848; The Local Government Act 1858; The Local Government Act (1858) Amendment Act 1861; The Local Government Board Act 1871; The Public Health Act 1872; and other Acts relating to Public Health or Local Government; The Town's Improvement Clauses Act 1847; The Markets and Fairs Clauses Act 1847; The Commissioners Clauses Act 1847; The Gas Works Clauses Act 1847; The Cemeteries Clauses Act 1847; The Waterworks Clauses Act 1847 and 1863; The Lands Clauses Consolidation Act 1845; The Lands Clauses Consolidation Acts Amendment Act 1860; The Sewage Utilization Act 1865; The Sewage Utilization Act, 1867; The Nuisances Removal Act for England 1855; and The Nuisances Removal Act for England (Amendment) Act 1863; 23 and 24 Vict. cap. 77; 29 and 30 Vict. cap. 41; The Diseases Prevention Act 1855; The Sanitary Act 1866; The Sanitary Act 1868; The Sanitary Loans Act 1869; The Sanitary Act 1870; The Public Health Act 1872; and any other Acts amending the said Acts or relating to the same matters; or some of the said Acts, or some of such powers and provisions; and also to provide for the exercise by the Board within the district of all or any of the powers hereinafter mentioned.

4. To transfer to and vest in the Board, certain lands or recreation grounds, known as the Pontypridd Recreation Grounds, which lands are situate in the parish of Eglwysilan, and within the said Ecclesiastical District of Glyntaff, and were formerly part of Coedpenmaen Common, and are numbered 1 and 2 on the map for the Inclosure of the said Coedpenmaen Common, annexed or referred to in the award of Evan Williams David, Esq., dated the 2nd day of November, 1861, and confirmed by the Inclosure Commissioners for England and Wales, on the 4th day of November, 1861, and are by an order under the seal of the said Commissioners, allotted and awarded for exercise and recreation, and are now vested in the churchwardens and overseers of the parish of Eglwysilan; and to maintain the said

lands as places for recreation and public pleasure grounds, with convenient approaches thereto, and to lay out, fence, drain, level, plant, and improve the same, and to make rides, drives, walks, gardens, shrubberies, lakes, ponds, and other ornamental works and all appropriate buildings and conveniences therein, and to do all things necessary for the proper forming, maintaining, and improving the said places for recreation and public pleasure grounds, and to stop up, discontinue, alter, or divert all or any roads, paths, and ways over the same, and to permit the user of the said places for recreation and public pleasure grounds, and of any substituted roads or streets by the public free of charge generally, but with power for the Board to fix the times of opening and closing the said places for recreation and public pleasure grounds on particular occasions (as they see fit); and to empower the Board to manage the grounds and to appoint and pay all requisite officers, keepers, and servants thereof, and from time to time to make, amend, alter, and amend bye-laws and regulations for regulating the conduct of persons frequenting the same, and for the removal of persons therefrom, and for the imposition and recovery of penalties for offences against such bye-laws and regulations, and to provide for exempting the said places for recreation and public pleasure grounds and the buildings therein, and all persons from all parochial and other local rates and assessments in respect of the same; and to authorise the sale or lease for building or other purposes of any part or parts of the said recreation grounds, which in the judgment of the Board may not be required for the formation of the said recreation and public pleasure grounds; and to authorise the Board to apply the moneys arising from any such sale or lease, in or towards defraying the expenses of the formation and maintenance of the said recreation and public pleasure grounds.

5. To authorise the Board to provide or erect in the district, a town hall with all suitable buildings, rooms, offices, and conveniences connected therewith, and necessary or convenient for public use, upon any lands which may at any time belong to the Board, and to empower the Board to purchase lands by agreement for the erection of such town hall and buildings, and to levy and receive rent and charges for the use thereof.

6. To empower the Board to purchase by agreement or compulsion in the district, all markets and fairs and rights of market and fairs, and of levying tolls and charges for the same now belonging or reputed to belong to any person or persons whomsoever either by charter prescription or otherwise, and all lands in or upon which such markets and fairs respectively are held, and after such purchase to levy tolls and charges in respect of the said markets and fairs, and to vary the same, and to alter and fix the periods for holding the markets and fairs, and the duration thereof or (if the Board shall deem it expedient so to do) to remove or abolish such markets and fairs, or any part thereof respectively, and to extinguish all franchises rights, and privileges relating thereto.

7. To authorise the establishing and maintaining within the district, of fairs, markets, market-places, slaughter-houses, and knacker's yards, weighing machines and other conveniences (and without the consent of any person whose rights, powers, or privileges may be thereby interfered with) and the taking of tolls and charges for the same, and the letting on lease or otherwise of, all markets, slaughter-houses, knacker's yards, weighing machines, and other conveniences, at any time belonging to the Board, and any tolls,

dues, stallages and other revenues and privileges to arise therefrom.

8. To prohibit or restrict, and regulate, or make other provision with respect to the establishment, holding or use of markets, fairs, slaughter-houses, and knacker's yards, public weighing machines and steelyards, crying, hawking, assemblages, shows, theatres, strolling players, caravans, exhibitions, and disturbances in markets and shambles, and in the streets, public places, and elsewhere in the district, the laying out of streets, the construction, use and appropriation of buildings, factories, furnaces, fire-places, water-closets, earth-closets, privies, drains, cesspools, ash pits, wells, yards, and curtilages, lodging-houses, and other dwellings, and houses of public entertainment, hackney carriages and their drivers and attendants, the exercise of certain trades, businesses, and callings, the inspection of weights and measures, and the fraudulent use thereof, and the creation of other obstructions in streets or public places, the slaughter of animals elsewhere than in authorised slaughter-houses and knacker's yards, the consumption of smoke; street games, street noises and music, and gambling; offences against decency and morality; itinerant shows; the use of steam whistles and other noisy instruments (whether in factories, railway engines or elsewhere) street preaching and lecturing and other practises leading to crowds or tumults, and the existence of shafts, wells, excavations, dangerous places or things, and to prohibit or restrict the sale or exposure of horses and other animals or things, and the placing of stalls or cattle pens in the streets or public places (and notwithstanding that no new market or market place may have been opened) and other offences, annoyances, obstructions, disturbances, and inconveniences, and to inflict punishments for breach of such prohibitions, restrictions, or regulations.

9. To apply the powers and provisions of the intended Act to and over public carriages, porters, animals for hire and their owners and conductors, and to all public places being within or near the district.

10. To provide for the inspection and examination of animals, provisions and things, and if bad or infectious, for the seizure and destruction thereof, and punishment of persons offending in the matter.

11. To stop up, alter, and regulate existing sewers and drains, to construct new sewers and drains, and works connected therewith, and also works for collecting, storing, and distributing sewage manure, and other products of sewage, and generally to regulate and improve the sewerage and drainage of the district; to construct or provide outfalls for the same beyond the district, and to purchase lands for that purpose; to provide for the due removal of sewerage, and other offensive matter, and to sell and dispose of the sewage and manure.

12. To extend the provisions of section 31 of the Local Government Act 1858, or corresponding provisions to the parish or place in which the nuisance may arise or by which it may be caused, and to charge payments under that section on the poor rates or other rates of such parish or place.

13. To authorise the appointment of constables, officers, and servants, and to make provision for their protection and for punishing offences against them, and for charging the remuneration of any officers and servants on the persons whose works or premises they supervise, inspect or attend to.

14. To empower the Board to maintain and pay a fire brigade, and to make regulations with

respect to the discharge of their duties, and to provide fire engines, with all requisite apparatus necessary for the extinguishing of fires, and with suitable station-houses, and other buildings, for such brigade.

15. To vest in the Board the control and management of all public roads, streets, and other places in the district, and the lighting, watering, cleansing, alteration, levelling, paving, flagging, and channelling, repairing, draining, and metalling thereof; to divert or stop up inconvenient or unnecessary roads, streets, paths, and passages, and to make compulsory provisions with regard to all or any of those matters and as to the expenses thereof.

16. To provide for the transfer to the Board of the Glyntaff Burial Ground and all rights and liabilities belonging thereto, and for the discharge after such transfer of the Glyntaff Burial Board from all liabilities in respect of the said Burial Ground, and to authorise the Board to manage, maintain, alter, and improve the said Burial Ground, and to receive fees and payments in respect thereof.

17. To vest or authorise and provide for the transfer to and vesting in the Board of the undertakings, works, lands, buildings, property (real and personal) powers, rights, authorities, and privileges of the Pontypridd Gas Light and Coke Company and the Pontypridd Water Works Company respectively, for such price or consideration and upon such terms and conditions as may have been or may be agreed upon between the Board and the Gas Company, so far as relates to that Company and their undertaking, and the Board and the Water Company so far as relates to the Water Company and their undertaking; and to authorise the Board and the said Companies respectively to make agreements for such transfer and vesting or 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 in default of agreement to provide for the compulsory purchase and transfer to the Board of the respective undertakings of the said two Companies upon terms to be settled by arbitration or otherwise, as may be expressed in the intended Act; and to provide for the winding up of the affairs of the said Companies respectively, and to dissolve or provide for the dissolution of the said Companies respectively.

18. To authorise the Board to maintain and manage the said undertakings of the Pontypridd Gas Light and Coke Company and of the Pontypridd Water Works Company respectively to be acquired as aforesaid or any part of them; and to manufacture and sell gas and the several matters producible from the residual products arising from the manufacture of gas and to supply gas and water for public or private purposes within the district, and to authorise the Board to levy and receive and to vary rates, rents and charges for the supply of gas and water.

19. To empower the Board to purchase lands by agreement for all or any of the purposes of the intended Act.

20. To exempt (wholly or in part) the district and the owners, lessees and occupiers of all lands, houses, and property therein from all county rates, parish rates, and highway rates leviable within the county of Glamorgan and the parishes of Eglwysilan, Llanwonno, and Llantwit-Fardre respectively, and from all debts of the said county and parishes respectively, and to vary all or any of such rates, and to authorise arrangements with respect to such rates and debts between the Board and the said county and parishes respectively, and between the Board and any

Highway Board, now having power to levy rates within the same parishes, and to provide for the right of inspection and taking copies of the rate-books and assessments of the said parishes by the Board.

21. To empower the Board for all or any of the purposes of the intended Act to levy new rates and assessments upon the owners and occupiers of lands, houses, and property within the district, and to confer, vary, or extinguish exemptions from the payment of such rates and assessments.

22. To authorise the Board to raise money by borrowing upon the security of the rates leviable by them, and of the markets, fairs, burial ground, gas works and water works, and other property which may be purchased or acquired by them, and of the tolls, rates, and other income arising therefrom respectively or otherwise under the intended Act, such sum or sums of money as may be necessary for all or any of the purposes of the intended Act.

23. To authorise the making, altering, varying, and rescinding of bye-laws, rules, and resolutions for or with respect to all or any of the objects of the intended Act, and thereby to impose penalties.

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

And notice is hereby further given, that on or before the 30th day of November, 1872, plans of the lands to be taken under the intended Act, with books of reference thereto, 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, in that county; and that on or before the said 30th day of November, a copy of so much of the said plans and books of reference as relates to each parish and extra-parochial place in which those lands respectively are situate, with a copy of this notice as published in the London Gazette, will be deposited for public inspection as regards each such parish with the parish clerk thereof, at his residence, and as regards each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence.

And that on or before the 21st day of December next printed copies of the Bill for the intended Act will be deposited at the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1872.

Spickett and Price, the Court House,
Pontypridd, Solicitors for the Bill.

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

Denbigh Water.

(Application to the Board of Trade for power to raise Additional Capital, &c., pursuant to the Gas and Water Works Facilities Act, 1870).

NOTICE is hereby given, that application will be made to the Board of Trade, by the Denbigh Water Company (hereafter called the Company), for a Provisional Order for power to raise additional capital by ordinary and preferential shares, and by borrowing or by any or either of those means, for the purpose of deepening, enlarging, and improving their storage reservoirs, enlarging and extending their mains and service pipes, and doing such other works as have become and may become necessary, and for other purposes.

On or before the 30th day of November, 1872 a copy of this advertisement, as published in the London Gazette, will be deposited for public inspection in the office, at Ruthin, of the Clerk of the Peace for the County of Denbigh, and also at the Office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order can, on and after the 23rd day of December next, and the Provisional Order when made and settled by the Board of Trade, be obtained upon application at the office of Messieurs Williams and Wynne, solicitors, Denbigh, at the price of one shilling each.

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, on or before the 15th day of January, 1873, and a copy of their objections must, at the same time, be sent to Messieurs Williams and Wynne.

Dated the 1st day of November, 1872.

Williams and Wynne, Solicitors, Denbigh.
William Bell, 27, Great George Street,
Westminster, Parliamentary Agent.

In Parliament, Session 1873.

St. Helen's and Great Sankey Junction Railway. (Incorporation of Company; Power to make a railway between St. Helen's and Great Sankey, in the county of Lancaster, and branches therefrom; Compulsory purchase of Lands, Tolls; Power to Cheshire Lines Committee, Manchester, Sheffield, and Lincolnshire Railway Company, Great Northern Railway Company, and Midland Railway Company to subscribe to Undertaking; Traffic and other arrangements with those Companies and with the London and North Western Railway Company; Running powers over Railways of Cheshire Lines Committee and London and North Western 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 to incorporate a Company for making and maintaining the Railways hereinafter mentioned with all proper stations, approaches, works, and conveniences connected therewith (that is to say):—

A Railway, No. 1, wholly in the county of Lancaster, commencing in the township of Great Sankey, and parish of Prescot, by a junction with the Liverpool Extension Railway of the Cheshire Lines Committee, now in course of construction at a point 90 yards or thereabouts measured along the line of that railway in a westwardly direction from the bridge carrying Long Lane over that railway, and terminating in the borough of St. Helen's and parish of Prescot, at a point 38 yards or thereabouts south of Traverse Street, and 88 yards or thereabouts east of the centre line of the Pocket Nook Branch of the London and North Western Railway, and 134 yards or thereabouts west of Langtree Street; which said intended Railway No. 1 will pass from, in, through, or into, or be situate in the parishes, townships, extra-parochial, or other places following, or some of them, that is to say: Great Sankey, Warrington, Burton-Wood, Bold Sutton, Parr St. Helen's, and Prescot, all in the county of Lancaster.

A Railway, No. 2, wholly in the township of Great Sankey and parish of Prescott in the county of Lancaster commencing by a junction with the said Liverpool Extension Railway of the Cheshire Lines Committee at a point 20 yards or thereabouts measured along the line of that railway east of the bridge carrying the road leading from Great Sankey to Whittle Hall over that railway and terminating by a junction with the proposed Railway No. 1 in a field belonging to the Honourable Leopold William Henry Powys and in the occupation of Nehemiah Kelsall at a point 50 yards or thereabouts north of the public footpath in that field measured from a point on that footpath 145 yards or thereabouts from its junction with the said road.

A Railway, No. 3, wholly in the township of Parr and parish of Prescott in the borough of St. Helen's in the county of Lancaster commencing by a junction with the proposed Railway No. 1 at a point in Langtree-street 300 yards south from the junction of that street with Traverse-street and terminating by a junction with the said Pocket Nook Branch of the London and North Western Railway at a point 40 yards or thereabouts measured along the line of that railway north of Bishop's Bridge carrying Traverse-street over such railway.

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

To stop up alter or divert whether temporarily or permanently all such turnpike and other roads and highways railways tramways aqueducts canals streams and rivers within the aforesaid parishes townships extra-parochial and other places as it may be necessary to stop 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 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 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, the Great Northern Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, the

Midland Railway Company, and the London and North Western Railway Company, some or one of them, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement for referring to arbitration or to the Board of Trade the terms and conditions upon which such interchange accommodation protection and transmission and other facilities are to be afforded and effected, and so far as may be necessary for the objects and purposes of the said intended Act to alter the tolls and charges which the said Cheshire Lines Committee, the Great Northern Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, the Midland Railway Company, and the London and North Western Railway Company, some or one of them, are or is now authorised 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, the Great Northern Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, and the Midland Railway Company, some or one of them, to enter into agreements for the management use working and maintenance of the intended railways or works or any part thereof, the supply of any rolling and working stock, and of officers and servants for the conduct of the traffic on the intended 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, the Great Northern Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, and the Midland Railway Company, or some or one of them, or any Railway leased or worked by them or any of them and the fixing and division between the said Companies of the receipts arising from such traffic.

To empower the Company and all Companies and persons lawfully using the Railways of the Company to run over work and use with their engines carriages and waggons of every description, and their clerks officers and servants, and for the purposes of their traffic of every description the Railways of the London and North Western Railway Company and of the Cheshire Lines Committee or some part or parts of such Railways respectively, together with all stations sidings roads watering places water supply platforms booking offices warehouses approaches turntables and other works and conveniences connected with the said Railways respectively as aforesaid, upon such terms and conditions and on payment of such tolls rates and charges as may be agreed upon, or as in case of difference shall be settled by the Board of Trade or by arbitration or defined by the intended Act, and to require and compel the Companies owning or working the said Railways respectively or any or either of them to afford all requisite facilities for the purpose, and to enable the Company and all other Companies and persons lawfully using the Railways of the Company to levy tolls rates and duties in respect of passengers and traffic conveyed by them over the before mentioned Railways respectively or any part or parts thereof and if need be to alter and restrict the tolls rates and duties now leviable, and to fix and determine the tolls rates and duties to be hereafter taken upon or in respect of the said Railways respectively or any parts thereof and the works and conveniences connected therewith.

To empower the Cheshire Lines Committee, the Great Northern Railway Company, the Manchester-Sheffield and Lincolnshire Railway Company, and the Midland Railway Company or some or one of them to take and hold shares in and subscribe towards the capital of the Company, and for the purposes thereof to raise money by the creation of new shares or stock in their undertaking with or without preference priority or guarantee in payment of interest or dividend or other special privileges, and by borrowing on mortgage or bond or by any of such means, and also to apply to all or any of such purposes any capital or funds now or hereafter belonging to them or any or either of them, or under the control of their any or either of their directors.

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

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) 30 and 31 Vic. cap. 207, relating to the Cheshire Lines Committee, and any other Act or Acts relating to the said 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; 9 and 10 Vic. cap. 204, and all other Acts relating to the London and North-Western 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 with the Clerk of the Peace for the county of Lancaster at his office at Preston, in the said county; and that a copy of so much of the said plans 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 13th day of November, 1872.

Edward Reddish, Stockport;
Beasley and Openheim, St. Helen's;
Solicitors for the Bill.

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

Lee Conservancy.

NOTICE is hereby given, that all persons who desire to claim, under the "Lee Conservancy Act, 1868," to have their names inserted in the List of Electors of Representatives of Landowners for the purpose of the election of Conservators in March, 1873, are required to deliver a statement of their respective claims to the Lee Conservancy Board at their office, 199, Gresham House, Old Broad-street, in the city of London, on or before the 31st day of December, 1872.

Forms of claim can be obtained on application to the undersigned.

Dated this 22nd day of November, 1872.

By order of the Board.

Geo. Corble, Clerk.

Lee Conservancy Office,
199, Gresham House,
London, E.C.

NOTICE is hereby given, that the Conservators of the River Thames propose to make the following Bye Laws for the regulation of the navigation of the River Thames:—

1. All barges on the River Thames above Putney Bridge, whether navigated by sail or towed by steam or horses, shall, between sunset and sunrise, while under way, exhibit in their bows or on their masts a red light of sufficient power to be distinctly visible with a clear atmosphere on a dark night at a distance of at least one mile.
2. Subdivision (e) of the 29th of the Bye Laws for the regulation of the navigation of the River Thames, allowed by Her Majesty in Council, at the Court held on the 5th day of February, 1872, directing the course of two vessels crossing while under steam is hereby repealed.

Any objection to or representation respecting the proposed Bye Laws, should be sent to or left with the Secretary of the Conservators, at No. 41, Trinity-square, Tower-hill, on or before the 6th day of January next.

E. Burstal, Secretary.

41, Trinity-square, Tower-hill,
November 22nd, 1872.

In the Matter of the Companies Acts, 1862 and 1867, and of the Undercliff (Isle of Wight) Hotel Company.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Court of Chancery, was, on the 16th day of November, 1872, presented to the Lord Chancellor by Richard William Griffiths, of 17A, Great George-street, Westminster, Architect and Surveyor, a creditor of the said Company; and that the said petition is directed to be heard before the Vice-Chancellor Malins, on the 6th day of December, 1872; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company under the above Acts, should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.

Henry Simpson, 20, Borough High-street,
London-bridge, S.E., Solicitor for the
Petitioner.

