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FRIDAY, NOVEMBER 29, 1872.

By the QUEEN.

A PROCLAMATION.

VICTORIA, R.

WHEREAS Our Parliament stands prorogued to Thursday, the nineteenth day of December next, We, by and with the advice of Our Privy Council, hereby issue Our Royal Proclamation, and publish and declare, that the said Parliament be further prorogued, to Thursday, the sixth day of February, one thousand eight hundred and seventy-three; and We do hereby further, with the advice aforesaid, declare Our Royal will and pleasure that the said Parliament shall, on the said Thursday, the sixth day of February, one thousand eight hundred and seventy-three, assemble and be holden for the dispatch of divers urgent and important affairs: and the Lords Spiritual and Temporal, and the Knights, Citizens, and Burgesses, and the Commissioners for Shires and Burghs of the House of Commons, are hereby required and commanded to give their attendance accordingly, at Westminster, on the said Thursday, the sixth day of February, one thousand eight hundred and seventy-three.

Given at Our Court at *Windsor*, this twenty-seventh day of *November*, in the year of our Lord one thousand eight hundred and seventy-two, and in the thirty-sixth year of Our reign.

GOD save the QUEEN.

AT the Court at *Windsor*, the 27th day of *November*, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

IT is this day ordered by Her Majesty in Council that the Convocations of the Provinces of Canterbury and York be prorogued from the day to which the same now stand prorogued to Friday, the seventh day of February, one thousand eight hundred and seventy-three; and the Right Honourable the Lord High Chancellor of that part of the United Kingdom called Great Britain is to cause Writs to be prepared and issued in the usual manner for proroguing the Convocations accordingly.

AT the Court at *Windsor*, the 27th day of *November*, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

THIS day, Peter Erle, Esquire, Queen's Counsel, Chief Charity Commissioner for England and Wales, and Sir James Hannen, Knight, were, by Her Majesty's commands, sworn of Her Majesty's Most Honourable Privy Council, and took their places at the Board accordingly.

AT the Court at *Windsor*, the 27th day of *November*, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act passed in the session of Parliament held in the thirty-second and thirty-third years of Her Majesty's reign (chapter fifty-six), intituled "An Act to amend the Law relating to Endowed Schools and other Educational Endowments in England, and otherwise to provide for the Advancement of Education," it was, amongst other things enacted that the powers of making and approving schemes under the provisions of the said Act should not, unless continued by Parliament, be exercised after the thirty-first of December, one thousand eight hundred and seventy-two, or such further day, not later than the thirty-first of December, one thousand eight hundred and seventy-three, as might be appointed by Her Majesty in Council.

And whereas it is deemed expedient that the powers of making and approving schemes under the said Act should be continued beyond the thirty-first day of December, one thousand eight hundred and seventy-two: Now, therefore, Her Majesty, by and with the advice of Her Privy Council, and in pursuance of the provisions of the said Act, is pleased to appoint, and doth hereby appoint, that the powers of making and approving schemes under the said Act may be exercised until the thirty-first day of December, one thousand eight hundred and seventy-three.

Arthur Helps.

AT the Court at *Windsor*, the 27th day of *November*, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act of Parliament passed in the seventh and eighth years of Her Majesty's reign, intituled "An Act to amend the law respecting the office of County Coroner," it (amongst other things) enacted, that when and as often as it shall seem expedient to the Justices of any county that such county should be divided into two or more districts, for the purposes of that Act, it shall be lawful for the said Justices, in General or Quarter Sessions assembled, to resolve that a petition shall be presented to Her Majesty, praying that such division be made, and thereupon to adjourn the further consideration of such petition until notice thereof shall be given to the Coroner or Coroners of such county, as therein-after provided; and further, that the Clerk of the Peace shall give notice of any such resolution to every Coroner for such county, and of the time when the petition shall be taken by the said Justices into consideration, and the Justices shall confer with every such Coroner, who shall attend the meeting of the Justices for that purpose, touching such petition, having due regard to the size and nature of each proposed district, the number of the inhabitants, the nature of their employments, and such other circumstances as shall appear to the Justices fit to be considered in carrying into execution the provisions of the said Act; and that such petition, with a description of the several proposed districts, and of the boundaries thereof, with the reasons upon which the petition is founded, shall be certified to Her Majesty, under the hands and seals of two or more of the Justices present when such petition shall have been agreed to; and that the Clerk of the Peace for such county shall forthwith give or send a true copy of such petition, certified under his hand, to every Coroner of such county; and further, that it shall be lawful for Her Majesty, if she shall think fit, with the advice of Her Privy Council, after taking into consideration any such petition, and also any petition which may be presented to Her by any Coroner of the same county concerning such proposed division, or whenever it shall seem fit to Her Majesty to direct the issue of a writ *de Coronatore eligendo*, for the purpose of authorizing the election of an additional Coroner above the number of those who have been theretofore customarily elected in such county, to order that such county shall be divided into such and so many districts, for the purposes of that Act, as to Her Majesty, with the advice aforesaid, shall seem expedient, and to give a name to each of such districts, and to determine at what place within each district the Court for the election of Coroner for such district should be holden as therein-after provided, and every such Order shall be published in the *London Gazette*. And whereas, by the twenty-eighth section of the same Act, it is provided that, in construing that Act, the word "county" shall be taken to mean county, riding, or division of a county, in and for which a separate Coroner hath been customarily elected. And whereas, since the passing of the Act of Parliament twenty-three and twenty-four Victoria, cap. one hundred and sixteen, for amending the said first-mentioned Act of Parliament, the Justices of the Peace in and for the county of Southampton, in Quarter Sessions assembled, on the fifth day of August, one thousand eight hundred and seventy-two, have, pursuant to the said Acts of Parliament,

