

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,