In Chancery.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of Evans's (Covent Garden) Limited.

NOTICE is hereby given, that a petition for the winding up the above-named Company by the Court of Chancery was, on the 23rd day of November, 1872, presented to the Lord Chancellor by Edward Newton Carr, of No. 2, Swinton-grove, Plymouth-grove, Manchester, in the county of Lancaster, Gentleman, a creditor of the said Company; and that the said petition is directed to be heard before the Vice-Chancellor Sir Richard Malins, on the 6th day of December, 1872; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company under the above Acts, should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same, by the undersigned, on payment of the regulated charge for the same.

G. S. and H. Brandon, of 15, Essex-street, Strand, in the county of Middlesex, Solicitors for the Petitioner.

In the Matter of the Steam Cooperage Company Limited, and the Companies Act, 1862 and 1867.

NOTICE is hereby given, that a petition for the continuation of the voluntary winding up of the above-named Company, subject to the supervision of the Court of Chancery, was, on the 26th day of November, 1872, presented to the Lord Chancellor by Robert O'Brien Jameson, of No. 61, Jermyn-street, Saint James', in the county of Middlesex, Esquire, a contributory of the said Company; and that the said petition is directed to be heard before the Vice-Chancellor Malins, on the 6th day of December, 1872; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the continuation of the voluntary winding up of the said Company under the above Act, should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.

Wm. H. Cutler, of No. 29, Bedford-square, Bloomsbury, in the county of Middlesex, Solicitor for the Petitioner.

In Chancery.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Professional and General Co-operative Society Limited.

BY an Order made by the Vice-Chancellor Sir Richard Malins in the above matters, dated the 8th day of November, 1872, on the petition of Solomon Beyfus, of No. 50, Bedford-square, in the county of Middlesex, Esquire, it was ordered that the said the Professional and General Co-operative Society Limited be wound up by this Court under the provisions of the Companies Acts, 1862 and 1867.

Beyfus and Beyfus, 69, Lincoln's-inn-fields, Solicitors for the said Petitioner.

In the Matter of the Commonwealth Benefit Building Society; and in the Matter of the Companies Acts, 1862 and 1867.

BY an Order made by the Vice-Chancellor Sir John Wickens in the above matter, dated the 15th day of November, 1872, on the

petition of Sarah Maria Daplyn, late of 66, Whitehorse-lane, Stepney, in the county of Middlesex, but now of New Wanstead, in the county of Essex, Spinster, a creditor and contributory of the above-named Society, it was ordered that the Commonwealth Benefit Building Society be wound up by the Court of Chancery, under the provisions of the Companies Acts, 1862 and 1867, and that the costs of the Petitioner and the said Society, and of Francis John Wood and others, Shareholders of the said Petition, be paid out of the estate of the said Society.

George James Nutt, 2, Brabant-court, Philpot-lane, London, Solicitor for the said Petitioner.

In Chancery.

In the Matter of the Birmingham Brass Foundry Company Limited, and in the Matter of the Companies Acts, 1862 and 1867.

BY an Order made by the Vice-Chancellor Malins in the above matters, dated the 15th day of November, 1872, on the petition of the Birmingham Morning News Company Limited, it was ordered that the Birmingham Brass Foundry Company Limited be wound up by this Court under the provisions of the Companies Acts, 1862 and 1867.—Dated this 25th November, 1872.

Mathews and Mathews, Solicitors for the said Petitioners.

In Chancery.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the London, Birmingham, and South Staffordshire Bank Limited.

BY an Order made by his Honor the Vice-Chancellor Sir Richard Malins in the above matters, dated the 15th day of November, 1872, on the petition of the above-named Bank, and of Charles Fitch Kemp, of No. 8, Walbrook, in the city of London, Public Accountant, the Liquidator of the said Bank, it was ordered that the voluntary winding up of the said Bank be continued, but subject to the supervision of the Court; and that any of the proceedings under the said voluntary winding up might be adopted as the Judge should think fit; and the creditors, contributories, and Liquidator of the said Bank; and all other persons interested, were to be at liberty to apply to the Judge at Chambers as there might be occasion.

Jas. Taylor, Mason, and Taylor, 15, Furnival's-inn, Solicitors for the said Petitioners.

In the Matter of the Companies Acts, 1862 and 1867; and in the London Co-operative Society Limited.

BY an Order made by the Vice-Chancellor Sir Richard Malins in the above matters, dated the 15th day of November, 1872, on the petition of Eliza Hemmerde Elstob, of Wilson House, Camberwell Park, in the county of Surrey, Gentlewoman, and John Pain Hunt, of Philpot-lane, Eastcheap, in the city of London, Spice Merchant, it was ordered that the said London Co-operative Society Limited be wound up by this Court under the provisions of the Companies Acts, 1862 and 1867. And it was ordered that the Petitioners and the said Company, and the creditors and contributories therein named, should be allowed the costs of, and relating to, the said petition, out of the assets of the said Company, such costs to be taxed by the Taxing Master, who was to allow to such of the respondents as were creditors, and to such of them as were contributories,

such costs only as would properly have been incurred if they had respectively employed one Solicitor.

Harcourt and Macarthur, of 8, Moorgate-street, in the city of London, Solicitors for the said Petitioner.

In the Matter of the Companies Act, 1862 and 1867, and in the Matter of the Eastern District Freehold Estates Company Limited.

BY an Order made by his Lordship the Master of the Rolls in the above matters, dated the 16th day of November, 1872, on the petition of John Bennett, of No. 42, Bedford-square, in the county of Middlesex, a contributory of the above-named Company, it was ordered that the voluntary winding up of the said Eastern District Freehold Estates Company Limited should be continued, subject to the supervision of the Court of Chancery; and any of the proceedings under the said voluntary winding up might be adopted as the Judge should think fit; and the creditors, contributories, and Liquidators of the said Company, and all other persons interested, were to be at liberty to apply to the Judge at Chambers for the appointment of a Liquidator, and otherwise as there might be occasion.

Mercer and Mercer, 1, Copthall-court, in the city of London, Solicitors for the Petitioner.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Canadian Oil Works Corporation Limited.

BY an Order made by his Honour the Vice-Chancellor Sir Richard Malins in the above matters, dated the 16th day of November, 1872, on the petition of Edward Charlton, of No. 64, Marylebone-road, in the county of Middlesex, and Philip Thomas Blyth, of No. 17, Gracechurch-street, in the city of London, creditors and contributories of the above-named Corporation, it was ordered that the said Canadian Oil Works Corporation Limited be wound up by the Court of Chancery under the provisions of the Companies Acts, 1862 and 1867.

Mercer and Mercer, 1, Copthall-court, in the city of London, Solicitors for the Petitioners.

In the Matter of the Companies Acts 1862 and 1867; and of the Economic Benefit Building Society.

BY an Order made by his Honor Vice-Chancellor Malins in the above matters, dated the 16th day of November, 1872, on the petition of Richard Stephens Lyne, of No. 14, Carlton-road, Tuffnell Park, in the county of Middlesex, Esquire, a creditor, and member, and contributory of the above Society, it was ordered that the said Economic Benefit Building Society should be wound up by the said Court under the provisions of the Companies Acts 1862 and 1867.

Patteson and Cobbold, Solicitors for the said Petitioners, 18, New Bridge-street, Blackfriars.

In the Matter of the Companies Acts, 1862 and 1867, the Abandonment of Railways Act, 1850, the Railway Companies Act, 1867, and the Abandonment of Railways Act, 1869; and in the Matter of the London, Worcester, and South Wales Railway Company.

THE Vice-Chancellor Sir Richard Malins, has, by an Order dated the 26th day of October, 1872, appointed Mr. William Brooks, of No. 11, Old Jewry-chambers, in the city of

London, Public Accountant, to be the Official Liquidator of the above-named Company.—Dated this 21st day of November, 1872.

In the Matter of the Companies Acts, 1862 and 1867, the Abandonment of Railways Act, 1850, the Railway Companies Act, 1867, and the Abandonment of Railways Act, 1869; and in the Matter of the London, Worcester, and South Wales Railway Company.

THE creditors of the above-named Company are required, on or before the 18th day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to Mr. William Brooks, of 11, Old Jewry-chambers, in the city of London, Public Accountant, the Official Liquidator of the said Company; and if so required by notice in writing from the said Official Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at the chambers of the Vice-Chancellor Sir Richard Malins, at No. 3, Stone-buildings, Lincoln's-inn, in the county of Middlesex, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Wednesday, the 8th day of January, 1873, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 21st day of November, 1872.

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 London Chartered Bank of Australia.

(Incorporated by Royal Charter, 1852.)

No. 88, Cannon-Street, London, E.C.,
November 25, 1872.

NOTICE is hereby given, that an Extraordinary General Meeting of the Proprietors of the London Chartered Bank of Australia, will be held at the City Terminus Hotel,

Cannon-street, London, E.C., on Friday, the 13th day of December next, for the declaration of a Dividend, and also for the purpose of conferring upon the Directors authority to apply to the Treasury for a renewal or extension of the Charter and Deed of Settlement of the Bank, and to take all other necessary measures in relation thereto.

The chair will be taken at two o'clock precisely. The Transfer Books will be closed from the 6th to the 13th December, both days inclusive.

By order of the Board,
W. M. Young, Secretary.

Canada Company.

No. 1, East India-Avenue, Leadenhall-Street, E.C.,
London, November 21, 1872.

THE Court of Directors of the Canada Company hereby give notice, that in conformity to the Charter, a Half-Yearly General Court of Proprietors will be held at the Company's Offices, as above, on Thursday, the 19th day of December next, at one o'clock precisely, for the declaration of a Dividend; and upon the general business of the Company.

By order of the Court,
G. Molineux, Secretary.

Royal Exchange Assurance Office.

Royal Exchange, London,
November 20, 1872.

THE Court of Directors of the Corporation of the Royal Exchange Assurance do hereby give notice, that their Transfer Books will be shut from Tuesday the 10th, to Tuesday, the 31st of December next; that the Annual General Court appointed by their Charter, will be holden at their office at the Royal Exchange, on Wednesday, the 18th of December, at twelve o'clock at noon, and that a Dividend will be considered of at the said Court.

Robert P. Steele, Secretary.

In the Matter of the Companies Acts 1862 and 1867; and in the Matter of the Joint National Agency Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the above Company, held on Tuesday, the 19th day of November instant, at its registered office, No. 446, Strand, in the county of Middlesex, duly convened and held for that purpose, the following Extraordinary Resolution was passed:—

"That it has been proved to their satisfaction, that the Company cannot by reason of its liabilities continue its business, and that it is advisable to wind up the same."

Dated this 20th day of November, 1872.

Woollacott and Leonard, Solicitors for the Liquidator, 61, Gracechurch-street, E.C.

The Windsor Royal Society Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the said Society, duly convened and held at the Guildhall, Windsor, in the county of Berks, on the 19th day of October, 1872, the following Special Resolution was duly passed, and at a subsequent Extraordinary General Meeting of the said Society, also duly convened and held at the Guildhall, Windsor, in the county of Berks, on the 12th day of November, 1872, the following Special Resolution was duly confirmed:—

"That the Society be wound up voluntarily, and that one or more Liquidators be appointed."

Dated this 12th day of November, 1872.

Hertford, Chairman.

Edenfield, Shuttleworth, and Bury Omnibus Company Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Shareholders of the said Company, duly convened and held at the Board Room of the Company, on Tuesday, the 12th day of November, 1872, the following Resolutions were passed unanimously:—

"That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and that the Company be wound up voluntarily, as the law directs.

"That Messrs. Thomas Mercer, of Edenfield, Brewer, Thomas Pickup, of Edenfield, Grocer; and Robert Wild, of Shuttleworth, Manufacturer, be, and are hereby, appointed Liquidators to wind up the affairs of the Company, and conduct such winding up and distribute the property of the said Company.

"That not more than the sum of £12 be paid to the said Liquidators for their services."

Thomas Mercer, Chairman.

The Companies Acts, 1862 and 1867.

The Limehouse Works Limited.

At an Extraordinary General Meeting of the Members of the said Company, duly convened and held at the offices of Messrs. Bevan and Whitting, 6, Old Jewry, London, on the 21st day of November, 1872, the following Extraordinary Resolution was duly passed, namely:—

Resolved.—"That it has been proved to the satisfaction of the Limehouse Works Limited that the Company cannot by reason of its liabilities continue its business, and that it is advisable to wind up the same, and that the said Company be forthwith wound up voluntarily, under the provisions of the Companies Act, 1862, accordingly.

"That Mr. George Withey, be, and is hereby, appointed Liquidator for that purpose."

Dated this 21st day of November, 1872.

Thos. F. Nettleingham, Chairman.

In the Matter of the Companies Act, 1862, and in the Matter of the Incidental and Marine Insurance Corporation Limited.

THE Creditors of the above-named Corporation who have not already proved their debts, or forwarded their claims to the Liquidators, are required, on or before the 31st day of December, 1872, to send their names and addresses, and the particulars of their debts or claims to George Whiffin, of No. 8, Old Jewry, in the city of London, one of the Liquidators of the said Corporation, or in default thereof, they will be excluded from the benefit of the final distribution of the assets of the said Corporation.—Dated this 21st day of November, 1872.

George Whiffin,
Wm. Edmonds,
Robert J. Spencer, } Liquidators.
A. M. Campbell,

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, James Hill, James Hanson, and James Rothery, in the trade or business of Dry Soap Manufacturers, carried on by them at Halifax, in the county of York, under the style or firm of Hill, Hanson, and Company, has been this day dissolved by mutual consent. All debts due and owing from and to the said firm will be paid and received by the said James Hill, who will in future carry on the business on his own separate account.—Dated this 18th day of November, 1872.

James Hill.
James Hanson.
James Rothery.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Abraham and George Kynoch, as Ammunition Manufacturers, at the Lion Works, Witton, in the parish of Handsworth, in the county of Stafford, and Hampton-street, Birmingham, in the county of Warwick, and Cullum-street, in the city of London, under the style or firm of Kynoch and Company, has been dissolved by mutual consent, as and from the 21st day of September, 1872. The business will be continued by the said George Kynoch alone, who will discharge all debts and liabilities of the business of Kynoch and Company.—Dated this 21st day of November, 1872.

John Abraham.
Geo. Kynoch.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Arthur Maxfield, Isaac Cole, and Charles Fowke, carrying on business as Manufacturers of Sewing Machines, at Park-road, Soho, near Birmingham, under the style or firm of the Franklin Sewing Machine Company, was dissolved by effluxion of time on the 23rd day of November instant.—Dated this 25th day of November, 1872.

A. Maxfield.
Isaac Cole.
Charles Fowke.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Gines Gabarron, Manuel Isidro Echeverria, and George Davis, carrying on business together at Newcastle-upon-Tyne, in the borough and county of Newcastle, as Commission Merchants, under the firm of Davis, Echeverria, and Company, was dissolved on the 21st day of November, 1872, by mutual consent.

Gines Gabarron.
M. I. Echeverria.
George Davis.

NOTICE is hereby given, that the Partnership lately existing between us the undersigned, William Clark and John Green, carrying on business in Market-street and Swan-street, in the city of Manchester, and at Lower Crumpsall, near Manchester aforesaid, as Fancy Bread and Biscuit Manufacturers, under the style or firm of Clark and Green, was dissolved by mutual consent, as and from the 25th day of October last.—Dated this 19th day of November, 1872.

William Clark.
John Green.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, carrying on business as Brassfounders, at Spring Hill, Birmingham, under the style of M. A. Lloyd and Son, was dissolved by mutual consent, on the 29th day of September last. All debts due to and owing from the said late firm will be received and paid by Harry Lewis Lloyd, by whom alone the said business will in future be carried on under the same style of M. A. Lloyd and Son.—As witness our hands this 21st day of November, 1872.

Mary Ann Lloyd.
Harry Lewis Lloyd.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned as Millers, at Yarwell, in the county of Northampton, is dissolved by mutual consent, as from the 29th day of September last; and that the said trade or business has from and after the said 29th day of September been, and will in future be, carried on by me, the undersigned, Henry Jelley, alone.—As witness our hands this 16th day of November, 1872.

Thomas Jelley.
Henry Jelley.

NOTICE is hereby given, that the Copartnership carried on by William Powell and William Evans, under the firm of Powell and Evans, of Sugar House-lane, Stratford, Railway Grease Manufacturers, was this day dissolved by mutual consent, Mr. William Powell undertaking to discharge and settle all debts due to and by the said copartnership concern.—Dated this 19th day of November, 1872.

William Powell.
William Evans.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Robert Lyall Morton, George Hall, and Charles Clive Smith, under the style or firm of Hall, Smith, and Co., as Grocers and Provision Merchants, at Shrift-street, Mill Dam, and Cuthbert-street, South Shields, in the county of Durham, was, on the 16th day of October last, dissolved by mutual consent.—As witness our hands this 16th day of November, 1872.

R. L. Morton.
George Hall.
Chas. C. Smith.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Theophilidi and Antonio Sumbalis, carrying on business as Tobacco Manufacturers, at Manchester, in the county of Lancaster, under the style or firm of Geo. Theophilidi and Co., and at Liverpool, in the said county of Lancaster, under the style or firm of Theophilidi and Sumbalis, was, on the 2nd day of November instant, dissolved by mutual consent.—Dated the 7th day of November, 1872.

G. Theophilidi.
A. Sumbalis.

NOTICE is hereby given, that the Partnership heretofore subsisting between us, the undersigned, James Adam Smith and Thomas Torrey Smith, as Shipwrights, Boatbuilders, and Boiler Makers, &c., under the firm of Adam and T. Smith, at Liverpool, in the county of Lancaster, was this day dissolved by mutual consent; and that all accounts will be received and paid by the said James Adam Smith, who continues to carry on the said business.—Dated this 21st day of November, 1872.

James Adam Smith.
Thos. T. Smith.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Valentine Hibbins and Daniel Trasler, under the firm of Hibbins and Trasler, at Kingston-upon-Thames, in the county of Surrey, in the trade or business of Stone Masons and Builders, was this day dissolved by mutual consent.—As witness our hands this 16th day of November, 1872.

Valentine Hibbins.
Daniel Trasler.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by us, Frederick Thomas Burdus and Henry Willoughby Trevelyan, under the style or firm of the Bureau Hippique, at 6, Phoenix-yard, Priuces-street, Cavendish-square, London, in the business of Commission Agents for the sale of Horses and Carriages, and Livery Stable Keepers, was this day dissolved by mutual consent.—Dated this 22nd day of November, 1872.

Fredk. Burdus.
H. W. Trevelyan.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Ellison and Robert Hall, of 7, Church-street, Manchester, Commission Agents, trading under the style of Wm. Ellison and Co., has this day been dissolved by mutual consent. All debts owing to and by the said firm will be received and paid by the said Robert Hall, who will in future carry on the said business on his own account.—Dated this 22nd day of November, 1872.

W. Ellison.
Robert Hall.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Walter Newton and William Henry Newton, in the trade or business of Innkeepers, at the Church Inn, Hurst, in the parish of Ashton-under-Lyne, in the county of Lancaster and elsewhere, under the firm of Walter and William Henry Newton, was this day dissolved by mutual consent, and in future the business will be carried on by the said Walter Newton on his separate account, and who will pay and receive all debts due and owing from and to the said partnership in the regular course of trade.—Witness our hands this 20th day of November, 1872.

Walter Newton.
William Henry Newton.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Hopkinson and Richard Hartley, at Bradford, in the county of York, or elsewhere, as Coal Merchants, under the style or firm of Hopkinson and Hartley, was dissolved by mutual consent, on the 16th instant. All debts due to and owing by the said firm will be received and paid by the said William Hopkinson, by whom the said business will in future be carried on.—Dated this 22nd day of November, 1872.

Wm. Hopkinson.
Richard Hartley.

NOTICE is hereby given, that the Copartnership formerly subsisting between the undersigned, as Cotton Spinners and Manufacturers, at Hawthorne Mill, Crawshawbooth, in the Forest of Rossendale, and at Carrfield Mill, Portsmouth, near Todmorden, in the county of Lancaster, under the style or firm of William Barlow and Sons, was dissolved as from the 23rd day of July last, by mutual consent.—As witness our hands this 16th day of November, 1872.