presented to Her Majesty a petition under the hands and seals of two of the said Justices present when the said petition was agreed to, WHEREBY, after reciting that by an Act of Parliament passed in the eighth year of Her Majesty's reign, intituled "An Act to amend the Law respecting the office of Coroner," it is provided that when and as often as it shall seem expedient to the Justices of any county that such county should be divided into two or more districts, for the purposes of that Act, or that any alteration should be made of any division theretofore made under that Act, it should be lawful for the said Justices, in Sessions or Quarter Sessions assembled, to resolve that a petition should be presented to Her Majesty, praying that such alteration or addition be made, and thereupon to adjourn the further consideration of such petition until notice thereof should be given to the Coroner or Coroners of such county, as therein-after provided. And whereas no such petition as aforesaid had hitherto been presented to Her Majesty, and the said county had not been then divided into districts for the purposes of the said Acts; and that there had been from time immemorial, and were then, three Coroners in and for the said county, exclusive of the Coroner for the Isle of Wight, and the Coroners for the hundreds of Christchurch, Ringwood, and Fordingbridge, and that such three Coroners had been from time to time appointed by the freeholders of the whole county, exclusive of the Isle of Wight and the hundreds of Christchurch, Ringwood, and Fordingbridge, and possessed equal jurisdiction as Coroners over the whole county exclusive as aforesaid; nevertheless, it appeared that the said county exclusive as aforesaid had been by way of mutual arrangement divided by such Coroners into three districts, and each Coroner had customarily acted in and for one of such districts. And that Mr. John Henry Todd, one of such Coroners, had recently died, namely, on the sixteenth day of May last, and that the said John Henry Todd customarily acted within the Petty Sessional Divisions of Alton, Winchester, Droxford, Southampton, and Romsey, and such parts of the Lymington, and New Forest, and Ringwood divisions, as are not included in the hundreds aforesaid. That on the twenty-fourth day of June last, Mr. Robert Harfield had been duly elected by the freeholders of the said county to the office of Coroner, in the room of the said John Henry Todd, and was then one of such three Coroners, and that Mr. Edward Hoskins, another of such Coroners, had customarily acted and still acted within the Petty Sessional Divisions of Fareham and Petersfield, and Mr. Spencer Clarke, another of such Coroners, had customarily acted and still acted within the Petty Sessional Divisions of Andover, Kingsclere, Basingstoke, and Odiham. And whereas at the General Quarter Sessions for the said county, holden at Winchester, on the first day of July last, it had been resolved that it was expedient that the said county, exclusive as aforesaid, should be divided into four districts for the purposes of the said Act, and that such districts should be as follows:—

No. 1. District, to be named the Fareham District, to comprise the parishes in the Fareham and Petersfield Petty Sessional Divisions,—the Court for the election of Coroner for such district to be holden at Fareham.

No. 2. District, to be named the Southampton District, to comprise the parishes in the Southampton and Romsey Divisions, and such of the parishes within the Lymington, and New Forest, and Ringwood Petty Sessional Divisions as are not within the hundreds of Christchurch, Ringwood,

and Fordingbridge,—the Court for the election of Coroner for such district to be holden at Southampton.

No. 3 District, to be named the Winchester District, to comprise the parishes in the Winchester, Alton, and Droxford Petty Sessional Divisions,—the Court for the election of Coroner for such district to be holden at Winchester.

No. 4 District, to be named the Basingstoke District, to comprise the parishes in the Andover, Kingsclere, Basingstoke, and Odiham Petty Sessional Divisions,—the Court for the election of Coroner for such district to be holden at Basingstoke.

And it was further resolved that a petition should be presented to Her Majesty, praying that such division of the said county (exclusive as aforesaid), as thereinbefore set forth, might be made for the purposes of the said Act, and that a notice of such resolution should be given to the then existing Coroners, and any persons who might be elected to the office previously to such petition being presented. And that notice of such resolution had been accordingly given to the said Edward Hoskins, Spencer Clarke, and Robert Harfield, and that the petition to be presented to Her Majesty under the said Act for the purpose aforesaid, would be taken into consideration on the fifth day of August then instant. And that the said petition had that day been taken into consideration in the presence of the said Edward Hoskins, Spencer Clarke, and Robert Harfield, and the petitioners had conferred with the said Coroners touching the said petition, having due regard to the size and nature of each proposed district, the number of inhabitants, the nature of their employments, and such other circumstances as appeared to the petitioners fit to be considered in carrying into execution the provisions of the said Act.

The petitioners, therefore, humbly prayed Her Majesty, that Her Majesty, by and with the advice of Her Privy Council, might be pleased to order that such division of the said county as was thereinbefore set forth, might be made for the following (among other) reasons, that was to say :

1. Because some division is practically essential to the proper discharge by the Coroners of their duties, but it is inconvenient that such division should be made arbitrarily by the Coroners themselves, and be liable to revision and alteration without reference to any local or other authority.
2. Because the number of Coroners at present acting in and for the said county, exclusive as aforesaid, is insufficient for the performance of the duties of the office, regard being had to public convenience and economy, and the present arrangement may be most advantageously improved by the division of the Petty Sessional Divisions of Alton, Winchester, Droxford, Southampton, Romsey, and such parts of the Lymington and New Forest and Ringwood Divisions as are not included in the hundreds aforesaid, into two districts, being Nos. 2 and 3 Districts hereinbefore set forth.
3. Because such districts when defined ought to be conterminous with the police, or Petty Sessional Divisions of the county, on account of the necessary connection between the police and the duties discharged by the Coroners.

Now, therefore, Her Majesty in Council, having taken the said petition into consideration, is pleased, by and with the advice of Her Privy Council, to grant the prayer thereof, and to

declare, order, and determine that the said county, exclusive as aforesaid, shall be divided into the four districts in the said petition in that behalf mentioned and described, being the four districts therein respectively numbered one, two, three, and four, and comprising respectively the several parishes and places in the said petition in that behalf mentioned, and that the aforesaid No. 1 District shall be named the Fareham District, and the Court for the election of Coroner for such district shall be holden at Fareham; and that the aforesaid No. 2 District shall be named the Southampton District, and that the Court for the election of Coroner for such district shall be holden at Southampton; and that the aforesaid No. 3 District shall be named the Winchester District, and that the Court for the election of Coroner for such district shall be holden at Winchester; and that the aforesaid No. 4 District shall be named the Basingstoke District, and the Court for the election of Coroner for such district shall be holden at Basingstoke. And further to declare, order and direct that this Order shall be published in the London Gazette.

Arthur Helps.

At the Court at Windsor, the 27th day of November, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act passed in the first session of Parliament holden in the first and second years of the reign of Her present Majesty, intituled "An Act to abridge the holding of benefices in plurality, and to make better provision for the residence of the clergy," it is, amongst other things, enacted, "That whenever it shall appear to the Archbishop of the Province, with respect to his own diocese, and whenever it shall be represented to him by the bishop of any diocese, or by the bishops of any two dioceses, that two or more benefices, or that one or more benefice or benefices, and one or more spiritual sinecure rectory or rectories, vicarage or vicarages, in his or their diocese or dioceses, being either in the same parish or contiguous to each other, and of which the aggregate population shall not exceed one thousand five hundred persons, and the aggregate yearly value shall not exceed five hundred pounds, may, with advantage to the interests of religion, be united into one benefice, the said Archbishop of the Province shall inquire into the circumstances of the case; and if on such inquiry it shall appear to him that such union may be usefully made, and will not be of inconvenient extent, and that the patron or patrons of the said benefices, sinecure rectory or rectories, vicarage or vicarages respectively, is or are consenting thereto, such consent being signified in writing under the hands of such patron or patrons, the said Archbishop shall, six weeks before certifying such inquiry and consent to Her Majesty, as herein after directed, cause, with respect to his own diocese, a statement in writing of the facts, and in other cases a copy in writing of the aforesaid representation, to be affixed on or near the principal outer door of the church, or in some public and conspicuous place in each of such benefices, sinecure rectories, or vicarages, with notice to any person or persons interested, that he, she, or they, may, within such six weeks, show cause in writing under his, her, or their hand or hands, to the said Archbishop,

"against such union; and if no sufficient cause be shown within such time, the said Archbishop shall certify the inquiry and consent aforesaid to Her Majesty in Council, and thereupon it shall be lawful for Her Majesty in Council to make and issue an Order or Orders for uniting such benefices, sinecure rectory or rectories, vicarage or vicarages, into one benefice, with cure of souls, for ecclesiastical purposes only; and it shall be lawful for Her Majesty in Council to give directions for regulating the course and succession in which the patrons, if there be more than one patron, shall present or nominate to such united benefice, from time to time, as the same shall become vacant."

And whereas the Lord Archbishop of Canterbury, pursuant to the provisions of the said Act, hath duly prepared and laid before Her Majesty in Council a certificate in writing, bearing date the eleventh day of October, in the year of our Lord one thousand eight hundred and seventy-two, in the words following; that is to say:

"To the QUEEN'S Most Excellent Majesty in Council.

"We, the undersigned, Archibald Campbell, Lord Archbishop of the Province of Canterbury, do hereby certify to your Majesty in Council:

"That the Right Reverend Christopher, Lord Bishop of Lincoln (as Bishop of the diocese within which are situate the rectory of Martin and the vicarage of Thornton, both in the county of Lincoln), having represented unto us that the said benefices, being contiguous to each other, and of which the aggregate population does not exceed one hundred and sixty persons, and the aggregate yearly value does not exceed three hundred and nine pounds, might, with advantage to the interests of religion, be united into one benefice, we inquired into the circumstances of the case.

"That on such inquiry it appeared to us that such union might be usefully made, and would not be of inconvenient extent, and that William Jollands Gilliat, of Dowthorpe Hall, in the county of York, Esquire, being the patron or person entitled to present to the rectory of Martin (if the same were now vacant), and the Dean and Chapter of the cathedral church of Lichfield, being the patrons entitled to present to the said vicarage of Thornton (the same being now vacant), consent to the union of the said benefices.

"That six weeks and upwards before certifying such inquiry and consent to your Majesty in Council, we caused a copy in writing of the aforesaid representation of the said Lord Bishop to be affixed on the principal outer door of the church of each of the said benefices, with notice to any person or persons interested that he, she, or they might within such six weeks, show cause, in writing, under his, her, or their hand or hands, to us, the said Archbishop, against such union, and no such cause has been shown.

"The representation of the said Lord Bishop of Lincoln, our inquiry into the circumstances of the case, the statement of circumstances in reply thereto, the consents in writing of the said patrons, and the copies of the representation and notice before mentioned, are hereunto annexed.

"And we do hereby certify the enquiry and consent aforesaid to your Majesty in Council, to the intent that your Majesty in Council may, in case your Majesty in Council shall think fit so to do, make and issue an Order for uniting the said benefices into one benefice, with cure of souls for ecclesiastical purposes only, and for declaring that the right of patronage of the united benefice shall belong alternately to the said William Jollands

Gilliat, his heirs and assigns, and the said Dean and Chapter of the cathedral church of Lichfield, and that the first turn or right of presentation to the said united benefice shall belong to the said William Jollands Gilliat, his heirs and assigns.

"As witness our hand, this eleventh day of October, in the year of our Lord one thousand eight hundred and seventy-two.

"A. C. Cantuar."

Now, therefore, Her Majesty in Council, by and with the advice of Her said Council, is pleased to order, and doth hereby order, that the said rectory or benefice of Martin, in the county and diocese of Lincoln, with the said vicarage of Thornton, in the same county and diocese, shall be united into one benefice with the cure of souls for ecclesiastical purposes only.

And Her Majesty in Council, by and with the advice of Her said Council, is pleased to and doth hereby direct and order that the right of patronage of the united benefice shall belong alternately to William Jollands Gilliat, his heirs and assigns, and the Dean and Chapter of the cathedral church of Lichfield, and that the first turn or right of presentation to the said united benefice shall belong to the said William Jollands Gilliat, his heirs and assigns.

Arthur Helps.

At the Court at Windsor, the 27th day of November, 1872.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by an Act passed in the first session of the Parliament holden in the first and second years of the reign of Her present Majesty, intituled "An Act to abridge the holding of benefices in plurality, and to make better provision for the residence of the clergy," after reciting that "Whereas, in some instances, tithings, hamlets, chapeltries, and other places or districts may be separated from the parishes or mother churches to which they belong with great advantage, and places altogether extra-parochial may in some instances with advantage be annexed to parishes or districts to which they are contiguous, or be constituted separate parishes for ecclesiastical purposes," it is, amongst other things, enacted, "That when, with respect to his own diocese, it shall appear to the Archbishop of the Province, or when the bishop of any diocese shall represent to the said archbishop that any such tithing, hamlet, chapeltry, place, or district within the diocese of such archbishop, or the diocese of such bishop, as the case may be, may be advantageously separated from any parish or mother church, and either be constituted a separate benefice by itself or be united to any other parish to which it may be more conveniently annexed, or to any other adjoining tithing, hamlet, chapeltry, place, or district, parochial or extra-parochial, so as to form a separate parish or benefice, or that any extra-parochial place may with advantage be annexed to any parish to which it is contiguous, or be constituted a separate parish for ecclesiastical purposes; and the said archbishop or bishop shall draw up a scheme in writing (the scheme of such bishop to be transmitted to the said archbishop for his consideration), describing the mode in which it appears to him that the alteration may best be effected, and how the changes

"consequent on such alteration in respect to ecclesiastical jurisdiction, glebe lands, tithes, rent-charges, and other ecclesiastical dues, rates, and payments, and in respect to patronage and rights to pews, may be made with justice to all parties interested; and if the patron or patrons of the benefice or benefices to be affected by such alteration shall consent in writing under his or their hands to such scheme, or to such modification thereof as the said Archbishop may approve, and the said Archbishop shall, on full consideration and inquiry, be satisfied with any such scheme, or modification thereof, and shall certify the same and such consent as aforesaid, by his report to Her Majesty in Council, it shall be lawful for Her Majesty in Council to make an Order for carrying such scheme, or modification thereof, as the case may be, into effect."