Henry Barlow.
Ashworth Barlow.
Moses Barlow.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Walter Edwards and James Phelps, under the style of W. Edwards and Co., in the trades or businesses of Furnishing and General Ironmongers, Iron, Manure, Oil, and Color Merchants, and Agricultural Implement Makers and Vendors, at Newport and elsewhere, in the county of Monmouth, has been this day dissolved by mutual consent. And that the said businesses will in future be carried on by the said Walter Edwards, under the same name or style of W. Edwards and Co., and that the said Walter Edwards is to receive and pay all debts due to and from the said firm respectively.—Dated this 20th day of November, 1872.

Walter Edwards.
James Phelps.

NOTICE is hereby given, that the Partnership between the undersigned, Richard Hudson and Thomas Hudson, in the business of Graziers, at Barksore Farm, in the parish of Lower Halstow, in the county of Kent, was, as from the 29th day of September, 1871, dissolved by mutual consent.—Witness our hands this 21st day of November, 1872.

Richard Hudson.
Thomas Hudson.

NOTICE is hereby given, that the Copartnership heretofore existing between us the undersigned, John Purvis Dickson and James Dickson, both of 88, Palmerston-buildings, in the city of London, Merchants, carrying on business at 88, Palmerston-buildings aforesaid, under the name, style, or firm of Dickson, Dickson, and Company, was this day dissolved by mutual consent. All debts due or owing to or by the said partnership will be paid and received by the said James Dickson.—Witness our hands this 18th day of November, 1872.

John Purvis Dickson.
James Dickson.

NOTICE is hereby given, that the Partnership (at will) heretofore subsisting between us the undersigned, David Rowland Jones, Edwin Sweet, and Joseph Thompson, carrying on business as Law Accountants, Cost Draftsmen, &c., at Linney's-chambers, No. 42, Kennedy-street, in the city of Manchester, under the style or firm of D. R. Jones and Co., has this day been dissolved and determined. All debts due to and owing by the said partnership will be received and paid by the undersigned David Rowland Jones, who will in future carry on the business in partnership with the said Edwin Sweet.—Dated this 29th day of September, 1872.

D. R. Jones.
Edwin Sweet.
Josh. Thompson.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by William Brownhill, Theophilus Paul Brownhill, and John Justice Brownhill, under the firm of William Brownhill and Sons, at Green-lane, Walsall, in the county of Stafford, in the trade or business of Ironfounders, was this day dissolved by mutual consent, so far as concerns the said William Brownhill.—As witness our hands this 20th day of November, 1872.

William Brownhill.
Theophilus Paul Brownhill.
John Justice Brownhill.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Joseph Roberts, John Buckley, James Horrocks, George Horrocks, Samuel Andrew, and Frederick Pickering, and the late Stephen Hornby, in the trade or business of Machinists, at Salsbridge, in the county of Lancaster, and elsewhere, under the firm of Roberts, Buckley, and Co., was dissolved on the 25th day of May last, by the death of the said Stephen Hornby. And the business has since been and will continue to be carried on by the surviving partners on their own account, and they will pay and receive all debts due and owing from and to the said partnership in the regular course of trade.—As witness our hands this 15th day of November, 1872.

Joseph Roberts.
John Buckley.
James Horrocks.
George Horrocks.
Samuel Andrew.
Frederick Pickering.
Eliza Hornby,
Administratrix of Stephen Hornby,
deceased.

[Extracts from the Edinburgh Gazette of November 22, 1872.]

NOTICE.

THE business of the late Peter Duncan, in Manchester and Dundee, is now carried on by Messrs. James Duncan Young and Walter Stuart, under the firm of Peter

No. 23923.

2 C

Duncan and Company. The deceased's representatives have no concern therein.

J. and J. Ogilvie and Reid,
Solicitors, Dundee.
Agents of Trustees of Peter Duncan,
November 16, 1872.
J. D. Young,
November 16, 1872.

JOHN MOSSES, Law-Clerk, No. 3,
New Inn Entry, Dundee.
Witness to the Signatures of J.
& J. Ogilvie & Reid, and J.
D. Young.

GEO. HANTON, Law-Clerk, No. 3,
New Inn Entry, Dundee,
Witness to the Signature of J. &
J. Ogilvie & Reid, and J. D.
Young.

Walter Stuart,
November 18, 1872.

WILLIAM COLLINOE, 15, Church-street,
Witness.
JAMES JACKSON, 8, Winwright-street,
Witness.

NOTICE.

THE Subscriber ceased, on 31st December, 1870, to be a partner of the Company carrying on business as Engineers, Iron Founders, and Shipbuilders, in Greenock, under the firm of Caird and Company, by retiring from the same.

Greenock, November 2, 1872.

James Miller.

WM. MCCLURE, Writer, Greenock, Witness.
GEORGE WILSON, Druggist, Greenock, Witness.

HELEN CALLAGHAN, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act further to amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand against the estate of Helen Callaghan, formerly of Staunton Court, in the county of Hereford, but late of Shaldon, near Teignmouth, in the county of Devon, Widow, deceased (who died on the 14th day of June, 1872, and whose will was proved in the District Registry at Exeter of Her Majesty's Court of Probate, on the 21st day of September, 1872, by Mary Elliot (wife of John Elliot, of Binks, in the county of Roxborough, Farmer), the executrix thereof), are hereby required to send particulars, in writing, of such claims or demands to the undersigned, Reginald William Templer, on or before the 6th day of January next, after which day the said executrix will proceed to distribute the assets of the said testatrix among the parties entitled thereto, having regard to the claims and demands only of which she shall have had notice. And notice is hereby further given, that the said executrix will not be answerable or liable for the assets so distributed, or for any part thereof, to any person or persons of whose debt or claim she shall not have had notice at the time of such distribution.—Dated this 18th day of November, 1872.

REGINALD WILLIAM TEMPLER, Teignmouth, Devon, Solicitor to the Executrix.

Mr. JOHN JACOB HURST, Deceased.
Statutory Notice.

Pursuant to the Act of Parliament of 22 and 23 Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees"

NOICE is hereby given, that the creditors and all persons having any claim or demands against the estate of John Jacob Hurst, of Hammersmith, in the county of Middlesex, Builder (who died on or about the 7th day of November, 1869, and whose will, with a codicil thereto, was proved in the Principal Registry of Her Majesty's Court of Probate, by Louisa Hurst, James Gardner Graham, and Francis Groom, three of the executors named in the said will and codicil, on the 11th day of December, 1869), are hereby required to send in their claims against the estate of the said John Jacob Hurst to the said executors, at our offices, Bridge-road, Hammersmith, W., or 12, Bouverie-street, Fleet-street, E.C., on or before the 4th day of January next, at the expiration of which time the said executors will proceed to apply and distribute the assets of the said testator pursuant to the provisions of his said will and codicil, having regard to the claims of which the executors shall then have notice; and for the assets, or any part thereof, so applied and distributed, the said executors will not be liable to any person of whose claim they shall not have had notice.—Dated this 21st day of November, 1872.

WATSON and SONS, Solicitors to the said Executors, Bridge-road, Hammersmith, and 12, Bouverie-street, Fleet-street.

EDWARD WARD, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vict., cap. 35, entitled "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 Edward Ward, late of Compton, in the parish of Tottenhall, in the county of Stafford, Grocer (who died on the 4th day of July, 1872, and whose will was proved in the District Registry at Lichfield of Her Majesty's Court of Probate, on the 2nd day of August, 1872, by Charles Ward, the son of the said deceased, 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 31st day of December next. And notice is hereby also given, that after the said 31st day of December next, the said executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims 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 21st day of November, 1872.

BOLTON, WATERHOUSE, and BOLTON,
52, Snow-hill, Wolverhampton, Solicitors to the said Executor.

THOMAS BETTS GARNER, Deceased.

Pursuant to the Statute of the 22nd and 23rd Victoria, cap. 35, intitled "An Act further to amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims against the estate and effects of Thomas Betts Garner, formerly of No. 315, Fulham-road, in the county of Middlesex, Butcher, but lately of Callow-street, Chelsea, in the same county, Gentleman, deceased (who died on the 6th day of January, 1872, and whose will was proved by his sons, Thomas Betts Garner the younger, of No. 295, Fulham-road aforesaid, Poulterer, and Edwin Garner, of No. 32, Gunter-grove, Fulham-road aforesaid, Estate Agent, the executors therein named, in the Principal Registry of Her Majesty's Court of Probate, on the 22nd day of the said month of January), are required, on or before the 31st day of December, 1872, to send to me, the undersigned, full particulars of their claims or demands; at the expiration of which time the said executors will proceed to distribute the assets of the said Thomas Betts Garner, the testator, among the persons entitled thereto, having regard only to the claims or demands of which the said executors shall then have had notice; and the said executors will not, in respect of the assets so distributed, be liable to any person of whose claim or demand the said executors shall not then have had notice.—Dated this 20th day of November, 1872.

MATTHEW THOMPSON, 3, Stamford-villas,
Fulham, Solicitor to the said Executors.

JOHN THORPE, Deceased.

NOTICE is hereby given (pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35), that all creditors and other persons having any claims or demands against or affecting the estate of John Thorpe, late of 2, Maida-hill West, Edgware-road, in the county of Middlesex, Gentleman, deceased (who died on the 24th day of October, 1872, and whose will was proved on the 7th day of November, 1872, in Her Majesty's Court of Probate, by William Pritchard, of Montagu-mews South, Portman-square, in the county of Middlesex, Job Master, the sole executor named in the said will), are hereby required to send in the particulars of such claims or demands to us the undersigned, on or before the 7th day of January next, at the expiration of which time the said executor will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard to the claims only of which the said executor shall then have had notice.—Dated this 23rd day of November, 1872.

BARNARD and CO., 8, Lancaster-place, Strand,
London, W.C., Solicitors for the said Executor.

THOMAS KIMPTON, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Thomas Kimpton, late of the parish of Cottenham, in the county of Cambridge, Farmer, deceased (who died on the 21st day of June, 1872, and whose will was proved on the 18th day of July, 1872, in the District Registry attached to Her Majesty's Court of Probate at Peterborough, by William Moore and James Moore, both of Cottenham aforesaid, Farmers, the executors named in the said will), are hereby required to send, in writing, the particulars of their respective claims or demands to the said William Moore and James Moore, the executors of the said

will, at the office of Messrs. Francis, Webster, and Riche their Solicitors, No. 17, Emmanuel-street, Cambridge, on or before the 27th day of December, 1872, at the expiration of which time the said executors will proceed to distribute the assets of the said Thomas Kimpton among the persons entitled thereto, having regard only to the respective claims and demands of which the said executors shall then have had notice; and the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose claim or demand they shall not have had notice at the time of such distribution.—Dated this 20th day of November, 1872.

FRANCIS, WEBSTER, and RICHES, Solicitors
for the Executors.

Re ROBERT STOPFORD TAYLOR, Deceased.

Pursuant to an Act of Parliament made and passed in the session of the 22nd and 23rd years of the reign of Her present Majesty Queen Victoria, chapter 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and all persons having any claims against the estate of Robert Stopford Taylor, formerly of Broad-lane, Sheffield, in the county of York, but late of Glossop-road, Sheffield aforesaid, Surgeon, deceased (who died on the 22nd day of October, 1872, at Sheffield aforesaid, and whose will and codicil were proved in Her Majesty's Court of Probate at the District Registry at Wakefield, on the 8th day of November, 1872, by Thomas Wilkinson, John Stevenson, and Ann Taylor, the executors and executrix therein mentioned), are requested to send in the particulars, in writing, of such claims to me, as the Solicitor for the said executors on or before the 22nd day of February next, at the expiration of which time the executors will proceed with the distribution of the funds and assets of the said deceased according to law, all claims not then sent in will be excluded; and the executors will not be liable for the assets so distributed, or any part thereof, to any person of whose claim they shall not then have had notice.—Dated the 20th day of November, 1872.

WM. FRETSON, Bank-street, Sheffield, Solicitor
to the Executors.

Re JOHN EYRE, Deceased.

Pursuant to Act of Parliament made and passed in the session of the 22nd and 23rd years of the reign of Her present Majesty Queen Victoria, chapter 35, intitled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and all persons having any claim against the estate of John Eyre, late of Andover-street, in Sheffield, in the county of York, Gentleman, deceased (who died on the 7th day of October, 1872, at Sheffield aforesaid, and whose will was proved in Her Majesty's Court of Probate at the District Registry at Wakefield, on the 15th day of November, 1872, by John Wilson and William West Meggitt, the executors therein named), are requested to send in the particulars, in writing, of such claims to me, as the Solicitor for the said executors, on or before the 22nd day of February next, at the expiration of which time the executors will proceed with the distribution of the funds and assets of the said deceased according to law, and all claims not then sent in will be excluded; and the executors will not be liable for the assets so distributed, or any part thereof, to any person of whose claim they shall not then have had notice.—Dated the 20th day of November, 1872.

WM. FRETSON, Bank-street, Sheffield, Solicitor
for the Executors.

JOHN JAMES GRIMSTON, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35, intitled "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 upon or against John James Grimston, late of No. 11, Berkeley-terrace, Lorrismore-road, Kennington, in the county of Surrey, Gentleman, deceased (who died on the 15th of August, 1868, and letters of administration of whose estate were, on the 4th of May, 1872, granted by the Principal Registry of Her Majesty's Court of Probate to Henry Grimston, of No. 3, Blenheim-villas, Abbey-road, St. John's Wood, in the county of Middlesex, Gentleman), are hereby required to send in to the said Henry Grimston, particulars, in writing, of their debts, claims, or demands, on or before the 23rd of December, 1872, after which day the said Henry Grimston will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the debts or claims of which he shall then have had notice; and that he will not be liable for the assets, or any part thereof, so distributed to any person of whose claim he shall not then have had notice.—Dated this 21st day of November, 1872.

A. M. WHITE, of Colchester, Essex, Solicitor for
the said Henry Grimston.

CHARLES FAUNTLEROY, 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 all creditors and other persons having any claims or demands upon or against the estate of Charles Fauntleroy, late of No. 114, Russell-street, Bermondsey, in the county of Surrey, Gentleman, deceased (who died on the 2nd day of October, 1872, and whose will was proved in the Principal Registry of the Court of Probate, on the 26th day of October, 1872, by Alfred Beebe and George Oliver Mellick Herron, the executors therein named), are required to send, in writing, particulars of their claims or demands to Messrs. Jenkinson, Son, and Owen, of No. 1, Corbet-court, Gracechurch-street, in the city of London, Solicitors to the said executors, on or before the 21st day of December, 1872, after which day the said executors will proceed to distribute the assets among the parties entitled thereto, having regard to the claims only of which the executors shall then have had notice; and the said executors will not be liable to any person of whose claim or demand they shall not then have had notice.—Dated this 21st day of November, 1872.

JENKINSON, SON, and OWEN, No. 1, Corbet-court, Gracechurch-street, Solicitors to the said Executors.

SAMUEL SANGSTER, 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 all creditors and other persons having any claims or demands upon or against the estate of Samuel Sangster, late of No. 83, New Kent-road, in the county of Surrey, Gentleman, deceased (who died on the 24th day of June, 1872, and of whose personal estate and effects letters of administration were, on the 13th day of July, 1872, granted by the Principal Registry of Her Majesty's Court of Probate, to William Sangster, the natural and lawful brother, and one of the next-of-kin of the deceased), are hereby required to send to us, the undersigned, the Solicitors for the said administrator, particulars, in writing, of their claims or demands, on or before the 21st day of December, 1872, after which time the said administrator will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the debts or claims of which he shall then have had notice; and that the said administrator will not be liable for any part of the assets so distributed to any person or persons of whose claim he shall not then have had notice.—Dated this 21st day of November, 1872.

JENKINSON, SON, and OWEN, No. 1, Corbet-court, Gracechurch-street, London, Solicitors for the said Administrator.

JAMES GLOVER, Deceased.

Pursuant to an Act of Parliament of the 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 creditors and all other persons having any claims or demands upon or against the estate of James Glover, late of Sideway House, in the parish of Stoke-upon-Trent, and of Longton, both in the county of Stafford, Esquire (who died on the 20th day of June, 1869, and whose will, and one codicil thereto, were duly proved by Alfred and Charles Glover, both of the Brewery, Longton aforesaid, Common Brewers, the executors in the said will named, in the Principal Registry of Her Majesty's Court of Probate, on the 13th day of November, 1869), are hereby required to send, in writing, the particulars of their claims and demands to the said executors, at their address aforesaid, on or before the 31st day of December next, at the expiration of which time the said executors will proceed to distribute the assets of the said James Glover, deceased, amongst the parties entitled thereto, having regard to the claims only of which the said executors shall have then had notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claim they shall not then have had notice.—Dated this 21st day of November, 1872.

F. C. GREENFIELD, 3, Lancaster-place, Strand, London, Solicitor for the said Executors.

Miss MARY RANKEN, Deceased.

Pursuant to Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands against the estate of Mary Ranken, late of Ealing, in the county of Middlesex, Spinster, deceased (who died on the 14th day of June, 1872, and whose will, with two codicils thereto, was proved by John Charles Conybeare, of Tonbridge, in the county of Kent, and Robert Rutland Newman, of 8, Howard-street, Strand, in the said county of Middlesex, Esquires, the executors therein named, in the Principal Registry of Her Majesty's Court of Probate, on the 12th day of July, 1872), are hereby required to send

to us the undersigned, Solicitors for the said executors, the particulars of their claims or demands, on or before the 1st day of January, 1873, at the expiration of which time the said executors will distribute the assets of the said testator among the parties entitled thereto, having regard to the claims of which they shall then have had notice; and the executors will not be liable for the assets of the deceased, or any part thereof, so distributed to any person of whose claim they shall not then have had notice.—Dated this 23rd day of November, 1872.

NICHOLL and NEWMAN, 8, Howard-street, Strand, Solicitors for the said Executors.

JOHN EDWARD ROBERTS, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35, "To further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of John Edward Roberts, late of No. 17, St. George's-terrace, Liverpool-road, Islington, Middlesex, Manufacturing Watchmaker, deceased (who died on the 31st day of August, 1872, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 15th day of October, 1872, by Ann Roberts, the sole executrix thereof), are hereby required to send the particulars of their claims or demands against the estate of the said deceased to the undersigned, Phillip Woodman, of 33, Smith-street, Northampton-square, Clerkenwell, on or before the 23rd day of December next, after which day the said executrix will proceed to distribute the assets of the deceased, having regard only to the claims of which the executrix or the said Phillip Woodman shall then have had notice; and they will not be liable for the assets so distributed to any person of whose claim or demand they shall not then have had notice.—Dated this 22nd day of November, 1872.

PHILLIP WOODMAN, 33, Smith-street, Northampton-square, Clerkenwell.

RICHARD COWLAM WAVELL, Deceased.

Pursuant to Act 22 and 23 Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having claims against the estate of Richard Cowlam Wavell, late of Pier-street, Ryde, in the Isle of Wight, Chandler (who died on the 3rd day of April, 1859, and whose will was proved on the 18th day of October, 1859, in the Principal Registry of the Court of Probate, by Sarah Wavell, since deceased, Thomas Dashwood, and James Wavell Littlefield, the executrix and executors therein named), are required to send written particulars of such claims to the undersigned, before the 1st day of January next, after which date the executors will proceed to distribute the assets of the deceased among the persons entitled thereto, having regard only to the claims of which they shall then have had notice; and they will not be answerable or liable for the assets so distributed, or any part thereof, to any person of whose claim they shall not then have had notice.—Dated this 14th day of November, 1872.

FARDELL and WOOLDRIDGE, Ryde, Isle of Wight, Solicitors to the Executors.

JOSEPH DIXON, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, Queen Victoria, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of Joseph Dixon, late of Wetherby, in the county of York, Accountant, deceased (who died on or about the 24th day of November, 1871), and of whose estate and effects letters of administration were granted to Elizabeth Hannah Dixon, one of the next-of-kin of the said deceased, on the 20th day of December, 1871, by the Wakefield District Registry of Her Majesty's Court of Probate), are requested to send in the particulars of their claims or demands to me, the undersigned, on or before the 19th day of December next, after which day the assets of the deceased will be distributed among the parties entitled thereto, having regard only to the claims of which she (through me) shall then have had notice; and that she will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim she shall not then have had notice.—Dated this 19th day of November, 1872.

THOS. L. BICKERS, Solicitor, Tadcaster.

JOHN EAGAR, Deceased.