And whereas by another Act of Parliament, passed in the second and third years of the reign of Her present Majesty, intituled "An Act to make better provision for the assignment of ecclesiastical districts to churches or chapels augmented by the Governors of the Bounty of Queen Anne; and for other purposes," it is, amongst other things, further enacted, "That when, by any Order of Her Majesty in Council as aforesaid, a separate parish for ecclesiastical purposes is constituted, the same shall, on registration thereof, and with the consent in writing of the incumbent or incumbents of the benefice or benefices to be thereby affected, become a perpetual curacy and benefice, and the minister thereof, duly nominated and licensed thereto, and his successors shall be a body politic and corporate, with perpetual succession, and may receive and take to himself and his successors all such lands, tenements, tithes, rent-charges, and hereditaments as shall be granted unto him or them, and such perpetual curate shall thenceforth have, within the limits of the district parish formed under the Church Building Acts, for the church of such perpetual curacy, sole and exclusive cure of souls, and shall not in anywise be subject to the control or interference of the incumbent or incumbents of the benefice or benefices to be affected by such Order; if he or they shall have consented to such Order as aforesaid: but if such incumbent or incumbents shall not have so consented thereto, this last-mentioned provision shall not come into operation until the next avoidance of the benefice by the incumbent objecting thereto, or by the surviving incumbent objecting, if more than one shall object thereto, and in such case the last-mentioned provision shall forthwith after such avoidance come into operation, and shall be binding on all persons whatsoever."

And whereas the Lord Bishop of St. Asaph has drawn up, together with a scheme, a representation, in writing, bearing date the eighteenth day of October, in the year of our Lord one thousand eight hundred and seventy-two, and has transmitted the same to his Grace the Lord Archbishop of Canterbury, in the words and figures following; that is to say:

"To the Right Honourable and Most Reverend Archibald Campbell, by Divine Providence, Lord Archbishop of the Province of Canterbury.

"I, Joshua, Lord Bishop of Saint Asaph, do hereby represent to your Grace, that there is in the county of Flint, and my diocese of Saint Asaph, the vicarage, perpetual curacy, or new parish of Connahs Quay, which was heretofore part of the vicarage of Northop (and sometimes called Saint

Mark's, Northop), in the same county and diocese, and was created by an Order of Her Majesty in Council, dated the thirty-first day of January, one thousand eight hundred and forty-four, and published in the London Gazette on the twenty-third day of April, one thousand eight hundred and forty-four.

"That the said vicarage, perpetual curacy, or new parish of Connahs Quay, comprises, amongst other places, the township of Leadbrook Minor and the townships of Leadbrook Major and Kelsterton.

"That the rectory and parish of Flint, in the same county and diocese, lie contiguous to the northern extremity of the said vicarage, perpetual curacy, or new parish of Connahs Quay aforesaid.

"That at a place called Pentre, on the confines of the said parish of Flint, and close to the northern boundary of the said vicarage, perpetual curacy, or new parish of Connahs Quay, a school, chapel, or district church has lately been erected, capable of affording accommodation for about three hundred and fifty persons.

"That the inhabitants of the said township of Leadbrook Minor, and of portions of the said townships of Leadbrook Major and Kelsterton, which townships form the northern portion of the said vicarage, perpetual curacy, or new parish are accustomed to resort for the purpose of divine worship to the said school, chapel, or district church, and occasionally to the parish church of Flint, as the majority of such inhabitants are about three miles distant from the church of the said vicarage, perpetual curacy, or new parish.

"That the net annual value of the said rectory of Flint, arising from tithe commutation rent-charge and glebe lands, amounts to two hundred and forty-two pounds, or thereabouts, and the net annual value of the said vicarage, perpetual curacy, or new parish of Connahs Quay arising from the same source, amounts to two hundred and thirty-five pounds, or thereabouts, including a sum of fifty-two pounds eleven shillings and eleven pence halfpenny tithe commutation rent-charge, which was transferred to, and became absolutely vested in, the incumbent for the time being of the said vicarage, perpetual curacy, or new parish, by virtue of an Order of Her Majesty in Council, dated the sixteenth day of April, one thousand eight hundred and sixty-one, and published in the London Gazette of the same day.

"That the patronage of the said vicarage, perpetual curacy, or new parish belongs to the Reverend Thomas Williams, Clerk, as the vicar of the vicarage of Northop aforesaid, and the patronage of the said rectory and parish church of Flint, belongs to me in right of my see of Saint Asaph.

"That the Reverend Llewellyn Wynne Jones is the present vicar or perpetual curate of the said vicarage, perpetual curacy, or new parish of Connahs Quay, and the Reverend Evan Jenkins is the rector of the said rectory of Flint.

"That it appears to me that under the provisions of the Acts of Parliament passed in the session holden in the first and second years of the reign of Her present Majesty, cap. 106, and in the session holden in the second and third years of the same reign, cap. 49, the said township of Leadbrook Minor, and a portion of the said townships of Leadbrook Major and Kelsterton, may be separated from the residue of the said vicarage, perpetual curacy, or new parish of Connahs Quay, and be united to the said rectory and parish of Flint for ecclesiastical purposes.

"That pursuant to the directions contained in the twenty-sixth section of the said first-mentioned Act, I have prepared the following scheme which, together with the consents thereto of the patron of

the said vicarage, perpetual curacy, or new parish of Connahs Quay, and of the incumbents of the said benefices of Flint and Connahs Quay respectively, I myself consenting thereto as patron of the said rectory of Flint, I do submit to your Grace, to the intent that your Grace may, if on full consideration and enquiry you shall be satisfied with such scheme, certify the same and such consents by your report to Her Majesty in Council.

"The SCHEME above referred to.

"That the said township of Leadbrook Minor and such portions of the townships of Leadbrook Major and Kelsterton as lie to the north of the fences which separate the fields or closes of land numbered F 164, F 169, F 168, F 170, F 171, F 173, F 179, F 184, F 183, F 186, F 256, F 255, and F 254, respectively, on the tithe commutation map of the said parish of Northop, from the fields or closes of land numbered F 163, F 136, F 130, F 129, F 174, F 178, F 180, F 181, F 182, F 187, F 198, F 199, and F 200, respectively, on the said tithe commutation map (which said township of Leadbrook Minor, and the said portions of the said townships of Leadbrook Major and Kelsterton, are hereinafter called 'the said District'), shall be separated from the residue of the said vicarage, perpetual curacy, or new parish of Connahs Quay, and be united to, and be, and be deemed part and parcel of the rectory and parish of Flint aforesaid for ecclesiastical purposes.

"That the said district shall be subject to the same ecclesiastical jurisdiction as the said rectory and parish of Flint, and the incumbent of Flint shall have exclusive cure of souls within the limits of the said district.

"That all fees and other ecclesiastical dues and payments for marriages, churchings, burials, and

other ecclesiastical offices solemnized and performed within the said parish of Flint, in respect of the said district, shall henceforth belong to the incumbent of the said parish of Flint.