NOTICE is hereby given, pursuant to the Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees," that the creditors and all other persons having claims or demands upon or against the estate of John Eagar, late of Exmouth-street, Goree, Liverpool, in the county of Lancaster, Corn Dealer (who died on the 20th day of November, 1871, at Exmouth-street aforesaid, and

letters of administration to whose estates and effects were granted on the 19th day of November, 1872, to Robert Eagar, of Milltown, in the county of Kerry), are required to send in 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, to us, the undersigned, the Solicitors to the said administrator, at our office, 5, Commerce-chambers, 15, Lord-street, Liverpool, on or before the 10th day of January, 1873, at the expiration of which time the said administrator will distribute the assets of the said John Eagar among the persons entitled thereto, having regard only to the debts, claims, or demands of which he shall then have had notice; and the said administrator will not be liable for the assets, or any part thereof, so distributed to any person or persons whose death claim or demand he shall not have notice at the time of the distribution of the assets.—Dated this 21st day of November, 1872.

HORE and MONKHOUSE, 5, Commerce-chambers, Lord-street, Liverpool.

GEORGE MATTHEWS, Deceased.

Pursuant to Act of Parliament 22 and 23 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 George Matthews, late of Taylor's Barn Farm, Cuckfield, in the county of Sussex, Farmer, deceased (who died on the 19th day of July, 1872, and whose will was proved in the District Registry at Lewes of Her Majesty's Court of Probate on the 16th day of September, 1872, by Charles Paekham the younger, of Hurstpierpoint, in the said county of Sussex, Miller, and Benjamin Paekham, of Hurstpierpoint aforesaid, Miller, the executor therein named), are hereby requested to send particulars, in writing, of their respective claims or demands to the undersigned, Woods and Dempster, of Ship-street, Brighton, the Solicitors to the said executors, or to the said executors, on or before the 9th day of January, 1873, after which day the said executors will proceed to distribute and appropriate the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims 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 of whose claim or demand they shall not have had notice at the time of such distribution.—Dated this 21st day of November, 1872.

WOODS and DEMPSTER, 64, Ship-street, Brighton, Solicitors to the Executors.

CATHERINE LUKIN, Deceased.

Pursuant to Act of Parliament 22 and 23 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 Catherine Lukin, late of No. 7, Burnswick-square, Hove, in the county of Sussex, Widow, deceased (who died on the 5th day of September, 1872, and whose will was proved in the District Registry at Lewes of Her Majesty's Court of Probate, on the 18th day of November, 1872, by Caroline Francis Ricketts, of No. 7, Brunswick-square, Hove aforesaid, the administratrix, with the will annexed), are hereby requested to send particulars, in writing, of their respective claims or demands to the undersigned, Woods and Dempster, of Ship-street, Brighton, the Solicitors to the said administratrix, on or before the 9th day of January, 1873, after which day the said administratrix will proceed to distribute and appropriate the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims or demands of which she shall then have had notice; and the said administratrix will not be liable for the assets, or any part thereof, so distributed to any person of whose claim or demand she shall not have had notice at the time of such distribution.—Dated this 21st day of November, 1872.

WOODS and DEMPSTER, 64, Ship-street, Brighton, Solicitors to the Administratrix.

JOSEPH NADEN, 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 Joseph Naden, late of the city of Lichfield, Land Agent, deceased (who died on or about the 4th day of November, 1872, intestate, and letters of administration of whose estate and effects were granted to Charlotte Lucy Naden, of the said city of Lichfield, Widow, on the 21st day of November instant, by the District Registry at Lichfield attached to Her Majesty's Court of Probate), are hereby required to send in the particulars of their claims or demands to the said Charlotte Lucy Naden, or the undersigned, her Solicitors, on or before the 31st day of Decem-

ber next; and notice is hereby also given, that after that day the said administratrix will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said administratrix shall then have notice; and that she will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim she shall not then have had notice.—Dated this 22nd day of November, 1872.

BARNES and RUSSELL, Lichfield, Solicitors for the said Administratrix.

MARY BROOKS, Deceased.

Pursuant to the Statute 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 affecting the estate of Mary Brooks, late of Harbertonford, in the county of Devon, Widow (who died on the 13th day of January, 1872, and whose will was proved in the District Registry of Her Majesty's Court of Probate at Exeter on the 2nd day of March, 1872, by John Shute and John Whiteway Hoppin, the executors thereof), are required to send in the particulars of their claims to me the undersigned, their Solicitor, at my office in Totnes, on or before the 31st day of December next, at the expiration of which time the said executors will proceed to distribute the assets of the said Mary Brooks, the testatrix, among the persons entitled thereto, having regard to the debts and claims only of which the said executors shall then have had notice; and the said executors will not be liable for the assets so distributed to any person of whose debt or claim they shall not have had notice at the time of distribution.—Dated the 7th day of November, 1872.

THOS. W. WINDEATT, Totnes, Solicitor to the Executors of the said Mary Brooks.

JANE BLACKMORE, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty Queen Victoria, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claim upon or against the estate of Jane Blackmore, late of the city of Bath, Spinster, deceased (who died on the 18th day of October, 1872, and whose will was proved on the 7th day of November, 1872, by Sarah Dansey, Widow, one of the executors therein named, in the Principal Registry of Her Majesty's Court of Probate), are hereby required to send in the particulars of their claims, in writing, to the undersigned, the Solicitors to the said executors, on or before the 18th day of January next, at the expiration of which time the said executors will distribute the whole of the assets among the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and the said executors will not be liable for such assets, or any part thereof, to any person or persons of whose claims they shall not then have had notice.—Dated the 21st day of November, 1872.

BLACKMORE and SON, Alresford, Hants, Solicitors for the said Executors.

THOMAS BARKER, Deceased.

Statutory Notice to Creditors.

Pursuant to the 29th Section of the Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Thomas Barker, formerly of the city of York, but late of Thornton-le-Clay, in the county of York, Gentleman (who died on the 5th day of October, 1872, and whose will was proved by Edwin Waldron, formerly of the said city of York, but now of Thornton-le-Clay aforesaid, Gentleman, and Joseph Mason, of the said city of York, Saddler, the executors therein named, in Her Majesty's Court of Probate, the District Registry at York, on the 25th day of October, 1872), are hereby required to send, in writing, the particulars of their claims or demands to me, the undersigned, the Solicitor of the said executors, at my offices in Castlegate, in the said city of York, on or before the 31st day of December next. And notice is hereby also given, that at the expiration of the last-mentioned day the said executors will be at liberty to distribute the assets of the said Thomas Barker amongst the parties entitled thereto, having regard to the claims of which they shall then have had notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose claim they have not had notice at the time of such distribution.—Dated this 20th day of November, 1872.

ROBERT YOUNG, Solicitor, No. 5, Castlegate, York.

JOSEPH ROBINSON, Deceased.

Pursuant to 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 the creditors of Joseph Robinson, late of Huddersfield, in the county of York, Tailor, deceased (who died on the 3rd of March, 1872, and to whose estate and effects letters of administration were on the 27th day of November, 1872, granted by Her Majesty's Court of Probate at Wakefield, to Caroline Robinson, of Bradford-road, Huddersfield aforesaid, widow), are hereby required to send to the said administratrix at above address, or to the undersigned, her Solicitor, particulars of their claims against the estate of the said deceased on or before the 20th day of February next, after which time the said administratrix will pay the claims of parties entitled thereto, having regard to those only of which she shall then have had notice; and all persons indebted to the estate of the said deceased are required to pay their respective debts to the said administratrix, or to the undersigned as aforesaid, before the said 20th day of February next.—Dated this 22nd day of November, 1872.

JOSH. BOTTOMLEY, 52, New-street, Huddersfield.

JAMES BOWDEN, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of James Bowden, formerly of Langharne, in the county of Carmarthen, and late of Butt Aser Cottage, in the parish of Lyncombe, and Widcombe, in the county of Somerset, Gentleman (who died on the 12th day of October, 1868, and to whose estate and effects administration was granted by the Principal Registry of Her Majesty's Court of Probate, on the 11th day of November, 1872, to Frederick Maples the lawful attorney of Sydenham Bowden, of the city of Melbourne, in the colony of Victoria, the natural and lawful son and only next-of-kin of the said deceased), are hereby required to send in the particulars of such claims and demands to us, the undersigned, the Solicitors for the said administrator, at our offices, No. 6, Frederick's-place, Old Jewry, in the city of London, on or before the 20th day of January, 1873, after which last-mentioned day the said administrator will proceed to distribute the whole of the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which he then shall have had notice; and the said administrator will not be liable for the assets so distributed, or any part thereof, to any person of whose claim or demand he shall not then have had notice.—Dated this 22nd day of November, 1872.

YOUNG, MAPLES, TEESDALE, NELSON, and CO., Solicitors for the said Administrator.

WILLIAM IVES, Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of William Ives, late of Tottenham, Middlesex, Gentlemen, who died on the 18th day of May, 1861, and whose will was proved in the principal Registry of Her Majesty's Court of Probate on the 9th day of July, 1861, by the executrix and executors therein named, viz., Elizabeth Ives and James Irving, both deceased, and Joseph Holmes, of Roydon Lea, in the county of Essex, Farmer) are required to send the particulars of such claims to me, the undersigned, at my offices at Great Hadham, Herts, on or before the 2nd day of January next, at the expiration of which period the said executor will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard to the claims only of which he, the said executor, shall then have had notice; and such executor will not be liable for the assets of the said deceased, or for any part thereof, so distributed, to any persons of whose claim he shall not then have had notice.—Dated this 21st day of November, 1872.

JNO. MOTT RICHARDSON, Great Hadham, Solicitor to the surviving Executor.

SYDNEY BACON WEAVER, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty Queen Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Sydney Bacon Weaver, late of Sydney Villa, Lord-lane, Hoddesdon, in the county of Hertford,

Gentleman, deceased (who died on the 2nd day of November, 1872, and whose will was proved on the 19th day of November, 1872, in the Principal Registry of Her Majesty's Court of Probate, by John Weaver, of No. 5, Southampton-terrace, Caledonian-road, in the county of Middlesex, the acting executor therein named), are hereby required to send particulars of their claims or demands, in writing, to us the undersigned, Solicitors for the said executor, on or before the 24th day of December next; and notice is hereby given, that after the said 24th day of December next, the said executor will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims or demands of which the said executor shall then have had notice; and he will not be liable for the assets, or any part thereof, so distributed to any creditor or other person of whose debt, claim, or demand he shall not then have had notice.—Dated this 22nd day of November, 1872.

A. F. and R. W. TWEEDIE, No. 5, Lincoln's-inn-fields, London, Solicitors for the acting Executor.

JOHN HUNT, Deceased.

Pursuant to an Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of John Hunt, late of Eccleshill, in the county of Lancaster, Egg Dealer, deceased (who died on the 7th day of August, 1872, intestate, and to whose estate and effects letters of administration were, on the 12th day of November, 1872, duly granted to Andrew Hunt, of Blackburn, in the said county, Fish Dealer, and Doctor Hunt, of Blackburn aforesaid, Labourer, by the District Registry at Lancaster, attached to Her Majesty's Court of Probate), are hereby required to send, in writing, the particulars of their claims or demands to us, the undersigned, on or before the 26th day of December, 1872, at the expiration of which time the said administrators will administer the estate, and distribute the assets of the said John Hunt among the parties entitled thereto, having regard only to the claims of which the said administrators shall then have had notice; and that they will not be liable for the assets so distributed to any person of whose claim they shall not then have had notice. And all persons indebted to the estate of the said John Hunt are required to pay the amount of their respective debts to us, the undersigned, at our office forthwith.—Dated the 22nd day of November, 1872.

T. J. and H. BACKHOUSE, Solicitors to the said Administrators, 5, St. John's-place, Blackburn.

Mrs. LETITIA STALMAN, Widow, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Letitia Stalman, late of No. 16, Saint George's-road, Pimlico, in the county of Middlesex, and formerly also of Esher-cottage, Claremont, in the county of Surrey, Widow of Henry Stalman, Esq., deceased (who died at No. 16, Saint George's-road aforesaid, on the 15th day of October, 1872, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 20th day of November, 1872, by Frederick Dumergue, of No. 3, New-square, Lincoln's-inn, in the county of Middlesex, Esq., Barrister-at-Law, and Henry Trelawny Boodle, of No. 53, Davies-street, Berkeley-square, in the same county, Esq., the executors named in the said will), are hereby required to send in the particulars of their respective claims or demands to the said executors, at the office of Messrs. Boodle and Partington, of No. 53, Davies-street, Berkeley-square, London, W., on or before the 20th day of January, 1873, after which day the said executors will proceed to apply and distribute the assets of the said testatrix, having regard only to the debts, claims, and demands of which they shall then have had notice; and the said executors will not be liable for such assets, or any part thereof, to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 23rd day of November, 1872.

BOODLE and PARTINGTON, 53, Davies-street, London, W., on behalf of the said Executors.

COURT GRANVILLE, 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 having any claims or demands upon or against the estate of Court Granville, formerly of Calwick, in the county of Stafford, Esq., deceased (who died on the 16th July, 1848, and whose will was proved in the Prin-

Principal Registry of the Court of Probate, on the 22nd day of September, 1848, by Sir Thomas George Skipwith, Baronet, and the Reverend Court Granville, two of the executors therein named, and on the 20th day of January, 1849, by Colonel Frederick Granville, a third executor therein named, by virtue of the power reserved to him so to do, and upon or against the executors and trustees of the same will in respect of the Granville Colliery and Works, at Swadlincote, in the county of Derby, part of the estate of the said testator, and which were carried on and worked by such executors and trustees up to the 29th day of September, 1872, are hereby required to send in particulars of their claims and demands to Mr. John Thomas Woodhouse, of Overseal, near Ashby-de-la-Zouch, in the county of Leicester, or to Messrs. Williams and James, of 62, Lincoln's-inn-fields, in the county of Middlesex, on or before the 1st day of January, 1873, on which day the survivor of the said executors and trustees will proceed to distribute the remaining assets among the parties entitled thereto, having regard to the claims only of which the executor and trustee 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 notice.—Dated this 23rd day of November, 1872.

WILLIAMS and JAMES, 62, Lincoln's-inn-fields, London, W.C., Solicitors for the said surviving Executor and Trustees.

HENRY SUGG, 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 persons having any debt or claim against or upon the estate of Henry Sugg, late of No. 95, York-street, Westminster, in the county of Middlesex, and of Hurst, near Reading, in the county of Berks, Undertaker, deceased (who died on the 12th day of January, 1864, and probate of whose will was granted by the Principal Registry of Her Majesty's Court of Probate, to Henry Hatchard Taylor Sugg and John Walter Sugg, two of the executors thereof, on the 11th day of February, 1864), are hereby required to send, in writing, particulars of their debts, claims, and demands to the undersigned, Edward Willson Crosse, on or before the 31st day of December, 1872, after which day the said executors 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 they shall then have had notice; and that the said executors will not after that time be liable for the assets, or any part thereof, so distributed to any person or persons of whose claim they shall not then have had notice.—Dated this 20th day of November, 1872.

EDWARD W. CROSSE, 4, Bell-yard, Doctors'-commons, Solicitor for the said Executors.

REBECCA SUGG, Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd Vict., chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any debt or claim against or upon the estate of Rebecca Sugg, late of No. 1, Shirley-villas, Balham, in the county of Surrey, and of Hurst, near Reading, in the county of Berks, Widow, deceased, who died on the 22nd day of October, 1872, and probate of whose will was granted by the principal Registry of Her Majesty's Court of Probate, to Henry Sugg, John Walter Sugg, and Sarah Sugg, spinster, the executors thereof, on the 18th day of November, 1872, are hereby required to send in writing particulars of their debts, claims, and demands to the undersigned, Edward Willson Crosse, on or before the 31st day of December, 1872, after which day the said executors 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 they shall then have had notice; and that the said executors will not after that time be liable for the assets, or any part thereof, so distributed to any person or persons of whose claim they shall not then have had notice.—Dated this 20th day of November, 1872.

EDWARD W. CROSSE, 4, Bell-yard, Doctors'-commons, Solicitor for the said Executors.

TO be sold, pursuant to an Order of the High Court of Chancery made the matter of the estate of John Baron Fairhurst, and in a cause *Warder v. Fairhurst*, with the approbation of the Vice-Chancellor Sir Richard Malins, by Mr. John Lamb, the person appointed by the said judge, at the Royal Hotel, at Wigan, in the county of Lancaster, on Wednesday, the 11th day of December, 1872, at five for six o'clock in the evening, in one lot:—

Certain freehold estates, situate at Wigan, in the county of Lancaster, comprising ten freehold cottages, situate in Bridge-street, in Wigan aforesaid, held under a lease for 999

years, from the 1st of May, 1825, subject to the yearly ground rent of £10, being a portion of an annual rent of £19, that sum being a portion of the rent of £36 6s. 3d. the rent reserved by the said lease, and let to weekly tenants at rents amounting collectively to £79 6s. 0d. a year.

Particulars and conditions of sale may be had of Mr. L. R. Rowbottom, of Wigan, Solicitor; of Messrs. Gregory and Co., of No. 1, Bedford-row, London, W.C., Solicitors; of Messrs. Le Riche and Son, of No. 11, King's-road, Bedford-row, London, W.C.; of the Auctioneer, at Wigan aforesaid; and at the place of sale.

In Chancery.—Between William Paget Trimmingham, Plaintiff; and John Melhuish, William Oxenford Melhuish, and Henry Watson, Defendants.

TAKE notice, that pursuant to special leave this day given, this Honourable Court will be moved before his Honour the Vice-Chancellor Sir John Wickens, Knight, at his Court in Lincoln's-inn, Middlesex, England, on Thursday, the 23rd day of January, 1873, or so soon thereafter as Counsel can be heard on behalf of the above-named plaintiff, that his Bill may be taken pro confesso against the defendant, Henry Watson, at the hearing of this cause.—Dated this 4th day of November, 1872.

Yours, &c.,

DRUCE, SONS, and JACKSON, 10, Billiter-square, London, England, Plaintiff's Solicitors.

To the Defendant, Henry Watson.

Take notice, the plaintiff will read, in support of the above motion, two Orders made in this cause, dated the 24th day of January, 1871, and the 22nd day of May, 1871, an affidavit of William Hunter Campbell, filed in this cause on the 15th day of May, 1871, a certificate of the Record and Writ Clerks of no answer having been filed by the defendant, Henry Watson.

In Chancery.—Master of the Rolls.—Between Sidney William Borrell, Plaintiff; and Donald Barr, Defendant.

TAKE notice, that this Honourable Court will be moved before the Right Honourable the Master of the Rolls, on the last motion day in the sittings after this present Michaelmas Term, or so soon after as Counsel can be heard, by Mr. Edward Chitty, of Counsel for the plaintiff, that the Bill filed in this cause on the 19th day of April, 1872, may be ordered to be taken pro confesso against the above-named defendant, pursuant to the 22nd of the Consolidated Orders, Rule 4.—Dated this 5th day of November, 1872.

Yours, &c.,

PATRICK JOHNSTON, Plaintiff's Solicitor, 35, Bedford-row.

To Donald Barr, the above-named Defendant.

PURSUANT to a Decree of the High Court of Chancery, made in the cause *Shearly against Cripps*, the creditors of William Shearly, late of No. 1, Agnes-villas, Bayswater, in the county of Middlesex, Esquire, who died in or about the month of January, 1860, are, on or before the 23rd day of December, 1872, to send by post, prepaid, to Messrs. Kingsford and Dorman, of 23, Essex-street, Strand, London, the Solicitors of the defendant, William James Shearly, one of the administrators of the said William Shearly, deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situated in the Rolls-yard, Chancery-lane, London, on the 7th day of January, 1873, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated the 22nd day of November, 1872.

PURSUANT to a Decree of the High Court of Chancery, made in the matter of the estate of Frederick Doulton, and in a cause of *Doulton against Doulton*, 1872. D., 139, the creditors of Frederick Doulton, late of 11, Kensington-gate, in the county of Middlesex, Gentleman, who died in or about the month of May, 1872, are, on or before the 21st day of December, 1872, to send by post, prepaid, to Mr. Charles Sawbridge, of 126, Wood-street, Cheapside, London, the Solicitor of the administrator with the will annexed of the said Frederick Doulton, deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Richard Malins, at his chambers, 3, Stone-buildings, Lincoln's-inn, Middlesex, on Friday, the 10th day of January, 1873, at twelve of the clock at noon, being the time appointed for adjudicating on the claims.—Dated the 18th day of November, 1872.