"That all and singular the tithe rent-charges, or other payments in lieu of tithes, at present belonging and payable to the said Reverend Llewellyn Wynne Jones, in right of his said vicarage, perpetual curacy, or new parish of Connahs Quay, which are specified in the schedule hereunder written, and amount in the aggregate to the annual commuted sum of fifty-two pounds eleven shillings and eleven pence halfpenny, shall henceforth belong and be attached to the rectory of Flint aforesaid for ever, and be held and enjoyed by the incumbent thereof for the time being accordingly, subject to all such rates and taxes as are or may be assessed or charged in an entire sum or in entire sums upon the same rent-charges, in conjunction with the residue of the rent-charges or other possessions of the said vicarage, perpetual curacy, or new parish of Connahs Quay.

"That the parishioners within the said district shall be entitled to accommodation in the parish church of Flint aforesaid, and in the said school, chapel, or district church at Pentre, in Flint aforesaid, but shall not henceforth be entitled to any accommodation in the parish church of Connahs Quay; except, nevertheless, any person or persons, if any, possessing legal right, by faculty or otherwise, to the exclusive use of any pew or sitting in the said parish church of Connahs Quay, and who may not be willing to relinquish and give up the same.

"Given under my hand, this eighteenth day of October, one thousand eight hundred and seventy-two.

"J. St. Asaph."

The SCHEDULE hereinbefore referred to.

Landowner.	Occupiers.	Quantity.	Tithe Rent Charge payable to the Incumbent of Connahs Quay.		
	<i>Leadbrook Minor Township.</i>	A. R. P.	£	s.	d.
Trelawney, Sir William Lewis Salisbury	Bithell, Mrs. Mary	241 3 36	31	17	6
	Piercey, John	66 0 9	8	6	11
	Bellis, Thomas	15 1 11	2	3	2
	Cooper, George	1 3 25		6	1
	Jones, Evan	4 3 19		16	7
	Morris, Thomas... ..	44 1 27	8	9	8
	Trelawney, Sir W. L. S.				6
	Williams, John	3 0 7	11	6	$\frac{1}{2}$
			£52	11	11 $\frac{1}{2}$

"Consents.

"I, Joshua, Lord Bishop of Saint Asaph, being, in right of my see the patron of, or the person entitled to present or collate to, the said rectory of Flint, in case the same were now vacant, and I, the Reverend Thomas Williams, Clerk, being in right of my vicarage of Northop aforesaid, the patron of or the person entitled to present or nominate to the said vicarage, perpetual curacy, or new parish of Connahs Quay, in case the same were now vacant, and I, the Reverend Evan Jenkins, Clerk, the rector of the said rectory of Flint, and I, the Reverend Llewellyn Wynne

Jones, Clerk, the incumbent of the said vicarage, perpetual curacy, or new parish of Connahs Quay, do hereby consent to the foregoing scheme, and to every matter and thing therein proposed and set forth.

"As witness our hands, this eighteenth day of October, one thousand eight hundred and seventy-two.

"J. St. Asaph.

"Thomas Williams, Vicar of Northop.

"Evan Jenkins, Rector of Flint.

"Llewellyn Wynne Jones, Incumbent of Connahs Quay."

And whereas his Grace the Lord Archbishop of Canterbury hath, pursuant to the provisions of the said Acts, duly prepared and laid before Her Majesty in Council a certificate and report, in writing, bearing date the first day of November, in the year of our Lord one thousand eight hundred and seventy-two, in the words following (that is to say) :—

“To the QUEEN’s Most Excellent Majesty in Council.

“We the undersigned, Archibald Campbell, Lord Archbishop of the Province of Canterbury, do hereby report to your Majesty in Council :

“That the Right Reverend Joshua, Lord Bishop of Saint Asaph, has represented unto us (amongst other things), that there is in the county of Flint and diocese of Saint Asaph, the vicarage, perpetual curacy, or new parish of Connahs Quay, which comprises amongst other places the township of Leadbrook Minor and the townships of Leadbrook Major and Kelsterton.

“That the rectory and parish of Flint, in the same county and diocese, lie contiguous to the northern extremity of the said vicarage, perpetual curacy, or new parish.

“That it appears to the said Lord Bishop that under the provisions of the Acts of Parliament of the first and second years of your Majesty’s reign, chapter one hundred and six, and of the second and third years of your Majesty’s said reign, chapter forty-nine, the said township of Leadbrook Minor and a portion of the said townships of Leadbrook Major and Kelsterton may be advantageously separated from the residue of the said vicarage, perpetual curacy, or new parish of Connahs Quay, and be united to the said rectory and parish of Flint for ecclesiastical purposes.

“That the said Lord Bishop has drawn up a scheme, in writing (and transmitted the same to us for our consideration), describing the mode in which it appears to him that the proposed alteration may best be effected, and how the changes consequent on such alteration in respect to ecclesiastical jurisdiction, tithe, rent-charges, and other dues, rates, and payments, and in respect to rights to pews may be made with justice to all parties interested.

“That the said Lord Bishop being, in right of his see, the patron of, or the person entitled to present or collate to, the said rectory of Flint, in case the same were now vacant, the Reverend Thomas Williams, Clerk, being in right of his vicarage of Norihop, the patron of or the person entitled to present or nominate to the said vicarage, perpetual curacy, or new parish of Connahs Quay, in case the same were now vacant, the Reverend Evan Jenkins, Clerk, the rector of the said rectory of Flint, and the Reverend Llewellyn Wynne Jones, Clerk, the Incumbent of the said vicarage, perpetual curacy, or new parish of Connahs Quay, have respectively consented, in writing, to the scheme of the said Lord Bishop.

“The representation and scheme of the said Lord Bishop, and the consents before referred to are hereunto annexed.

“And we, the said Archbishop, being, on full consideration, and enquiry, satisfied with the said scheme, do hereby, pursuant to the said Act of the first and second years of your Majesty’s reign, certify the same and such consents as aforesaid, to the intent that your Majesty in Council may, in case your Majesty in Council shall think fit so to do, make and issue an Order for carrying the said scheme into effect.

“As witness our hand, this first day of Novem-

ber, in the year of our Lord, one thousand eight hundred and seventy-two.

“A. C. Cantuar.”

Now, therefore, Her Majesty in Council, by and with the advice of Her said Council, is pleased to approve of the said scheme of the said Lord Bishop of St. Asaph, and to order, and it is hereby ordered, that the same be carried into effect.

Arthur Helps.

AT the Court at Windsor, the 27th day of November, 1872.