PURSUANT to a Decree of the High Court of Chancery, made in a cause *Castle v. Boulter*, the creditors of William Boulter, formerly of No. 52, Southgate-road, Kingsland, but late of Bethnal House, Bethnal Green, both in the county of Middlesex, House Decorator, who died in or about the month of May, 1872, are, on or before the 11th day of December, 1872, to send by post, prepaid, to Mr. George Edward Carpenter, of No. 23, Regent-street, in the county of Middlesex, the Solicitor for the defendant Eliza Lavinia Comber Boulter, Widow, the administratrix of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said 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, Middlesex, on Wednesday, the 18th day of December, 1872, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 21st day of November, 1872.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Sarah Spawforth, and in a cause *Chambers against Malvin*, 1872, S., No. 265, the creditors of Sarah Spawforth, late of Cleveland House, Headingley, near Leeds, in the West Riding of the county of York, formerly of Middlesbrough, in the North Riding of the said county, Widow, deceased, who died in or about the month of December, 1871, are, on or before the 20th day of December, 1872, to send by post, prepaid, to Mr. John Thomas Belk, of Middlesbrough, in the county of York, the Solicitor of the defendants, Mark Malvin and William Sudden, the executors of the will of the said Sarah Spawforth, deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor 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 on the claims.—Dated this 15th day of November, 1872.

PURSUANT to a Decree of the High Court of Chancery, made in a cause *Paine against Her Majesty's Attorney-General*, the creditors of Thomas Edmett, late of Maidstone, in the county of Kent, who died in or about the month of October, 1871, are, on or before the 1st day of January, 1873, to send by post, prepaid, to Thomas Kipping, of 45, Essex-street, Strand, London, the Solicitor of the plaintiffs, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir John Wickens, at his chambers, situated No. 12, Old-square, Lincoln's-inn, 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 23rd day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. **A** FIRST and Final Dividend of 1s. 9d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Joseph Greaves the younger, of Manchester-road, in Horton, in the parish of Bradford, in the county of York, Bolt and Nut Maker, and will be paid by me, at my office, in Darley-street, Bradford aforesaid, on and after the 4th day of December, 1872.—Dated this 20th day of November, 1872.

GEO. CHAMBERS, Trustee.

In the County Court of Warwickshire, holden at Birmingham.

A DIVIDEND of 1s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Charles Rowlands Coldicott and Joseph Tomey, trading in copartnership as Tomey and Coldicott, of Catherine-street, Lichfield-road, Ashton-juxta-Birmingham, in the county of Warwick, Water Gauge and Glass Manufacturers, and will be paid by me, at my office, No. 31, Bennett's-hill, Birmingham, any Thursday after the 30th day of November instant.—Dated this 19th day of November, 1872.

ROBERT FREE, Trustee.

In the County Court of Essex, holden at Chelmsford. **A** FIRST and Final Dividend of 2s. 10½d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of George

Menzies Taverner, of the King's Head Inn, Romford, in the county of Essex, Licensed Victualler, and will be paid by Mr. Edward Moore, the Trustee, at his office, No. 3, Crosby-square, in the city of London, on Wednesday, the 27th day of November, 1872, and the three following Wednesdays, between the hours of eleven and two.—Dated this 22nd day of November, 1872.

NASH, FIELD, and LAYTON, 2, Suffolk-lane, London, E.C., Solicitors to the 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 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 Geausseut, 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.

J. GEAUSSSENT, 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 Thomas Williams, of 238, Blackfriars-road, in the county of Surrey, Hat and Cap Manufacturer, residing at 136, Loughborough-road, Brixton, in the county of Surrey.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Royal Hotel, in the city of Manchester, on the 5th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 16th day of November, 1872.

W. T. HALL, 20, King's Arms-yard, London, Attorney for the said Thomas Williams.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Sam Styles, of 46, Whitcomb-street, Pall-mall East, in the county of Middlesex, Plumber, Painter, and General 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 Mr. John Smith's, Hand and Racket, 21, Whitecomb-street, Pall-mall East, in the county of Middlesex, on the 13th (and not the 13th, as erroneously printed in Gazette of 19th instant) day of November, 1872, at ten o'clock in the forenoon precisely.—Dated this 15th day of November, 1872.

ROBT. HAYNES, 30, Manchester-street, Manchester-square, in the county of Middlesex, Attorney for the said Sam Styles.

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 Errington and Louis Joseph Errington, trading as G. and L. Errington, of 46, Elizabeth-street, Hackney-road, Bethnal Green, in the county of Middlesex, Stay and Corset Manufacturers.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the office of Henry Webster, Solicitor, 10, Basinghall-street, London, on the 4th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 16th day of November, 1872.

HENRY WEBSTER, 10, Basinghall-street, London, Attorney for the said Debtors.

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 Wells, of 152, Portobello-road, Notting-hill, in the county of Middlesex, 120, Lower Marsh, Lambeth, in the county of Surrey, 2, Little Moorfields, in the city of London, 247, Caledonian-road, in the county of Middlesex, and 156, Clarendon-road, Notting Hill, in the county of Middlesex, Cheesemonger and Porkman.

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. Carter and Bell, 102, Leadenhall-street, in the city of London, on the 9th day of December, 1872, at three o'clock in the afternoon precisely.—Dated the 21st day of November, 1872.

CARTER and BELL, 102, 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 George Errington and Louis Joseph Errington, trading as G. and L. Errington, of 46, Elizabeth-street, Hackney-road, Bethnal Green, in the county of Middlesex, Stay and Corset Manufacturers.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named George Errington has been summoned to be held at the offices of Henry Webster, Solicitor, 10, Basinghall-street, London, on the 4th day of December, 1872, at four o'clock in the afternoon precisely.—Dated this 16th day of November, 1872.

HENRY WEBSTER, 10, 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 Henry Caton, of No. 16, Garlick-hill, in the city of London, Journeyman Compositor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 29, Queen-street, Cannon-street, in the city of London, on the 12th day of December, 1872, at one o'clock in the afternoon precisely.—Dated this 21st day of November, 1872.

WILLIAM EDWARD BARRON, of No. 29, Queen-street, Cannon-street, London, E.C., Attorney for the said Henry Caton.

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 Bundock, late of the Edinburgh Castle Tavern, Rhodeswell-road, Limehouse, in the county of Middlesex, Licensed Victualler; but now of No. 16, Graxton-street, Mile End-road, Middlesex aforesaid, of no occupation.

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. Keene and Marsland, No. 77, Lower Thames-street, in the city of London, on the 10th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1872.

KEENE and MARSLAND, 77, Lower Thames-street, London, E.C., Attorneys for the said William Bundock.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Whitby, of No. 153, Lower Kennington-lane, in the county of Surrey, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Thomas John Holmer, No. 4, Eastcheap, in the city of London, on 9th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

THOS. J. HOLMES, Solicitor, No. 4, Eastcheap, 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 William Henry Christie and Charles John Christie, of 19, Brook-street, Bond-street, and 7, Argyle-street, Regent-street, both in the county of Middlesex, Auctioneers and Estate Agents, trading in copartnership under the style or firm of Christie and Christie.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at 12, Hatton-garden, in the county of Middlesex, on the 3rd day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 14th day of November, 1872.

E. F. MARSHALL, Attorney for the said Debtors.

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 Christie and Charles John Christie, of 19, Brook-street, Bond-street, and 7, Argyle-street, Regent-street, both in the county of Middlesex, Auctioneers and Estate Agents, trading in copartnership under the style or firm of Christie and Christie.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Charles John Christie has been summoned to be held at 12, Hatton-

garden, in the county of Middlesex, on the 3rd day of December, 1872, at half-past three o'clock in the afternoon precisely.—Dated this 14th 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 William Henry Christie and Charles John Christie, of 19, Brook-street, Bond-street, and 7, Argyle-street, Regent-street, both in the county of Middlesex, Auctioneers and Estate Agents, trading in copartnership under the style or firm of Christie and Christie.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named William Henry Christie has been summoned to be held at 12, Hatton-garden, in the county of Middlesex, on the 3rd day of December, 1872, at four o'clock in the afternoon precisely.—Dated this 14th 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 Charles Buck, of No. 22, Clerkenwell-green, in the county of Middlesex, Jeweller and Gilder, for some time residing at No. 2, Morland-street, Finsbury Park, afterwards residing at No. 33, Midway-road, Stoke Newington, both in the county of Middlesex, and all the time, whilst residing at the last-mentioned places, carrying on business at No. 22, Clerkenwell green aforesaid, as a Jeweller and Gilder, and trading as Buck 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 Masons' Hall Tavern, Masons'-avenue, Basinghall-street, in the city of London, on the 5th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 14th day of November, 1872.

J. H. WARING, 1, Gresham-buildings, Guildhall, Attorney for the said Charles Buck.

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 Aitken, of No. 18, Bermondsey New-road, Bermondsey, in the county of Surrey, out of business and employ, formerly of the Birdcage Tavern, Barnett-street, Hackney-road, 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 summoned to be held at No. 9, Lincoln's-inn-fields, in the county of Middlesex, on the 2nd day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 11th day of November, 1872.

E. F. MARSHALL, 9, Lincoln's-inn-fields, 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 Charles Cameron, of No. 25, Villiers-street, Strand, Eating-house Keeper, previously of No. 16, Duke-street, Adelphi, both in the county of Middlesex, Baker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 9, Lincoln's-inn-fields, in the county of Middlesex, on the 4th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 12th day of November, 1872.

E. F. MARSHALL, 9, Lincoln's-inn-fields, 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 Frederick Adolphus Hardisty the younger, of Lucan-street, Brompton, in the county of Middlesex, Riding Master.

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. 6, Argyle-street, Regent-street, London, on the 30th day of November, 1872, at two o'clock in the afternoon precisely.—Dated this 15th day of November, 1872.

EDWARD FROGGATT, Attorney for the said Frederick Adolphus Hardisty.

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 Murch, of No. 8, Mabledon-place, Burton-crescent, in the county of Middlesex, Veterinary Surgeon.

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. 3, South-square, Gray's-inn, in the county of Middlesex, on the 17th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

WM. T. BOYDELL, 3, South-square, Gray's-inn, Attorney for the said William Murch.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Gardiner Adams, of Burgate-street, in the city of Canterbury, Chemist and Druggist, Oil and Colour Dealer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at No. 16, Watling-street, Canterbury, on the 6th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

WIGHTWICK, KINGSFORD, and WIGHTWICK, Canterbury, Attorneys for the said Henry Gardiner Adams.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Powell, of 51, Queen-street, Ramsgate, in the Isle of Thanet and county of Kent, Grocer, &c.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Guildhall Coffee-house, Gresham-street, in the city of London, on the 9th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1872.

TREHERNE and WOLFERSTAN, 20, Ironmonger-lane, Cheapside, in the city of London, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Gibbens Castle, of King-street, Ramsgate, in the county of Kent, General 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 Spread Eagle, Ramsgate, in the county of Kent, on the 10th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1872.

THOS. THORPE DE LASAUX, Attorney for the said Henry Gibbens Castle.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Newbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Pocock, formerly of the Harrow Inn, in the parish of Kingsclere, in the county of Southampton, Licensed Victualler and Hay Dealer, but now of Greenham Common, in the parish of Thatcham, in the county of Berks, Hay 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 White Hart Inn, in the Market-place, Newbury, Berks, on the 6th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1872.

W. H. CAVE, Newbury, Berks, Attorney for the said Thomas Pocock.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Newbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Dover Finch, of Newbury, in the county of Berks, 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 Great Western Hotel, Reading, on the 2nd day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 15th day of November, 1872.

CHAS. LUCAS, Newbury, Attorney for the said Charles Dover Finch.

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 Alfred Duncan Watkins, of the Black Horse Tavern, Sidcup, in the county of Kent, 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. Herbert Henry Poole, 58, Bartholomew-close, in the city of London, on the 12th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1872.

H. H. POOLE, 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 William Woodman, of Ealswood, in the county of Surrey, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. David Howell, 112, Cheapside, London, on the 11th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1872.

DAVID HOWELL, 112, Cheapside, London, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Suffolk, holden at Ipswich.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Jackson, of Walton-by-Felixstowe, in the county of Suffolk, Carpenter and 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 office of Mr. John Metcalfe Pollard, Solicitor, No. 7, St. Lawrence-street, Ipswich aforesaid, on the 20th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1872.

GEORGE JACKSON.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Briscoe, of the Woodside, Cinderford, in the township of East Dean, in the county of Gloucester, Carpenter and Shopkeeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Lion Inn, Woodside, Cinderford, opposite the Townhall, in the township of East Dean, in the county of Gloucester, on the 12th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1872.

RICH. JACKSON, Stroud, Attorney for the said Debtor.

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 James Harrison, of 4, Regent-street, Cheltenham, in the county of Gloucester, Accountant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 2, Bedford-buildings, Cheltenham, in the county of Gloucester, on the 10th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1872.

ALF. W. BOODLE, 2, Bedford-buildings, Cheltenham, Attorney for the 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 Josiah Spiers and John William Christmas (sometimes called or known as Arthur James Christmas), both of Blenheim House, Stapleton-road, in the parish of Saint George, in the county of Gloucester, Builders, trading as Spiers and Christmas.

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. William Plummer, Bristol-chambers, Nicholas-street, in the city of Bristol, Solicitor, on the 12th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1872.

WILLIAM PLUMMER, Bristol-chambers, Nicholas-street, Bristol, Attorney for the above-named 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 Edwin Fray, of Keynsham, in the county of Somerset, Blacksmith and Grocer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Charles Thick, No. 8, Small-street, Bristol, on the 4th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1872.

CHARLES THICK, Small-street, Bristol, 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 Thomas Smith, of High-street, Sutton Coldfield, in the county of Warwick, Auctioneer and Brickmaker.

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 Three Tuns Hotel, High-street, Sutton Coldfield, on the 10th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1872.

WM. FALLOWS, 10, Cherry-street, Birmingham, Attorney for the said Thomas Smith.

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 Keyte, of Howe-street, Birmingham, in the county of Warwick, Builder.

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. Thomas John Robinson, Solicitor, No. 21, Newhall-street, Birmingham, in the county of Warwick, on the 10th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1872.

THOMAS JOHN ROBINSON, 21, 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 Robert Poole, of 3, Victoria-place, Upper Sutton-street, Aston-juxta-Birmingham, in the county of Warwick, Charter Master.

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. Charles Kennedy, Solicitor, 25, Waterloo-street, Birmingham, on the 5th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1872.

CHARLES KENNEDY, 25, Waterloo-street, 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 William Stephens, of 28, Broad-street, Birmingham, Hay and Corn Dealer.

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. Reuben Taylor, Solicitor, 7, Waterloo-street, Birmingham, on the 6th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1872.

REUBEN TAYLOR, Attorney for Petitioner.

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 Thomas William George, of 114, Highgate Moseley-road, in the parish of Aston, in the county of Warwick, Metal Broker and Beer Retailer.

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. Green, 43, Waterloo-street, Birmingham, on the 4th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 19th day of November, 1872.

JOHN M. GREEN, 43, Waterloo-street, Birmingham, Attorney for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Coventry.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Lenox Bagot, of No. 12, Queen-street, Hill Fields, in the city of Coventry, General Dealer and Haberdasher.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at County Court Office, No. 17, Little Park-street, Coventry, on the 5th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1872.

JOSEPH HOMER, 27, West Orchard, Coventry, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Stourbridge.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Perry, of the Lye, in the parish of Oldswinford, in the county of Worcester, Iron Merchant, Nail Manufacturer, Flour Dealer, Dealer and Chapman.

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. Charles William Collis, Solicitor, 4, Market-street, Stourbridge aforesaid, on the 6th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1872.

CHARLES W. COLLIS, Attorney for the said Joseph Perry.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Walters, of the Tything, in the city of Worcester, Cattle 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 the George and Dragon Inn, in the Tything, in the city of Worcester, on the 5th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1872.

THOMAS WALTERS, Debtor.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Henry Mills, of the Cathedral Wine Vaults, College-street, in the city of Worcester, Wine and Spirit 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 my office, No. 34, Foregate-street, in the said city of Worcester, on the 9th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1872.

R. T. REA, Attorney for the said William Henry Mills.

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 Henry Preston, of Garbutt-street, in the borough of Kingston-upon-Hull, Grocer and Wholesale Beer 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. Francis Summers, No. 2, Manor-street, Kingston-upon-Hull, on the 9th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1872.

FRAS. SUMMERS, 2, Manor-street, Hull, 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 Thomas Alexander Bruce, of the borough of Kingston-upon-Hull, late an Ale and Porter Dealer, but now a Merchant'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 offices of Mr. Edwin Laverack, situate in County-buildings, Land of Green Ginger, Kingston-upon-Hull, on the 7th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1872.

EDWIN LAVERACK, County-buildings, Land of Green Ginger, Hull, Attorney 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 Richard Noble, of Crossland, near Huddersfield, in the county of York, 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 our offices, on the 9th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1872.

JNO. SYKES and SON, No. 1, Market-walk, Huddersfield, Attorneys for the said Richard Noble.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Wakefield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Carabine, of Westgate, in Wakefield, in the county of York, Rag and Bone Merchant and Provision Dealer, and also of Binghamstown, near Belmullet, in the county Mayo, in Ireland, Farmer and Shopkeeper.

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. Fernandes and Gill, situate in Cross-square, in Wakefield, in the county of York, on the 9th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

FERNANDES and GILL, Cross-square, Wakefield, Attorneys for the said Thomas Carabine.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Wakefield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Leeming Riley, formerly of Brandy Carr, near Wakefield, in the county of York, Market Gardener, late of Garden-street, and now of Albion-street, both in Wakefield aforesaid, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Fernandes and Gill, situate in Cross-square, in Wakefield, in the county of York, on the 7th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1872.

JOHN LEEMING RILEY.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Day Taylor, of Blackburn-road, Brightside, in Sheffield, in the county of York, Joiner and 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 my offices, No. 6, Norfolk-row, Sheffield, on the 10th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1872.

ALF. TAYLOR, Attorney for the said William Day Taylor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Settle Waddington, of Pye-bank, Bridgehouses, Sheffield, in the county of York, Cabinet Maker, Paper-hanger, and Painter.

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 Sheldon Hodgson, situate in Bank-street, Sheffield, in the county of York, on the 9th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1872.

J. SHELDON HODGSON, Attorney for the said John Settle Waddington.

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 Charles Durson, of Hill's-yard, Victoria-road, Leeds, Painter, residing at No. 2, Burrow-street, Dewsbury-road, Leeds aforesaid.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Charles Grauger, Solicitor, 7, Bank-street, Leeds, on the 11th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1872.

CHARLES GRANGER, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Worsnop and Thomas Worsnop, of Horton, in the parish of Bradford, in the county of York, Builders and Contractors, carrying on business under the firm of Joseph Worsnop and Co.

NOTICE is hereby given, that a First General Meeting of the joint creditors of the above-named persons has been summoned to be held at the offices of James Gwynne Hutchinson, Solicitor, situate in Piccadilly-chambers, Piccadilly, in Bradford aforesaid, on the 12th day of December, 1872, at four o'clock in the afternoon precisely.—Dated this 21st day of November, 1872.

JAS. G. HUTCHINSON, Piccadilly-chambers, Piccadilly, Bradford, Attorney for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Worsnop and Thomas Worsnop, of Horton, in the parish of Bradford, in the county of York, Builders and Contractors, carrying on business under the firm of Joseph Worsnop and Co.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Joseph Worsnop has been summoned to be held at the offices of James Gwynne Hutchinson, Solicitor, situate in Piccadilly-chambers, Piccadilly, in Bradford aforesaid, on the 16th day of December, 1872, at four o'clock in the afternoon precisely.—Dated this 22nd day of November, 1872.

JAS. G. HUTCHINSON, Piccadilly - chambers, Piccadilly, Bradford, Attorney for the said Joseph Worsnop, and also for both the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Worsnop and Thomas Worsnop, of Horton, in the parish of Bradford, in the county of York, Builders and Contractors, carrying on business under the firm of Joseph Worsnop and Co.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Thomas Worsnop has been summoned to be held at the offices of James Gwynne Hutchinson, Solicitor, situate in Piccadilly-chambers, Piccadilly, in Bradford aforesaid, on the 16th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1872.

JAS. G. HUTCHINSON, Piccadilly-chambers, Piccadilly, Bradford, Attorney for the said Thomas Worsnop, and also for both the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Jacob Wellens, of No. 14, Waterloo-street, in Oldham, in the county of Lancaster, lately carrying on business at the Foresters Arms, Beerhouse, No. 1, Littlemore-lane, in Oldham aforesaid, as a Beerseller, and at Halifax-road, in Oldham aforesaid, as a Tailor and Draper.

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 Robert Clark, Solicitor, No. 6, Clegg-street, in Oldham aforesaid, on the 2nd day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1872.

W. R. CLARK, 6, Clegg-street, Oldham, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Jesse Pickup, residing at No. 30, William-street, in Rochdale, in the county of Lancaster, and carrying on business at No. 46, Water-street, in Rochdale aforesaid, as a Woolstapler.

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 Holland, Solicitor, No. 19, Baillie-street, in Rochdale aforesaid, on the 6th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1872.

J. HOLLAND, 19, Baillie-street, Rochdale, 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 Thomas Bradley, of Cowley Hill, Saint Helens, in the county of Lancaster, Attorney'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 offices of Messrs. Gibson and Bolland, of No. 10, South John-street, Liverpool, Public Accountants, on the 10th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

THO. BRADLEY.

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 James Hall, of 45, Prescott-street, Liverpool, in the county of Lancaster, 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 office of Messrs. Masters and Fletcher, Solicitors, 30, North John-street, Liverpool aforesaid, on the 11th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

MASTERS and FLETCHER, 30, North John-street, Liverpool, Attorneys 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 William Hall, of Brunswick-road, Liverpool, in the county of Lancaster, Dining Room Keeper, and late of Great Howard-street, Liverpool aforesaid, 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 office of Mr. Peter Vine, of the Chambers, 20, Cable street, Liverpool aforesaid, Public Accountant, on the 6th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1872.

JOS. J. RITSON, of 20, Cable-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 Nicholas Donnavan, of No. 18, George Leigh-street, Ancoats, Manchester, in the county of Lancaster, Grocer, Tea Dealer, and Beer Seller.

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 Thomas William Hardy, No. 5, St. James's-square, in the city of Manchester, Solicitor, on the 9th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1872.

THOMAS W. HARDY, 5, St. James's-square, Manchester, Attorney for the said Nicholas Donnavan.

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 Philip Benjamin Phillips, of Liverpool-road, Manchester, in the county of Lancaster, and Ashton-on-Mersey, in the county of Chester, Veterinary Surgeon and Farrier.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Gardner and Horner, Solicitors, 45, Cross-street, in the city of Manchester, on the 29th day of November, 1872, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1872.

GARDNER and HORNER, 45, Cross-street, Manchester, Attorneys 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 Michael Walker Farrell, of No. 38, Moor-lane, in Preston, in the county of Lancaster, Painter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, 9, Cannon-street, Preston, on the 10th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1872.

JOHN FORSHAW, 9, Cannon-street, Preston, Attorney for the said Michael Walker Farrell.

The Bankruptcy Act, 1869.

In the County Court of Denbighshire, holden at Wrexham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Morris, of Cerrigydruidior, in the county of Denbigh, Tailor and Draper, Dealer and Chapman.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the Owen Glynwdr Hotel, in the town of Corwen, in the county of Merioneth, on the 29th day of November, 1872, at one o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

J. HUGHES, Temple-buildings, Corwen, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Northon, of Spalding, in the county of Lincoln, Ironmonger.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the White Hart Inn, Spalding aforesaid, on the 9th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1872.

HARVEY and CARTWRIGHT, of Spalding aforesaid, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Carnarvonshire, holden at Bangor. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Owen, of the Menai Bridge Vaults, Bethesda, in the parish of Llanllechid, in the county of Carnarvon, Licensed Victualler and Quarryman, and lately a Grocer and Flour 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 Prince Albert Hotel, Bangor, in the county of Carnarvon, on the 10th day of December, 1872, at one o'clock in the afternoon precisely.—Dated this 21st day of November, 1872.

WILLIAM JONES, Castle-street, Conway, in the county of Carnarvon, Attorney for the said William Owen.

The Bankruptcy Act, 1869.

In the County Court of Carnarvonshire, holden at Bangor. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Hughes, of No. 51, Assheton-terrace, Henwallia, in the town and county of Carnarvon, Grocer, Provision Dealer, and 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 6, Market-street, Carnarvon, on the 13th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1872.

PICTON, JONES, and ROBERTS, 6, Market-street, Carnarvon, Attorneys for the said John Hughes.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Durham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Bateson, of Wallnock, near Wilton Gilbert, in the county of Durham, and William Robinson, lately of Wallnock aforesaid, and now of Crook, in the same county, Joiners and Builders.

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. George Salkeld, Solicitor, No. 28, Market-place, Durham, on the 10th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1872.

GEO. SALKELD, 28, Market-place, Durham, Attorney for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Sunderland. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Baynes, of West Hartlepool, in the county of Durham, Draper.

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 Raglan Hotel, West Hartlepool aforesaid, on the 29th day of November, 1872, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1872.

JNO. TODD, West Hartlepool, Attorney for the said Thomas Baynes.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Sunderland.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Bowell, of No. 10, Thornton-place, Sunderland, in the county of Durham, 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 Messrs. Sherwood and Company's offices, 1, John-street, Sunderland, on the 6th day of December, 1872, at ten o'clock in the forenoon precisely.—Dated this 21st day of November, 1872.

JAMES BOWELL, 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 Matthew Thompson Yates, of the School House, Upton, near Birkenhead, in the county of Chester, Schoolmaster, and formerly residing at Rodley, near Leeds, in the county of York.

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 Gordon Byron Mawson, Public Accountant, 8, Duncan-street, Birkenhead, on the 10th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

M. T. YATES.

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 James Barton Clay, of No. 9, Monk-street, Birkenhead, in the county of Chester.

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. Thomas Morris Downham, Solicitor, 7, Market-street, Birkenhead, on the 4th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1872.

THOMAS MORRIS DOWNHAM, 7, Market-street, Birkenhead, Attorney for the said James Barton Clay.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Nantwich and Crewe.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Phillip Parker, of Crewe, in the county of Chester, Confectioner.

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 Royal Hotel, Crewe, in the county of Chester, on the 9th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1872.

H. C. LISLE, Nantwich, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Chester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Burton Davies, of No. 6, Lower Bridge-street, in the city of Chester, Chemist and Druggist.

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 Morris, Solicitor, No. 13, Harrington-street, Liverpool, in the county of Lancashire, on the 10th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1872.

WILLIAM HENRY CHURTON, Eastgate-buildings, Chester, Attorney for the said Thomas Burton Davies.

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 Francis Loose, of Macclesfield, in the county of Chester, High Bailiff of the County Court of Cheshire, holden at Macclesfield.

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 Macclesfield Arms Hotel, Macclesfield, in the county of Cheshire, on the 16th day of December, 1872, at four o'clock in the afternoon precisely.—Dated this 21st day of November, 1872.

J. W. ADDLESHAW, 67, King-street, Manchester, Attorney for the said Francis Loose.

The Bankruptcy Act, 1869.

In the County Court of Cumberland, holden at Carlisle.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Routledge, of William-street, in the city of Carlisle, Joiner.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at No. 3, Carruthers'-court, Scotch-street, Carlisle, on the 3rd day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1872.

J. C. WANNOP, 3, Carruthers'-court, Scotch-street, Carlisle, Attorney for the said William Routledge.

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 John Robert Venning, of the Black Horse Hotel, Horsham, in the county of Sussex, Licensed Victualler and Hotel Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Black Horse Hotel, Horsham, Sussex, on the 10th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1872.

VENNING, ROBINS, and VENNING, Attorneys for the said John Robert Venning.

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 James Wells the elder, of No. 33, Liverpool-road, previously of No. 20, Dudley-street, both in Luton, in the county of Bedford, Straw Hat 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 George Hotel, George-street, Luton, in the county of Bedford, on the 4th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 15th day of November, 1872.

J. WELLS, Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Portsmouth.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Lawson Jolliffe, of 56 and 53, King's-road, Southsea, in the parish of Portsea, in the county of Southampton, 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 Mr. G. H. King, 20, Union-street, Portsea aforesaid, on the 9th day of December, 1872, at four o'clock in the afternoon precisely.—Dated this 20th day of November, 1872.

GEO. HALL KING, 20, Union-street, Portsea, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Newport and Ryde.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Peter Tucker, of No. 58, High-street, Ventnor, in the Isle of White, in the county of Southampton, China and Glass 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. Richard Whittaker, Public Accountant, No. 2, Sussex-road, Pound Tree-lane, in the town and county of the town of Southampton, on the 11th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1872.

W. H. SWAYNE, 3, Portland-street, Southampton, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Robert Marsden Starks, of No. 10, Albion-road, in the borough of Tynemouth, in the county of Northumberland, Chemist and Druggist.

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. Stanley Kewney, Solicitor, No. 27, Howard-street, North Shields, in the said county of Northumberland, on the 10th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1872.

STANLEY KEWNEY, North Shields, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Picker-gill, of No. 6, Bolton-terrace, in the borough and county of Newcastle-upon-Tyne, and carrying on business as a Provision Merchant, at 57, Side, in the said borough and county.

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 William Lockey Harle and Co., Solicitors, 2, Akenside-hill, Newcastle-upon-Tyne, on the 9th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1872.

WM. LOCKEY HARLE, 2, Akenside-hill, Newcastle-upon-Tyne, Attorney for the said William Pickersgill.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Gardner, of Cowpen Quay, near Blyth, in the county of Northumberland, 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 Mr. Story's offices, Cross House, Westgate-road, Newcastle-upon-Tyne, on the 11th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1872.

H. DONALD STORY, Cross House, Westgate-road, Newcastle-upon-Tyne, Attorney for the said Edward Gardner.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Pringle, of Newton-by-the-Sea, in the county of Northumberland, and carrying on business, as a Fish Curer.

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 William Lockey Harle and Co., Solicitors, 2, Akenside-hill, Newcastle-upon-Tyne, on the 13th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1872.

W. R. LOCKEY HARLE, 2, Akenside-hill, Newcastle-upon-Tyne, Attorney for the said William Pringle.

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 Elizabeth Hoar, of 19, Newark-street, Bath, in the county of Somerset, Widow, late of the Railway Station Tavern, Newark-street, in the said city of Bath, 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 No. 1, Manvers-street, in the city of Bath, on the 9th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1872.

SIMMONS and CLARK, 1, Manvers-street, Bath, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Bridgwater.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Mitchell, of Meadow-street, Weston-super-Mare, in the county of Somerset, Grocer and Provision Dealer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the Railway Hotel, Weston-super-Mare aforesaid, on the 2nd day of December, 1872, at one o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

REED and COOK, Bridgwater, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Walsall.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Cleaton, of Moxley, in the parish of Wednesbury, in the county of Stafford, Boot and Shoe 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 my offices, No. 9, Walsall-road,

Wednesbury aforesaid, on the 10th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1872.

JOSEPH SMITH, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Walsall. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Jones, of Nos. 52 and 53, Upper Rushall-street, Walsall, in the county of Stafford, Greengrocer and Fruiterer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Richard Adams, Solicitor, No. 25, Goodall-street, Walsall aforesaid, on the 28th day of November, 1872, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1872.

RICHD. ADAMS, 25, Goodall-street, Walsall, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Key, of No. 24, High-street, Hanley, in the county of Stafford, Fruiterer and Fishmonger.

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. C. Saxton's office, No. 9, New-street, Hanley, in the county of Stafford, on the 9th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

CHAS. JOHN WELCH, 15, Caroline-street, Long-ton, Attorney for the said James Key.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Nicklin, of Piccadilly, Hanley, in the county of Stafford, Furniture Dealer 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 County Court Offices, Cheapside, Hanley aforesaid, on the 5th day of December, 1872, at four o'clock in the afternoon precisely.—Dated this 19th day of November, 1872.

RALPH A. STEVENSON, Cheapside, Hanley, Staffordshire, Attorney for the said Henry Nicklin.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick George Rawson, of No. 386, High-street, in the city of Lincoln, Chemist and Druggist.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. George Jay, Public Accountant, No. 5, Bank-street, in the said city of Lincoln, on the 5th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1872.

TOYNBEE and LARKEN, 6, Bank-street, Lincoln, Attorneys for the said Frederick George Rawson.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Barnstaple.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Cooke, of Ilfracombe, in the county of Devon, and of West Down, in the same county, Farmer and Butcher.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. William Manning, situate in South-street, in South Molton, in the county of Devon, on the 2nd day of December, 1872, at one o'clock in the afternoon precisely.—Dated this 22nd day of November, 1872.

JOHN COOKE.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Moore, of Tormoham, in the county of Devon, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. G. Hirtzel, 13, Queen-street, Exeter, on the 13th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1872.

GEORGE HIRTZEL, 13, Queen-street, Exeter, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Cardiff in the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Phineas Cohen, of No. 4, Bridge-street, Cardiff, in the county of Glamorgan, Glazier.

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. Griffith and Evans, Solicitors, 2, Lion-chambers, Bristol, on the 10th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

ROBERT W. GRIFFITH, Quay-street, Cardiff, Attorney for the said Phineas Cohen.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Swansea.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Harris Eynon, of Orange-street, Swansea, in the county of Glamorganshire, Printer.

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. Barnard, Thomas, Cawker, and Company, 10, Temple-street, Swansea aforesaid, on the 9th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1872.

WILLIAM HARRIS EYNON.

The Bankruptcy Act, 1869.

In the County Court of Buckinghamshire, holden at Aylesbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Anderson, of Denmark-street, High Wycombe, in the county of Buckingham, Chair Manufacturer and Cane 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 No. 90, Easton-street, High Wycombe, in the county of Buckingham, on the 12th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

D. CLARKE, Easton-street, High Wycombe, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Boston.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Everitt, of Boston, in the county of Lincoln, Baker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. George William Thomas, in Emery-lane, in Boston aforesaid, on the 10th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1872.

GEORGE WILLIAM THOMAS, Attorney for the said William Everitt.

The Bankruptcy Act, 1869.

In the County Court of Monmouthshire, holden at Tredegar.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Preece, of Tudor-street, Abergavenny, in the county of Monmouth, Baker and Shopkeeper.

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, in Lion-street, Abergavenny aforesaid, on the 11th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1872.

J. SAYCE, Lion-street, Abergavenny, Attorney for the said James Preece.

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 Rupert Baldwin, residing at Carrington, in the county of Nottingham, and carrying on business in Saint James-street, in the town of Nottingham, Wine and Spirit Merchant.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Preston, Solicitor, Journal-chambers, Pelham-street, Nottingham, on the 6th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1872.

MARTIN J. PRESTON, Attorney for the said Rupert Baldwin.

The Bankruptcy Act, 1869.

In the County Court of Shropshire, holden at Shrewsbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Goodby and Henry Goodby, carrying on business at the Eagle Inn, Castle Foregate, Shrewsbury, in the county of Salop, as Licensed Victuallers, and Marquee Proprietors, in copartnership, under the style or firm of C. and H. Goodby.

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. Henry Morris, Solicitor, Swan-hill, Shrewsbury aforesaid, on the 9th day of December, 1872, at ten o'clock in the forenoon precisely.—Dated this 22nd day of November, 1872.

HENRY MORRIS, Swan-hill, Shrewsbury, Attorney for the said Charles Goodby and Henry Goodby.

The Bankruptcy Act, 1869.

In the County Court of Shropshire, holden at Shrewsbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Goodby and Alfred Goodby, carrying on business at Castle Foregate, Shrewsbury, in the county of Salop, as Painters and Glaziers, in copartnership, under the style or firm of C. and A. Goodby.

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. Henry Morris, Solicitor, Swan-hill, Shrewsbury aforesaid, on the 9th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1872.

HENRY MORRIS, Swan-hill, Shrewsbury, Attorney for the said Charles Goodby and Alfred Goodby.

The Bankruptcy Act, 1869.

In the County Court of Shropshire, holden at Shrewsbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Goodby and Alfred Goodby, carrying on business at Castle Foregate, Shrewsbury, in the county of Salop, as Painters and Glaziers, in copartnership, under the style or firm of C. and A. Goodby.

NOTICE is hereby given, that a First General Meeting of the separate creditors of Charles Goodby, one of the above-named persons, has been summoned to be held at the office of Mr. Henry Morris, Solicitor, Swan-hill, Shrewsbury aforesaid, on the 9th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1872.

HENRY MORRIS, Swan-hill, Shrewsbury, Attorney for the said Charles Goodby.

The Bankruptcy Act, 1869.

In the County Court of Cardiganshire, holden at Aberystwith.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Humphreys, of the Horse and Jockey Inn, Bridge-street, Aberystwith, in the county of Cardigan, Inn-keeper and Shoemaker.

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. Hugh Hughes and Son, Solicitors, situate on the North Parade, Aberystwith aforesaid, on the 7th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1872.

HUGH HUGHES and SON, North Parade, Aberystwith, Attorney for the said Robert Humphreys.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Great Yarmouth.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Branch Peasdel, of Great Yarmouth, in the county of Norfolk, late a Tobacconist and Clothier, but now a Clothier only.

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. Ziba Rayson, No. 8, Regent-street, Great Yarmouth, on the 9th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1872.

ZIBA RAYSON, of No. 8, Regent-street, Great Yarmouth, 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 Thomas Eugene Darken, of West Pottergate-street, in the hamlet of Heigham, in the county of the city of Norwich, Licensed Victualler and General-shop Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Joseph Stanley, Solicitor, Bank-plain, in the city of Norwich, on the 9th day of December, 1872, at four o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

JOSEPH STANLEY, Bank-plain, Norwich, Attorney for the said Thomas Eugene Darken.

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 Eugene Magnus, of Nos. 153, 155, and 157, Buckingham Palace-road, Piccadilly, and No. 13, West Kensington-gardens, both in the county of Middlesex, Slate Merchant.

THE creditors of the above-named George Eugene Magnus who have not already proved their debts, are required, on or before the 20th day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Charles Robertson, of 411, Fulham-road, in the said county of Middlesex, 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.

CHAS. ROBERTSON, 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 Joseph Hunt, trading as J. Hunt and Company, of Gold's Mill Wharf, George-street, Saint Paul's, Birmingham, in the county of Warwick, Coal Merchant.

THE creditors of the above-named Joseph Hunt 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 Burn Lowe, of 13, Temple-street, Birmingham, Solicitor, or to Mr. John Kemp, of Cherry-street, Birmingham, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1872.

GEO. BURN LOWE, 13, Temple-street, Birmingham, Solicitor to the Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Lowe, carrying on business at the town of Kingston-upon-Hull, in the county of the same town, under the style or firm of William Lowe and Company.

THE creditors of the above-named William Lowe who have not already proved their debts, are required, on or before the 2nd day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to Messrs. Rollit and Sons, of Hull, the Solicitors acting under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this day of November, 1872.

BENJ. BAKER,
JOHN RAYNER,
JOHN HARLAND, Trustees.

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 Henrietta Josephine Foster, of Preston, in the county of Sussex, Grocer and Tea Dealer.

THE creditors of the above-named Henrietta Josephine Foster, 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, James Broad, of No. 4, Market-street, Lewes, in the county of Sussex, 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.

JAMES BROAD, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John James Holliday, of High-street, Pershore, in the county of Worcester, Licensed Victualler.

THE creditors of the above-named John James Holliday who have not already proved their debts, are required, on or before the 9th day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to Mr. David Shaw, of Pierpont-street, in the city of Worcester, 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 25th day of November, 1872.

R. J. W. PITT, 91, High-street, Worcester, Solicitor to the Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Frederick Norton and Samuel Norton, of No. 41, Upper Moss-lane, Hulme, in Manchester, in the county of Lancaster, Grocers and Copartners, trading under the style or firm of Norton Brothers.

THE creditors of the above-named Frederick Norton and Samuel Norton, 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, Joshua Crowther, of York-street, in the city of Manchester, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1872.

JOSHUA CROWTHER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Routledge, of No. 6, Bury New-road, Manchester, in the county of Lancaster, Joiner and Cabinet Maker.

THE creditors of the above-named William Routledge 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, George Whitt, of Lower King-street, Manchester, in the county of Lancaster, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1872.

G. WHITT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.

In the Matter of Proceedings for Liquidation by Arrangement of the affairs of Demetrios George Eliasco and John Eliasco, of 3, North-parade, in the city of Manchester, Makers-up and Packers, trading under the style or firm of the Atlas Packing Company.

THE creditors of the above-named Demetrios George Eliasco and John Eliasco, who have not already proved their debts, are required, on or before the 3rd day of December next, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry Vaughan, of Princess-street, in the city of Manchester, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1872.

HENRY VAUGHAN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Denbighshire, holden at Wrexham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Jones, late of No. 12, Castle-street, Ruthin, in the county of Denbigh, late Manager of the Ruthin Branch of the North and South Wales Bank, but then out of employment, and since deceased.