PRESENT

The QUEEN’s Most Excellent Majesty in Council

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of an Act of the sixth and seventh years of Her Majesty, chapter thirty-seven, duly prepared and laid before Her Majesty in Council a scheme, bearing date the thirtieth day of October, in the year one thousand eight hundred and seventy-two, in the words and figures following ; that is to say :

“We, the Ecclesiastical Commissioners for England, in pursuance of the Act of the sixth and seventh years of your Majesty, chapter thirty-seven, have prepared, and now humbly lay before your Majesty in Council, the following scheme for authorizing the sale and disposal of certain property in the parish of Imber, in the county of Wilts, now vested in us.

“Whereas, under and by virtue of an indenture, bearing date the thirtieth day of July, one thousand eight hundred and sixty-eight, made between the Right Honourable John Frederick Vaughan, Earl Cawdor and the Honourable Henry Frederick Thynne, commonly call Lord Henry Frederick Thynne, of the first part, the Most Honourable John Alexander, Marquis of Bath, of the second part, and us, the Ecclesiastical Commissioners for England, of the third part, the lands, tithes, and hereditaments, described in the schedule hereunto annexed, became and are now vested in us.

“And whereas the lands, tithes, and hereditaments aforesaid, are not subject to any outstanding beneficial lease or grant, but are now in possession, but some portions thereof, on account of their character or situation, are unsuitable or inconvenient to be held or applied for the purposes for which estates vested in us are applicable under the Acts by which our proceedings are governed.

“And whereas, with a view to the advantageous appropriation of the same, or of the proceeds thereof, for the ultimate improvement of our common fund, it is expedient that the said lands, tithes, and hereditaments, or such part or parts thereof, as we shall at any time, and from time to time think fit, should be sold or disposed of, and accordingly that we should be empowered to sell or dispose of our interest in such lands, tithes, and hereditaments, or in any part or parts thereof, in such manner as shall appear to us advisable.

“Now, therefore, we humbly recommend and propose, that we may be authorized and empowered, by instrument or instruments in writing, duly executed according to law, from time to time to sell or dispose of, and duly to convey, according to the provisions of the said Act, all or any of the said lands, tithes, and hereditaments so vested in us as aforesaid, with their appurtenances,

and all our estate, right, title, and interest therein, or in any part or parts thereof, unto and to the use of any person or persons desirous or willing to purchase the same, and his or their heirs, executors, administrators, or assigns, or otherwise, as he or they shall direct or appoint, and for such consideration as shall, upon due calculation and enquiry, appear to us to be just and reasonable; it being our intention to invest the proceeds of such sale, from time to time, as occasion may arise, in the purchase of other lands, tithes, rent-charges, tenements, or hereditaments, or of some estate or interest therein, convenient to be held by us for the purposes of the Acts by which our proceedings are governed as aforesaid, and in the meantime to invest the said proceeds in some Government or Parliamentary stock or other public securities in England.

"And we further recommend and propose, that nothing herein contained shall prevent us from recommending and proposing any other measures relating to the matters aforesaid, or any of them, in accordance with the provisions of the said Acts, or of any other Act of Parliament."

" SCHEDULE.

"Lands and hereditaments in the parish of Imber, in the county of Wilts, now or formerly in the occupation of William Fricker the younger.

Number on Tithe Plan and on Plan annexed to Indenture referred to in this Scheme.	DESCRIPTION.	QUANTITY.		
		A.	R.	P.
58	House, buildings, and yard	0	1	18
63	Arable	41	2	24
73	Down... .. Pasture	36	0	36
		78	0	38

"And, also, all that the tithe commutation rent-charge of three hundred and ninety-six pounds eight shillings and sixpence, or annual sum in lieu of tithes, chargeable upon certain lands in the said parish of Imber, in the county of Wilts, and made payable to the Marquis of Bath, under an agreement duly confirmed by the Tithe Commissioners for England and Wales on the the thirty-first day of May, one thousand eight hundred and thirty-eight."

And whereas the said scheme has been approved by Her Majesty in Council: now, therefore, Her Majesty, by and with the advice of her said Council, is pleased hereby to ratify the said scheme, and to order and direct that the same and every part thereof shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette pursuant to the said Act; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the Registrar of the diocese of Salisbury.

Arthur Helps.

At the Court at Windsor, the 27th day of November, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of the Act of the eighth and ninth years of Her Majesty, chapter seventy; of the Act of the nineteenth and twentieth years of Her Majesty, chapter fifty-five; of the Act of the thirty-fourth and thirty-fifth years of Her Majesty, chapter eighty-two; and of the Act of the thirty-fifth and thirty-sixth years of Her Majesty, chapter fourteen; duly prepared and laid before Her Majesty in Council a representation, bearing date the seventh day of August, in the year one thousand eight hundred and seventy-two, in the words and figures following; that is to say:

"We, the Ecclesiastical Commissioners for England, in pursuance of the Act of the eighth and ninth years of your Majesty, chapter seventy; of the Act of the nineteenth and twentieth years of your Majesty, chapter fifty-five; of the Act thirty-fourth and thirty-fifth years of your Majesty, chapter eighty-two; and of the Act of the thirty-fifth and thirty-sixth years of your Majesty, chapter fourteen, have prepared and now humbly lay before your Majesty in Council, the following representation as to the assignment of a consolidated chapelry to the consecrated church called Christ Church, situate at Annscroft, in the parish of Condover, in the county of Salop, and in the diocese of Lichfield.

"Whereas at certain extremities of the said parish of Condover, of the parish or parochial chapelry of Saint Chad, Shrewsbury, in the said county of Salop, and in the said diocese of Lichfield, and of the parish of Meole Brace, in the said county of Salop, and in the diocese of Hereford, which said extremities lie contiguous one to another, and are described in the schedule hereunder written, there is collected together a population which is situate at a distance from the several churches of such respective cures.

"And whereas it appears to us to be expedient that such contiguous portions of the said parish of Condover, of the said parish or parochial chapelry of Saint Chad, Shrewsbury, and of the said parish of Meole Brace, should be formed into a consolidated chapelry for all ecclesiastical purposes, and that the same should be assigned to the said church, called Christ Church, situate at Annscroft as aforesaid.

"Now, therefore, with the consent of the Right Reverend George Augustus, Bishop of the said diocese of Lichfield, with the consent of the Right Reverend James, Bishop of the said diocese of Hereford, with the consent of Reginald Cholmondeley, of Condover Hall, in the said county of Salop, Esquire, the patron of the vicarage of the said parish of Condover, with the consent of the Right Honourable William Page, Baron Hatherley, Lord High Chancellor of England, the patron on behalf of the Crown of the vicarage of the said parish or parochial chapelry of Saint Chad, Shrewsbury, and with the consent of John Bather, of The Day House, Shrewsbury, in the said county of Salop, Esquire, the patron of the vicarage of the said parish of Meole Brace (in testimony whereof they the said consenting parties have respectively signed and sealed this representation), we, the said Ecclesiastical Commissioners for England, humbly represent that it would, in our opinion, be expedient that all those contiguous portions of the said parish of Condover, of the said parish or

parochial chapelry of Saint Chad, Shrewsbury, and of the said parish of Meole Brace, which are described in the schedule hereunder written, all which portions, together with the boundaries thereof, are delineated and set forth on the map or plan hereunto annexed, should be united and formed into one consolidated chapelry for the said church, called Christ Church, situate at Annscroft as aforesaid, and that the same should be named 'The Consolidated Chapelry of Christ Church, Annscroft,' and such consolidated chapelry should become and form part of the said diocese of Lichfield, and should be included within and form part of the deanery of Condover, and of the archdeaconry of Salop, within such last-named diocese.

"We, therefore, humbly pray that your Majesty will be graciously pleased to take the premises into your Royal consideration, and to make such order in respect thereto as to your Majesty, in your Royal wisdom, shall seem meet.

"The SCHEDULE to which the foregoing Representation has reference.

"The Consolidated Chapelry of Christ Church, Annscroft, being :

"All those several contiguous portions of the parish of Condover, in the county of Salop, and in the diocese of Lichfield, of the parish or parochial chapelry of Saint Chad, Shrewsbury, in the said county and diocese, and of the parish of Meole Brace, in the said county of Salop, and in the diocese of Hereford, all which said portions are comprised within, and are bounded by an imaginary line, commencing at a point near Hookagate, in the centre of the bridge which carries the turnpike-road leading from Shrewsbury to Longden over Meole Brook, and extending thence south-westward for a distance of eleven chains, or thereabouts, along the middle of the said brook to the boundary which divides the said parish of Meole Brace from the parish or parochial chapelry of Saint Chad, Shrewsbury aforesaid, and extending thence north-westward, along the last-described boundary (thereby following the course of the said Meole Brook, and of Rea Brook, and crossing the line of the Shrewsbury and Welshpool Branch Railway) to the point near to Hanwood Mill, where the same boundary is joined by the boundary which divides the said parish or parochial chapelry of Saint Chad, Shrewsbury, from the parish of Pontesbury, in the said county of Salop, and in the diocese of Hereford aforesaid; and extending thence in a direction generally southward along the last-described boundary (thereby re-crossing the said line of railway) to the point in the middle of the River Rea, near Chris Church, Annscroft, where the same boundary is joined by the boundary which divides the said parish of Condover from the parish of Pontesbury aforesaid; and extending thence south-westward along the last-mentioned boundary (thereby following the course of the said river) and passing to the north-west of the village of Annscroft, to the point at the south-western end of the said village of Annscroft, in the centre of the bridge which carries the turnpike-road leading from Shrewsbury to Longden as aforesaid, over the same river where the same boundary is joined by the boundary which divides the said parish of Condover from the chapelry of Longden, in the parish of Pontesbury aforesaid; and extending thence, alternately south-eastward and south-westward, along the last-mentioned boundary to its junction in the middle of the road leading from Exford's Green to the Stapleton's Alms House, with the boundary which divides the said parish of

Condover from the parish of Stapleton, in the said county of Salop, and in the diocese of Lichfield aforesaid; and extending thence, first north-eastward, then south-eastward, and then eastward, along the last-mentioned boundary (thereby following in the last-named direction the course of the road leading from Longden Common to Stapleton) to the point where the last-described road is joined by the road leading from Stapleton aforesaid to Lyth Bank; and extending thence, generally northward, for a distance of one mile and a quarter, or thereabouts, from the said last-mentioned boundary, along the middle of the last-described road to its junction at Lyth Bank aforesaid, with the road leading from Great Lyth to Lyth Hill; and extending thence, south-eastward, for a distance of nine and a half chains, or thereabouts, along the middle of the last-described road to its junction at the south-western corner of the wood called Old Coppice, with the road which leads past the said wood, and past the wood called Long Wood to Lyth Wood; and extending thence, north-eastward, for a distance of seventy-four chains, or thereabouts, along the middle of the last-described road, to the point where it is crossed by the boundary which divides the said parish of Condover from the new parish of Christ Church, Bayston Hill, in the said county of Salop, and in the diocese of Lichfield aforesaid; and extending thence, first generally westward, and then generally north-eastward and north-westward, along the last-described boundary to its junction with the boundary which divides the said new parish of Christ Church, Bayston Hill, from the parish of Meole Brace aforesaid; and extending thence, north-eastward, for a distance of nine chains or thereabouts, along the last-described boundary, to a point at the south-eastern end of the fence which divides the close numbered 610 upon the tithe commutation map of the said parish of Meole Brace, and upon the map hereunto annexed, from the closes numbered respectively 609 and 613 upon the same maps; and extending thence, north-westward, along the said fence, and along the fences dividing the closes numbered respectively 612, 619, 618, and 617, upon the said maps, from the closes numbered respectively 613 as aforesaid, and 616 upon the same maps (thereby crossing the road leading from Hookagate to the house called or known as Hanley), to the north-western end of the said fence which divides the close numbered 617 from the close numbered 616 as aforesaid, on the southern bank of Meole Brook aforesaid, and continuing thence, still north-westward, and in a direct line to the first described point near Hookagate aforesaid, in the centre of the bridge which carries the said turnpike-road leading from Shrewsbury to Longden over Meole Brook as aforesaid, at which point the said imaginary line commenced."

And whereas the said representation has been approved by Her Majesty in Council; now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said representation, and to order and direct that the same and every part thereof shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette pursuant to the said Acts; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the Registrar of the said diocese of Lichfield, and by the Registrar of the said diocese of Hereford respectively.

Arthur Helps.

AT the Court at *Windsor*, the 27th day of *November*, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of an Act of the sixth and seventh years of Her Majesty, chapter thirty-seven, duly prepared and laid before Her Majesty in Council a scheme, bearing date the seventh day of November, in the year one thousand eight hundred and seventy-two, in the words following; that is to say:

"We, the Ecclesiastical Commissioners for England, in pursuance of an Act of the sixth and seventh years of your Majesty, chapter thirty-seven, have prepared and now humbly lay before your Majesty in Council, the following scheme for authorizing the sale and disposal of certain property formerly belonging to the bishoprick of Peterborough, and now vested in us.

"Whereas by an order of your Majesty in Council, dated the first day of November, one thousand eight hundred and sixty-two, and made under the provisions of the Act of the twenty-third and twenty-fourth years of your Majesty, chapter one hundred and twenty-four, which order was duly published in the London Gazette of the fourth day of the same month, certain lands, tenements, and hereditaments were assigned as the endowment of the See of Peterborough.