THE creditors of the above-named John Jones, 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, William Lloyd, jun., of Well-street, Ruthin, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1872.

WILLIAM LLOYD, Jun., Trustee.

The Bankruptcy Act, 1869.

In the County Court of Denbighshire, holden at Wrexham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Green Hughes, of Bradford House, Llangollen, in the county of Denbigh, Draper.

THE creditors of the above-named Robert Green Hughes, 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, William Lloyd, jun., of Well-street, Ruthin, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1872.

WILLIAM LLOYD, Jun, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Swansea. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Andrews, of Wind-street, Swansea, in the county of Glamorgan, Photographic Artist.

THE creditors of the above-named James Andrews, 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, Richard Garnant Cawker, Public Accountant, of 10, Temple-street, Swansea, 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.

R. G. CAWKER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Ross, of Worksop, in the county of Nottingham, Draper and Clothier.

THE creditors of the above-named John Ross 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, Samuel Johnson Beswick, of 56, Albion-street, Leeds, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend.—Dated this 18th day of November, 1872.

SAM. J. BESWICK, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Banbury. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Edward Parsons, of Walton Grounds, in the parish of King's Sutton, in the county of Northampton, Farmer.

THE creditors of the above-named James Edward Parsons who have not already proved their debts, are required, on or before the 2nd day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Bennett, of Adderbury, in the county of Oxford, Farmer, and William Austin, of Aynhoe, in the said county of Northampton, 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 19th day of November, 1872.

JOHN BENNETT,
WILLIAM AUSTIN, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Oxford. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Heydon the elder, of Cold Harbour Farm, in the hamlet of Showell, in the parish of Swerford, in the county of Oxford, Farmer.

THE creditors of the above-named Henry Heydon, 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 Coleman, of Banbury, in the county of Oxford, Ironmonger, 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.

THOMAS COLEMAN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Edwin Bennett, of Offenham, in the county of Worcester, Boot and Shoe Maker.

THE creditors of the above-named Edwin Bennett who have not already proved their debts, are required, on or before the 10th day of December, 1872, to send their

names and addresses, and the particulars of their debts or claims to me, the undersigned, Ebenezer Tredwell, of Offenham, in the county of Worcester, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1872.

E. TREDWELL, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Kidderminster.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Nott, of Kidderminster, in the county of Worcester, Confectioner and Beerhouse Keeper.

THE creditors of the above-named Samuel Nott 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, Ebenezer Guest, of Dudley-street, Kidderminster, in the county of Worcester, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1872.

EBENEZER GUEST, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Brown, of Bedford-street, Halifax, in the county of York, Joiner and Builder.

THE creditors of the above-named John Brown who have not already proved their debts, are required, on or before the 31st day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joseph Priestley Birtwhistle, of Halifax aforesaid, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1872.

J. P. BIRTWHISTLE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Herefordshire, holden at Hereford.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Walter Bampfield, of Pontillas, in the county of Hereford, Coal and Timber Merchant.

THE creditors of the above-named Walter Bampfield, 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 Edwin Stooke, of 16, Widemarsh-street, in the city of Hereford, the acting 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.

THOMAS WILLIAM GARROLD, Palace-yard,
Hereford, Attorney for the 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 Edward Wellington Howe, trading as E. W. Howe and Co., of 6, South-place, Kennington, in the county of Surrey, late of 42, Aldermanbury, in the city of London, Merchant, Importer, and Agent.

WILLIAM DORMER, of 31, Little Bell-alley, 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 trustees, 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 13th 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 William Grey Tracy, of Nos. 101 and 103, Boundary-road, St. John's Wood, in the county of Middlesex, Draper.

FREDERICK HENRY COLLISON, of No. 99, Cheap-side, in the city of London, 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 20th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Smith Fox, of Flit-villa, Ash, near Sandwich, in the county of Kent, Carpenter.

EDWARD RUTLEY MOWLL, of Dover, Kent, Wine and Spirit Merchant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1872.

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 William Parkinson, of No. 24, Back-lane, Blackburn, in the county of Lancaster, Bookkeeper to a Tin and Copper Smith.

JOHN EDGAR, of 13, Bond-street, in the city of Manchester, Public Accountant, has been appointed Trustee of the property of the said William Parkinson. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November, 1872.

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 Robert Parkinson, of Spring-street, and Back-lane, both in Blackburn, in the county of Lancaster, Iron and Tin-plate Worker, and Coppersmith.

JOHN EDGAR, of 13, Bond-street, in the city of Manchester, Public Accountant, has been appointed Trustee of the property of the said Robert Parkinson. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November, 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 Robert Parkinson the younger, formerly of the Royal Duke, Johnson-street, Blackburn, in the county of Lancaster, then of Saint John's Tavern, Union-street, Blackburn aforesaid, Licensed Victualler and Manager to a Tin and Copper Smith, afterwards of No. 28, Back-lane, Blackburn aforesaid, Manager to a Tin and Copper Smith, and now of the Derby Arms, No. 1, Limbrick, Blackburn aforesaid, Beerhouse Keeper and Manager to a Tin and Copper Smith.

JOHN EDGAR, of 13, Bond-street, in the city of Manchester, Public Accountant, has been appointed Trustee of the property of the said Robert Parkinson the younger. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November, 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 John Cunliffe, of 26, Falkner-street, in the city of Manchester, trading as J. Cunliffe and Co, Yarn Dealers.

WILLIAM BUTCHER, of 73, Princess-street, in the city of Manchester, 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 22nd day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charles Dewsbury, of 30, Upper Jackson-street, Hulme, Manchester, in the county of Lancaster, Tea Dealer.

WILLIAM MILNE, of 7, Norfolk-street, in the city of Manchester, 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 debt to the trustee.—Dated this 22nd 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 Samuel Sargeant, of High-street, Portsmouth, in the county of Hants, Painter.

JOHN WAINSCOT, 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 21st day of November, 1872.

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 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.

ALEXANDER ATKINSON, of Bradford, in the said county, 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 20th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Smith, of Oakham, in the county of Rutland, Saddler.

JOHN COPEMAN LOUND, of the city of Peterborough, Saddlers' Ironmonger, 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 Cheshire, holden at Nantwich and Crewe.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Rutter, of Witton, near Northwich, in the county of Chester, Cabinet Maker and Upholsterer.

WILLIAM NEWALL, of Northwich, in the county of Chester, Grocer, 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 Worcestershire, holden at Worcester.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Pennett, of No. 46, Foregate-street, in the city of Worcester, Photographer.

THIS is to certify, that Frank Everill, of the city of Worcester, Accountant, has been appointed, and is hereby declared to be, Trustee under this liquidation by arrangement.—Given under my hand and the Seal of the Court, this 2nd day of November, 1872.

HENRY CRISP, Registrar.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Fullalove, of No. 5, Queen-street, in the city of Lincoln, Builder and Contractor.

A GENERAL Meeting of the Creditors of the above-named person, is hereby summoned to be held at the office of Mr. George Jay, Public Accountant, No. 5, Bank-street, in the city of Lincoln, on Thursday, the 28th day of November instant, at three o'clock in the afternoon, for the purpose of considering the propriety of sanctioning the acceptance by the Trustee of a composition offered by the

said John Fullalove. The composition proposed is ten shillings in the pound, payable at four, eight, and fourteen months, to be satisfactorily secured, and all charges and expenses to be paid by the said John Fullalove.—Dated this 20th day of November, 1872.

GEORGE JAY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Louis Kreigsfeld, of No. 74, Oldham-street, and 247, York-street, Cheetham Hill-road, both in Manchester, in the county of Lancaster, Waterproofer and Traveling Bag Manufacturer, carrying on business at 74, Oldham-street aforesaid, under the style or firm of L. Kreigsfeld and Co.

A GENERAL Meeting of the Creditors of the above-named Louis Kreigsfeld, who filed a petition for liquidation by arrangement or composition with his creditors in the said Court, on the 2nd day of October last, will be held at the offices of Messrs. Joshua Crowther and Co., Bath-chambers, York-street, Manchester, on the 5th day of December next, at three o'clock in the afternoon, for the purpose of considering the propriety of sanctioning the acceptance by the Trustee of an offer of the sum of £2,200 made by, or on behalf of, the said Louis Kreigsfeld, for the purchase of all his estate and effects whatsoever, and where-soever vested in the Trustee in the matter of the above proceedings, upon condition of the creditors of the said Louis Kreigsfeld granting to him his order of discharge forthwith, or for the purpose of accepting any greater sum of money, or for any modification of such offer, or of assenting to a general scheme for settlement of the affairs of the said Louis Kreigsfeld, and of granting to him his order of discharge forthwith, or at a date to be fixed by the creditors, or of passing any other resolution or resolutions competent to the creditors under the provisions of the said Act, and the rules and orders in such case made and provided.—Dated this 23rd day of November, 1872.

JOSHUA CROWTHER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. To Lewis Albezette, of Uiley, near Keighley, in the county of York, Travelling Bazaar Keeper.

TAKE notice, that a Bankruptcy Petition has been presented against you to this Court, by John Cattaneo, William Overton, and Samuel McCracken, and the Court has ordered that the publication of this notice in the London Gazette shall be deemed to be service of the Petition upon you, and further take notice, that the said Petition will be heard at this Court, on the 13th day of December, 1872, at nine o'clock in the forenoon, 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 22nd day of November, 1872.

In the County Court of Herefordshire, holden at Leominster.

A MEETING of the Creditors of Thomas Gough, of Bishop's Castle, in the county of Salop, Builder, adjudicated a bankrupt on the 9th day of July, 1872, will be held at the County Court Office, Bishop's Castle, on the 3rd day of December, 1872, at twelve o'clock at noon, for the purpose of considering the propriety of sanctioning the assent by the Trustee to a scheme of settlement of the affairs of the bankrupt, by means of a composition of 1s. 6d. in the pound, together with such other sum that has been realized out of the estate, after payment of expenses, and for the annulling thereafter of the order of adjudication made against the bankrupt.

In the County Court of Cardiganshire, holden at Aberystwith.

A MEETING of the Creditors of David Owen, of Machynlleth, in the county of Montgomery, Builder, adjudicated a bankrupt on the 7th day of August, 1872, will be held at the White Lion Hotel, Machynlleth aforesaid, on 4th day of December, 1872, at eleven o'clock in the forenoon, for the purpose of considering the propriety of sanctioning the acceptance by the Trustee of a composition offered by the bankrupt of 13s. 6d. in the pound, payable as follows: 5s. 6d. in the pound, payable in cash on the said 4th day of December, 1872; 5s. 6d. in the pound payable on the 4th day of March, 1873, and secured by the joint and several promissory notes of the bankrupt and the Trustee; and the remaining 2s. 6d. in the pound to be payable by debtor on the 4th day of September, 1873; and for the annulling thereafter of the order of adjudication made against the bankrupt.

In the London Bankruptcy Court.

A MEETING under the 28th section of the Bankruptcy Act, 1869, of the creditors of Thomas Turnage and Amy Norton, of No. 1, York-street, St. James, in the county of Middlesex, Turners, Brush Makers, and Copartners, adjudicated bankrupts on the 19th day of June, 1871, will be held at the offices of Messrs. Dod and Longstaffe, 16, Berners-street, in the county of Middlesex, on the 10th day of December, 1872, at three o'clock in the afternoon, for the purpose of considering the propriety of sanctioning the assent by the Trustee to a scheme of settlement of the joint affairs of the bankrupts.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. A MEETING of the Creditors of John Richard Owen, of No. 10, Drury-lane, Liverpool aforesaid, Corn Factor, adjudicated a bankrupt on the 15th day of August, 1871, will be held at the offices of Messrs. Gibson and Bolland, No. 10, South John-street, Liverpool aforesaid, on the 4th day of December, 1872, at two o'clock in the afternoon, for the purpose of allowing the Trustee's remuneration.

HY. BOLLAND, Trustee.

In the London Bankruptcy Court.

A SECOND Dividend of 1s. in the pound has been declared in the matter of James Wood, late of Farringdon-road, in the county of Middlesex, Type Founder, then trading under the style of J. and R. M. Wood, 13, 14, and 15, Bear-alley, Farringdon-street, in the city of London, Type Founder, adjudicated bankrupt on the 20th day of July, 1871, and will be paid by me, at my offices, No. 85 and 86, Cheapside, in the city of London, on and after the 29th day of November, 1872.—Dated this 25th day of November, 1872.

JAMES T. SNELL, Trustee.

In the County Court of Hampshire, holden at Portsmouth. A FIRST and Final Dividend of 2d. in the pound has been declared in the matter of Charles Page Bignell, of Commercial-road, Landport, in the parish of Portssea, in the county of Southampton, Pottery Manufacturer, adjudicated bankrupt on the 9th day of August, 1871, and will be paid by me, at my office, No. 46, St. James's-street, Portssea aforesaid, on and after the 25th day of December, 1872.—Dated this 21st day of November, 1872.

WM. EDMONDS, Trustee.

In the County Court of Lincolnshire, holden at Great Grimsby.

A DIVIDEND of 3s. 8d. in the pound has been declared in the matter of David West Mitchell, of George-street, Great Grimsby, in the county of Lincoln, Carriage Builder, adjudicated bankrupt on the 19th day of July, 1872, and will be paid by me, at my offices, Bank-chambers, Nottingham, on and after the 2nd day of December, 1872.—Dated this 21st day of November, 1872.

JNO. SIMPSON, Trustee.

In the County Court of Lincolnshire, holden at Boston.

A FIRST and Final Dividend of 13s. 2d. in the pound has been declared in the matter of Lister Wilson, of Alford, in the county of Lincoln, Solicitor and Scrivener, adjudicated bankrupt on the 28th day of August, 1871, in respect of the joint estate of the bankrupt and Banes Walker, his copartner, deceased, and will be paid by me, at my offices, in the Market-place, Alford aforesaid, on and after the 26th day of November, 1872.

JAS. EARDLEY MASON, Trustee.

In the County Court of Norfolk, holden at Norwich.

A DIVIDEND of 1s. 6d. in the pound has been declared in the matter of Philip Buck, of Framingham Earl, in the county of Norfolk, Machinist, adjudicated bankrupt on the 7th day of February, 1872, and will be paid by me, at the office of Messrs. Jay and Pilgrim, Solicitors, Toll-court, in the city of Norwich, on and after the 28th day of November, 1872.

JOSEPH THOMPSON, Trustee.

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Lancashire, holden at Ashton-under-Lyne.

A FIRST Dividend of 2s. in the pound has been declared in the matter of Thomas Taylor, of Mossley, in the county of Lancaster, Innkeeper, adjudicated bankrupt on the 17th day of June, 1872, and will be paid by me, at my offices, No. 23, Brown-street, in the city of Manchester, on and after the 2nd day of December, 1872.—Dated this 19th day of November, 1872.

EDWARD B. HARDING, Trustee.

In the County Court of Lancashire, holden at Liverpool. A SECOND Dividend of 1s. 10d. in the pound has been declared in the matter of the separate estate of Thomas Blackburn, of the firm of Blackburn, Schofield, and Co., of Rumford-street, Liverpool, in the county of Lancaster, Cotton Brokers, adjudicated bankrupt on the 24th day of August 1870, and will be paid by me, at my office, 10,

South John-street, Liverpool, on any Wednesday between the hours of eleven and two.—Dated this 23rd day of November, 1872.

HY. BOLLAND, Trustee.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Charles Thornley, of the town of Nottingham, Lace Manufacturer, a Bankrupt.

WHEREAS, under a Bankruptcy Petition presented to this Court against the said Charles Thornley, an order of adjudication was made on the 16th day of March, 1872. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 10th day of September, 1872.—Dated this 10th day of September, 1872.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of Henry D'Aubigny Hatch, of West Shrubby, Redland, and 128, Whiteladies'-road, both in the city of Bristol, Draper, a Bankrupt.

WHEREAS under a Bankruptcy Petition presented to this Court, against the said Henry D'Aubigny Hatch, an order of adjudication was made on the 5th day of September, 1872. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 23rd day of November, 1872.—Dated this 23rd day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at East Stonehouse.

In the Matter of William Aaron Bickle, of Gunnislake, in the parish of Calstock, in the county of Cornwall, Butcher, a Bankrupt.

WHEREAS under a Bankruptcy Petition presented to this Court against the said William Aaron Bickle, an order of adjudication was made on the 11th day of October, 1872. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 20th day of November, 1872.—Dated this 20th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Monmouthshire, holden at Newport.

In the Matter of William Morris, of Maindee, near Newport, in the county of Monmouth, and of the Moderator and New Tredegar Wharves, in Newport aforesaid, and of the Moderator Wharf, Brecon, in the county of Brecon, Carrier and Wharfinger, a Bankrupt.

WHEREAS, under a Bankruptcy Petition presented to this Court, against the said William Morris, an order of adjudication was made on the 24th day of February, 1872. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 19th day of November, 1872.—Dated this 23rd day of November, 1872.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court,

In the Matter of a Bankruptcy Petition against Thomas Evers, Builder, Painter, and House Decorator, of 78, Richmond-road, West Brompton, in the county of Middlesex.

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 Evers having been given, it is ordered that the said Thomas Evers, be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1872.

By the Court,

H. P. Roche, Registrar.

The First General Meeting of the creditors of the said said Thomas Evers is hereby summoned to be held at the London Bankruptcy Court, Basinghall-street, in the city of London, on the 12th 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 Henry Philip Roche, 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 Surrey, holden at Wandsworth. In the Matter of a Bankruptcy Petition against John Sly, of Battersea-square, Battersea, and Balham Hill, Balham, both in the county of Surrey, Baker.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said John Sly, having been given, it is ordered that the said John Sly, be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 20th day of November, 1872.

By the Court,

W. A. Willoughby, Registrar.

The First General Meeting of the creditors of the said John Sly, is hereby summoned to be held at the County Court of Surrey, holden at Wandsworth, on the 13th day of December, 1872, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Boston. In the Matter of a Bankruptcy Petition against Samuel Afflick Hill, of Boston, in the county of Lincoln, 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 Samuel Afflick Hill having been given, it is ordered that the said Samuel Afflick Hill be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 20th day of November, 1872.

By the Court,

R. W. Staniland, Registrar.

The First General Meeting of the creditors of the said Samuel Afflick Hill is hereby summoned to be held at the County Court Office, Boston aforesaid, on the 12th day of December, 1872, at half-past twelve 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 Staffordshire, holden at Burton-on-Trent.

In the Matter of a Bankruptcy Petition against Frederick Jacques, of Netherseal, in the county of Leicester, Saddler and Harness Maker.

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 Bankruptcy alleged to have been committed by the said Frederick Jacques having been given, it is ordered that the said Frederick Jacques be, and he is hereby adjudged bankrupt.—Given under the Seal of the Court this 21st day of November, 1872.

By the Court,

Henry Goodger, Deputy-Registrar.

The First General Meeting of the creditors of the said Frederick Jacques is hereby summoned to be held at the County Court Office, Burton-on-Trent, on the 11th 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 Staffordshire, holden at Wolverhampton.

In the Matter of a Bankruptcy Petition against James Worton and Aaron Worton, of 80, High-street, Bilston, in the county of Stafford, Boot and Shoe Manufacturers, carrying on business under the style or firm of James Worton and Son.

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 James Worton

and Aaron Worton having been given, it is ordered that the said James Worton and Aaron Worton be, and they are hereby, adjudged bankrupts.—Given under the Seal of the Court this 22nd day of November, 1872.

By the Court,

A. Martineau, Judge.

The First General Meeting of the creditors of the said James Worton and Aaron Worton is hereby summoned to be held at the office of the Court, on the 19th day of December, 1872, at twelve o'clock at noon, 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 the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Barnstaple. In the Matter of a Bankruptcy Petition against Elias Elworthy, of the parish of South Molton, in the county of Devon, Farmer.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act or acts of the Bankruptcy alleged to have been committed by the said Elias Elworthy having been given, it is ordered that the said Elias Elworthy be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 21st day of November, 1872.

By the Court,

R. J. Bencraft, Deputy-Registrar.

The First General Meeting of the creditors of the said Elias Elworthy is hereby summoned to be held at this Court, on the 10th day of December, 1872, at one o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter. In the Matter of a Bankruptcy Petition against Henry Mozart Bartlett, of Teignmouth, in the county of Devon, Innkeeper.

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 Henry Mozart Bartlett having been given, it is ordered that the said Henry Mozart Bartlett be, and he is hereby adjudged bankrupt.—Given under the Seal of the Court this 21st day of November, 1872.

By the Court,

R. R. M. Daw, Registrar.

The First General Meeting of the creditors of the said Henry Mozart Bartlett is hereby summoned to be held at the Castle of Exeter, at Exeter, on the 12th day of December, 1872, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Scarborough. In the Matter of a Bankruptcy Petition against Joseph Lomas, of No. 7, Pavilion-place, Westborough, Scarborough, in the county of York, Marble Manufacturer.

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 Joseph Lomas having been given, it is ordered that the said Joseph Lomas be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 20th day of November, 1872.

By the Court,

W. E. Woodall, Registrar.

The First General Meeting of the creditors of the said Joseph Lomas is hereby summoned to be held at the office of the Registrar of this Court, No. 26, Queen-street, Scarborough aforesaid, on the 10th day of December, 1872, at three o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of a Bankruptcy Petition against William Fisher, of Ellerker, near Brough, in the county of York, 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 act or acts of Bankruptcy alleged to have been committed by the said William Fisher having been given, it is ordered that the said William Fisher be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 21st day of November, 1872.

By the Court,

Chas. H. Phillips, Registrar.

The First General Meeting of the creditors of the said William Fisher is hereby summoned to be held at the office of the Registrar of the above Court, Lowgate, Hull, on the 9th 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 Glamorganshire holden at Cardiff In the Matter of a Bankruptcy Petition against Edmund McNevin, of Cardiff, in the county of Glamorgan, Pit-wood and Coal Merchant.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said Edmund McNevin having been given, it is ordered that the said Edmund McNevin be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 13th day of November, 1872.

By the Court,

R. F. Langley, Registrar.

The First General Meeting of the creditors of the said Edmund McNevin is hereby summoned to be held at the County Court Office, St. Mary-street, Cardiff, on the 7th day of December, 1872, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of an Extraordinary Resolution for Arrangement by Composition of the affairs of Robert Tyas, formerly of Kingsley, in the county of Chester, and late of West Herptree, in the county of Somerset, but now of East Tilbury, in the county of Essex, Clerk in Holy Orders.

UPON motion this day made to the Court by Mr. Norris, of Counsel for the Trustees and Creditors in this matter, and after hearing Mr. Bridges, Attorney for the above-named Robert Tyas, and upon reading the affidavit of William Wilcox and George Mackenzie Mackay, and the further affidavit of the said George Mackenzie Mackay, respectively filed on the 19th day of November instant, and it appearing to the Court upon satisfactory evidence that the composition in this matter cannot, in consequence of legal difficulties, and for other sufficient causes, proceed without injustice or undue delay to the creditors of the said Robert Tyas, it is ordered that the said Robert Tyas be, and he is hereby, adjudged bankrupt, in accordance with one of the provisions of the 126th section of the said Act.—Given under the Seal of the Court this 22nd day of November, 1872.

By the Court;

Edward Harley, Registrar.

The First General Meeting of the creditors of the said Robert Tyas is hereby summoned to be held at the offices of this Court, Small-street, in the city of Bristol, on the 9th 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 Isaac William Cripps and George Wilkinson, late of Barge Yard-chambers, Bucklersbury, in the city of London, and now of London-street, in the said city, Wine Merchants and Copartners, trading under the style or firm of J. W. Cripps and Co., Bankrupts.

Joseph John Saffery, of 14, Old Jewry-chambers, in the city of London, Public Accountant, has been appointed Trustee of the property of the bankrupts. The Court has appointed the Public Examination of the bankrupts to take place at the London Bankruptcy Court, Lincoln's-inn-fields, on the 13th day of December, 1872, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupts must deliver them to the trustee, and all debts due to the bankrupts must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 19th day of November, 1872.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Charles Hillme, of 88, Wood-street, in the city of London, Merchant, a Bankrupt.

Frederick Wood Morphett, of No. 35, Moorgate-street, in the city of London, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 5th 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 5th day of November, 1872.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Gaultier Martineau, of No. 4, Dowgate-hill, in the city of London, Wine and Brandy Merchant, a Bankrupt.

Charles Lee Nichols, of No. 1, Gresham-buildings, Basinghall-street, in the city of London, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 14th 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 14th day of November, 1872.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Shaito Robert Cary Elwes, of 1, Clifton-villa, Oaklands Park, Weybridge, in the county of Surrey, Gentleman, a Bankrupt.

James Waddell, of 7, Poultry, in the city of London, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, on the 18th 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 22nd day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesbrough.

In the Matter of George Meggison, of Firth Moor, near Darlington, in the county of Durham, Cattle Dealer and Corn Merchant, and John Meggison, of Darlington aforesaid, Grocer, Cattle Dealer, and Corn Merchant Bankrupts.

Thomas William Pybus, of Middlesbrough, Accountant, has been appointed Trustee of the property of the bankrupts. The Court has appointed the Public Examination of the bankrupts to take place at the County Court, in Stockton-on-Tees, on the 10th day of December, 1872, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupts must

deliver them to the trustee, and all debts due to the bankrupts must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 19th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Maria Hannah Hindle, of 127, Vauxhall-road, Liverpool, in the county of Lancaster, Licensed Victualler, a Bankrupt.

John Ivey, of Eldon, Chambers, South John-street, Liverpool, 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 Court-house, Eldon-chambers, South John-street, Liverpool, aforesaid, on the 20th 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 21st day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.

In the Matter of Henry John Clark, of Stroud, in the county of Gloucester, Ironmonger, a Bankrupt.

David Shaw, of the city of Worcester, 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 Office, Gloucester, on the 20th 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 19th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Colchester. In the Matter of William Isaac Andrews, of Sudbury, in the county of Suffolk, Butcher, a Bankrupt.

George Pye, of No. 3, Bank-buildings, Colchester, 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 Town Hall, Colchester, 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 16th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Bedfordshire, holden at Bedford. In the Matter of Samuel Mason Wells, of Bedford, in the county of Bedford, Ale Merchant, a Bankrupt.

Augustus Goodman Ekin, of the borough of Cambridge, Brewer, 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 Shire-hall, at Bedford, in the county of Bedford, on the 6th day of December, 1872, at two o'clock in the afternoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter. In the Matter of William Fawcett Brunskill, of Torquay, in the county of Devon, Gentleman, a Bankrupt.

Frederick Whinney, of No. 8, Old Jewry, 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 Castle of Exeter, at Exeter, on the 22nd day of January, 1873, 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 18th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Suffolk, holden at Bury Saint Edmund's.

In the Matter of a Bankruptcy Petition against John Elmer, of Haughley, in the county of Suffolk, Harness Maker, Saddler, and Dealer, a Bankrupt.

Henry Payne, of Stowmarket, in the county of Suffolk, 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, in Bury Saint Edmund's aforesaid, on the 11th 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 23rd day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesbrough.

In the Matter of John William Middleton, of Darlington, in the county of Durham, Grocer, a Bankrupt.

The Court has appointed the adjourned Public Examination of the bankrupt to take place at the County Court, Stockton-on-Tees, on the 10th day of December, 1872, at eleven o'clock in the forenoon.—Dated this 12th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Salisbury.

In the Matter of Henry Powell, of Bathampton, in the parish of Steeple Langford, in the county of Wilts, Farmer, a Bankrupt.

Richard Munkhouse Wilson, of Salisbury, Registrar of the Court, has been appointed Trustee of the property of the bankrupt. 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 October, 1872.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Salisbury.

In the Matter of James William Fleming, of Wilton, in the county of Wilts, Saddler and Harness Maker, a Bankrupt.

George Nodder, of Salisbury, in the county of Wilts, Attorney-at-Law, has been appointed Trustee of the property of the bankrupt. 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.

In the County Court of Berkshire, holden at Reading.

A Dividend is intended to be declared in the matter of John Fluett Clark, of Minster-street, Reading, in the county of Berks, Grocer, adjudicated bankrupt on the 8th day of June, 1872. Creditors who have not proved their debts by the 3rd day of December, 1872, will be excluded.—Dated this 22nd day of November, 1872.

Saml. Preston, Trustee.

In the County Court of Lincolnshire, holden at Boston.

A Dividend is intended to be declared in the matter of William Evison, late of Irby, in the county of Lincoln, Publican, adjudicated bankrupt on the 16th day of August, 1872. Creditors who have not proved their debts by the 3rd day of December, 1872, will be excluded.—Dated this 23rd day of November, 1872.

William Armstrong Trustee.

In the County Court of Northamptonshire, holden at Northampton.

A Dividend is intended to be declared in the matter of John Shelton Brown, of Harlestone, in the county of Northampton, Carpenter and Wheelwright, adjudicated bankrupt on the 23rd day of June, 1871. Creditors who have not proved their debts by the 14th day of December, 1872, will be excluded.—Dated this 23rd day of November, 1872.

John Macquire, Trustee.

In the County Court of Cornwall, holden at Truro.

A Dividend is intended to be declared in the matter of Alfred Earnest Spooner, of Newlyn East, in the county of Cornwall, Clerk in Holy Orders, adjudicated bankrupt on the 12th day of November, 1870. Creditors who have not proved their debts by the 5th day of December, 1872, will be excluded.—Dated this 20th day of November, 1872.

Thomas Chirquin, 26, River-street, Truro, Trustee.

In the County Court of Lancashire, holden at Liverpool.

A Dividend is intended to be declared in the matter of John Hardcastle Hall, of 18, Suffolk-street, Liverpool, in the county of Lancaster, Wholesale Cabinet and Chair Manufacturer, carrying on business under the style or firm of J. H. Hall and Co., a bankrupt, adjudicated bankrupt on

the 10th day of May, 1871. Creditors who have not proved their debts by the 4th day of December, 1872, will be excluded.—Dated this 22nd day of November, 1872.

Wm. Mathison, Trustee.

In the County Court of Hampshire, holden at Portsmouth.

A Dividend is intended to be declared in the matter of Richard Francis Till, of Cosham, in the parish of Widley, in the county of Southampton, Builder, adjudicated bankrupt on the 16th day of February, 1872. Creditors who have not proved their debts by the 6th day of December, 1872, will be excluded.—Dated this 20th day of November, 1872.

Wm. Edmonds, 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 James Rigg Brougham, Esq. a Registrar:

Victor Ferdinand Weber, formerly of Marie House, Tottenham, in the county of Middlesex, and now of Capel House, Kew Green, in the county of Surrey, of no business or occupation, adjudicated bankrupt on the 1st day of May, 1869. A Dividend Meeting will be held on the 13th day of December next, at eleven o'clock in the forenoon precisely.

Thomas Bulkeley, late of No. 11, Bridge-road, Hammer-smith, in the county of Middlesex, adjudicated bankrupt on the 12th day of November, 1861. A Dividend Meeting will be held on the 13th day of December next, at twelve o'clock at noon precisely.

Henry Russell Crawfurth Smith, late of No. 3, and subsequently of No. 27, Mincing-lane, in the city of London, Cotton Dealer and Commission Agent, trading under the style or firm of Craufurth Smith and Co., formerly residing at No. 7, York-buildings, Gloucester, in the county of Gloucester, afterwards at No. 152, Cambridge-street, Pimlico, in the county of Middlesex, then at Arundel Villa, St John's-road, Brixton, in the county of Surrey, then at Albion Cottage, Dulwich-road, Brixton, in the said county of Surrey, and now of No. 66, Gloucester-street, Eccleston-square, in the county of Middlesex, adjudicated bankrupt on the 15th day of November, 1867. A Dividend Meeting will be held on the 13th day of December next, at eleven o'clock in the forenoon precisely.

Charles Maryon Wilson, formerly of Cambridge, Student, then of Arlsey, Bedfordshire, Curate, and next and now Rector of White Roding, Essex, Clerk in Holy Orders, adjudicated bankrupt on the 10th day of December, 1864. A Dividend Meeting will be held on the 19th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Bedfordshire, holden at the County Court Office, Biggleswade, before the Registrar:

William Knight the elder, of Girtford, in the parish of Sandy, in the county of Bedford, Wheelwright and Blacksmith, adjudicated bankrupt on the 11th day of August, 1868. A Dividend Meeting will be held on the 4th day of December, 1872, at ten o'clock in the forenoon precisely.

At the County Court of Yorkshire, holden at the County Court, Albion-place, Leeds, before Thomas Marshall, Esq., the Registrar:

Frederick North, of Leeds, in the county of York, Cloth Merchant, also trading under the name of Charles North, at Leeds aforesaid, in the business of a Woollen Extractor and Spinner, adjudicated bankrupt on the 28th day of November, 1865. A Dividend Meeting will be held on the 18th day of December, 1872, at eleven o'clock in the forenoon precisely.

At the said Meetings the Assignees will, in pursuance of the 174th section of the said Act, submit statements of the Bankrupt's estate recovered and outstanding, and of all receipts and of all payments made or to be made thereout; and the creditors at the said respective meetings will, in pursuance of the said section, declare whether any and what Dividend shall be made, and whether any and what allowance shall be paid to

the said bankrupts respectively. Proofs of Debts will be received, and creditors who have not proved, or do not then prove, will be excluded the benefit of the Dividend. And all claims not proved will be disallowed.

The Bankruptcy Act, 1861.

At the County Court of Sussex, holden at Worthing. Thomas Digby Sullivan, of No. 5, Western-place, Worthing, in the county of Sussex, lately of the Worthing Coast Guard Station, Esquire, Lieutenant in Her Majesty's Navy, Chief Officer of the Station aforesaid, adjudicated bankrupt on the 17th day of February, 1869.

A DIVIDEND Meeting will be held on the 9th day of December, 1872, at three o'clock in the afternoon precisely. Notice is hereby given, that unless previously to the time appointed for such meeting, Mr. J. C. Roose, lately of 10, Osborne-villas, Cliftonville, Brighton, in whose name a claim amounting to £40 6s. 0d. has been entered, shall come forward and substantiate his claim, such claim will be expunged and the monies retained for dividend on such claim unless established, will be divided amongst the creditors who have already proved or may hereafter prove their debts.—Dated this 22nd day of November, 1872.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of Edwin John Makin, of Darnall, in the parish of Sheffield, in the county of York, Slate Merchant, a Bankrupt.

AN Order of Discharge was granted to Edwin John Makin, of Darnall, in the parish of Sheffield, in the county of York, Slate Merchant, who was adjudicated bankrupt on the 18th day of January, 1872.—Dated this 21st day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Hastings. In the Matter of Thomas Dearing, of No. 19, St. Andrew's-road, Hastings, in the county of Sussex, Accountant, and Dealer in Fancy Goods, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 16th 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 ten pence halfpenny in the pound has been paid, as shown by the statement thereunto annexed, 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 ten pence halfpenny in the pound has been paid, as shown by the statement thereunto annexed, doth order and declare that the bankruptcy of the said Thomas Dearing has closed.—Given under the Seal of the Court this 23rd day of November, 1872.

In the County Court of Devonshire, holden at Exeter. In the Matter of Coplestone Cross, late of Duryard, in the parish of Saint David, in the county of the city of Exeter, and of Trevehan, in the parish of Saint Eval, in the county of Cornwall, but now of Cowley Bridge, in the said parish of Saint David, Gentleman, and formerly also of Milverton Court, in the county of Somerset, an Insolvent Debtor.

NOTICE is hereby given, that Matthew Fortescue, Esquire, Judge of the County Court of Devonshire, holden at Exeter, will sit at the Castle of Exeter, at Exeter, on the 11th day of December, 1872, at eleven o'clock in the forenoon, to audit the accounts of the Official Assignee, and to declare a Third Dividend of the Insolvent's effects to creditors who have proved their debts.—Dated this 11th day of November, 1872.

THE estates of Laurence Somers, sometime Timber Merchant, West Russell-street, Glasgow, and Ocken-den-road, London, and thereafter carrying on business as a General Merchant, in Mitchell-street, Glasgow, under the name of Phipps and Company, of which firm he is the sole Partner, as such Partner, and as an Individual, were sequestrated on the 21st day of November, 1872, by the Sheriff of Lanarkshire.

The first deliverance is dated 21st day of November, 1872.

The meeting to elect a Trustee and Commissioners is to be held at twelve o'clock, noon, on Monday, the 2nd day of December, 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 21st 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.

GAVIN HAMILTON, Agent,
73, West Nile-street, Glasgow.

THE estates of William Clark, Cattle Agent, residing at 287, Duke-street, Glasgow, were sequestrated on the 20th November, 1872, by the Sheriff of the county of Lanark.

The first deliverance is dated the 20th November, 1872.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Monday the 2nd day of December, 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.

A Warrant of Protection has been granted to the bankrupt till the meeting for election of a Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WRIGHT, JOHNSTON, and MACKENZIE,
150, St. Vincent-street, Glasgow, Agents.

THE estates of Alexander Guthrie, lately residing at Rephad, near Stranraer, in the county of Wigton, were sequestrated on 20th November, 1872, by the Court of Session.

The first deliverance is dated 23rd 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 King's Arms Hotel, Stranraer.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 21st day of March, 1873.

The sequestration has been remitted to the Sheriff Court of Wigtonshire.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

DUNDAS and WILSON,
C.S., Agents.

16, St. Andrew-square, Edinburgh

THE estates of Angus Macrae, Shipowner and Tenant, residing at Ardheslaig, in the county of Ross, were sequestrated on the 23rd day of November, 1872, by the Sheriff of the counties of Ross, Cromarty, and Sutherland.

The first deliverance is dated the 23rd November, 1872.

The meeting to elect the Trustee and Commissioners is to be held at noon, on Thursday, the 5th day of December, 1872, within the National Hotel, Dingwall.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 23rd day of March, 1873.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette only.

ANDW. SMITH, Solicitor, Dingwall,
Agent.

Dingwall, 23rd November, 1872.

THE estates of Andrew Brown, sometime residing at Kings Mills, Windygate, Fife, now at Duddingstone, near Edinburgh, were sequestrated on the 19th November, 1872, by the Court of Session.

The first deliverance is dated 19th November, 1872.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Saturday, the 30th November, 1872, within Kay's Hotel, Lothian-road, Edinburgh.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 19th March, 1873.

The Sequestration has been remitted to the Sheriff of Edinburghshire; and a warrant of Protection granted to the Bankrupt, until the meeting for election of Trustee.

Mr. John David Low, residing in Glenogle-terrace, Edinburgh, has been appointed Judicial Factor ad interim on the estate.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

J. M. MACQUEEN, S.S.C., Agent,
18, St. Andrew-square, Edinburgh.

THE estates of William Alexander, Farmer, at Eastside of Carnousie, in the parish of Forglan, and county of Banff, were sequestrated on the 23rd day of Novem-

ber, 1872, by the Sheriff of Banff, Elgin, and Nairn (acting in Banffshire).

The first deliverance is dated 23rd November, 1872.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Wednesday, the 4th December, 1872, within the Fife Arms Hotel, Banff.

A composition may be offered at this latter meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 23rd 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.

GARDEN M. HOSSACK,
Solicitor, Banff, Agent.

THE estates of George Robert Ross, sometime Farmer at Nigg, Parkhill, in the county of Ross, now deceased, were sequestrated on the 22nd day of November, 1872, by the Court of Session.

The first deliverance is dated the 31st day of October, 1872.

The meeting to elect the Trustee and Commissioners is to be held within the Commercial Hotel, Invergordon, on Friday, the 29th day of November, 1872, at two o'clock, afternoon.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 22nd day of March, 1873.

The sequestration is remitted to the Sheriff of the county of Ross.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

MELVILLE and LINDSAY,
W.S., Agents.

Edinburgh, 110, George-street,
November 22, 1872.

THE estates of William Hay Ewan, Boot-maker, Argyle Arcade, Glasgow, were sequestrated on the 22nd day of November, 1872, by the Court of Session.

The first deliverance is dated the 22nd November, 1872.

The meeting to elect a Trustee and Commissioners is to be held at twelve o'clock, noon, on Wednesday, the 4th day of December, 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 22nd day of March, 1873.

The Sequestration has been remitted to the Sheriff of the county of Lanark.

A Warrant of Protection has been granted to the Bankrupt till the meeting for the election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

ANDW. A. HASTIE, S.S.C.,
7, Saint Andrew-square, Edinburgh, Agent.

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.

Orders for Gazettes to be addressed to the Publishers, 45, St Martin's Lane.

Printed and Published by THOMAS HARRISON and JAMES WILLIAM HARRISON, Printers, at their Office, No. 45, St. Martin's Lane, in the Parish of St. Martin-in-the-Fields, in the County of Middlesex.

Tuesday, November 26, 1872.

Price One Shilling.