"And whereas immediately upon such publication as aforesaid of the said Order in the London Gazette, all the lands, hereditaments, and emoluments of or belonging to the said See, except such as were assigned by the said Order as aforesaid, and except all rights of patronage or presentation, and the Episcopal House of residence became, by force of the said Act of the twenty-third and twenty-fourth years of your Majesty, vested absolutely in us for the purposes and subject to the provisions applicable to other hereditaments vested in us.

"And whereas part of the lands which so became vested in us as aforesaid have been transferred to the Dean and Chapter of Peterborough under the provisions of an Order of your Majesty in Council, dated the twentieth day of March, one thousand eight hundred and sixty-three, and duly published in the London Gazette of the twenty-fourth day of the same month, and the remainder of the said lands, hereditaments, and emoluments consist only of certain lands which are now in our possession, and are not subject to any outstanding beneficial lease or grant.

"And whereas some portions of the lands so in our possession as aforesaid are, on account of their character or situation, unsuitable or inconvenient to be held or applied for the purposes for which estates vested in us are applicable under the Acts by which our proceedings are governed.

"And whereas, with a view to the advantageous appropriation of the same or of the proceeds thereof, for the ultimate improvement of our common fund, it is expedient that the said lands so in our possession as aforesaid, or such part or parts thereof, as we shall at any time and from time to time think fit, should be sold or disposed of, and accordingly that we should be empowered to sell or dispose of our interest in such lands, or in any part or parts thereof, in such manner as shall appear to us advisable.

"Now, therefore, we humbly recommend and propose that we may be authorized and empowered by instrument or instruments in writing duly executed according to law, from time to time to sell or dispose of, and duly to convey according

to the provisions of the said Act all or any of the said lands so in our possession as aforesaid, with their appurtenances, and all our estate, right, title, and interest therein, or in any part or parts thereof, unto and to the use of any person or persons desirous or willing to purchase the same, and his or their heirs, executors, administrators, or assigns, or otherwise as he or they shall direct or appoint, and for such consideration as shall upon due calculation and inquiry appear to us to be just and reasonable, it being our intention to invest the proceeds of such sale from time to time, as occasion may arise, in the purchase of other lands, tithes, rent charges, tenements, or hereditaments, or of some estate or interest therein convenient to be held by us for the purposes of the Acts by which our proceedings are governed as aforesaid, and in the meantime to invest the said proceeds in some government or parliamentary stock or other public securities in England.

"And we further recommend and propose that nothing herein contained shall prevent us from recommending and proposing any other measures relating to the matters aforesaid, or any of them, in accordance with the provisions of the said Act, or of any other Act of Parliament.

And whereas the said scheme has been approved by Her Majesty in Council: now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said scheme, and to order and direct that the same and every part thereof shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette pursuant to the said Act; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the Registrar of the diocese of Peterborough.

Arthur Helps.

AT the Court at *Windsor*, the 27th day of *November*, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council

WHEREAS the Right Honourable Henry Austin Bruce, one of Her Majesty's Principal Secretaries of State, after giving to the Incumbents and the Churchwardens of the parishes hereinafter mentioned, ten days' previous notice of his intention to make such representations, has, under the provisions of an Act passed in the session of Parliament held in the sixteenth and seventeenth years of Her Majesty's reign, intituled "An Act to amend the laws concerning the burial of the dead in England beyond the limits of the Metropolis, and to amend the Act concerning the burial of the dead in the Metropolis," made representations stating that, for the protection of the public health, no new burial ground should be opened without the previous consent of one of Her Majesty's Principal Secretaries of State, in the undermentioned parishes, and that interments therein should be discontinued, with the following modifications, viz.:—

HOLLINGTON, SUSSEX.—Forthwith, wholly in the church of the parish of Hollington, in the county of Sussex, and, with the following exceptions, also in the churchyard of the said parish, viz., except for the burial of those who have been residents within the parish, and except for burial in now existing family

vaults and walled graves, and except also in other family graves which can be opened to the depth of five feet without the disturbance of buried remains.

NORTON-ON-THE-MOORS.—Forthwith wholly in the church of the Ecclesiastical District of Smallthorne, in the parish of Norton-on-the-Moors, in the county of Stafford; and, with the following exceptions, on and after the 1st of April, 1873, in the churchyard (as existing on the 30th of June, 1872), of the said district of Smallthorne, namely, except in existing private vaults and partially walled graves, the coffins in which have been entombed, which can be opened without the disturbance of soil that has been buried in, such vaults and graves to be used only for the burial of members of the families already buried therein, every coffin buried in which shall be embedded in charcoal and separately entombed.

HAGBORNE.—Forthwith wholly in the old churchyard of the parish of Hagborne, in the county of Berks, except in now existing vaults and walled graves.

TAMWORTH.—On and after the 1st of January, 1874, in the old churchyard of the parish of Tamworth.

OSGATHORPE.—Forthwith wholly in the church of the parish of Osgathorpe, in the county of Leicester; and also, with the following exceptions, in the churchyard of the said parish, namely, except in vaults or walled graves, each coffin buried in which shall be separately enclosed by stone-work or brick-work properly cemented, and except in earthen graves which can be opened without the exposure of coffins or the disturbance of entire bones; no such grave to be less than five feet deep.

NUNEATON.—Forthwith wholly in the church of the parish of Nuneaton, in the county of Warwick; and also, with the following exception, on and after the 1st of January, 1874, in the churchyard of the said parish, namely, except in vaults and walled graves existing on the 1st day of August, 1872, in which each coffin shall be embedded in charcoal and separately enclosed by stone-work or brick-work properly cemented; and except in earthen graves for the burial of the widowers or widows of those already buried therein.

WELLINGTON, SALOP.—Forthwith wholly in the churches of All Saints, and of Christ Church, in the parish of Wellington, Salop, and in the churchyard of All Saints, after the 31st December, 1873, and in the churchyard of Christ Church, after the 31st December, 1877, except, in each churchyard respectively, in vaults and walled graves, in which each coffin shall be embedded in charcoal and separately enclosed by stone-work or brick-work properly cemented;—and that no new vault or walled grave be constructed except in soil that has not been buried in.

CODNOR.—Forthwith wholly in Codnor church, and in the churchyard after the 31st day of December, 1872, except in now existing walled graves, and except also in other graves which can be opened without the disturbance of remains or the exposure of coffins, every coffin to be enclosed by stone-work or brick-work properly cemented, or by concrete not less than six inches thick.

GLOUCESTER.—Forthwith wholly in the churchyard of St. John the Baptist's, Gloucester:

GLOUCESTER.—Forthwith wholly in the church and churchyard of St. Luke's, Gloucester.

WEST BOLDON.—Forthwith, wholly in West Boldon Church; and in the churchyard, except in now existing vaults and walled graves, each coffin buried in which shall be entombed in an air-tight manner.

DYSERTH.—Forthwith wholly in the church of the parish of Dyserth; and in the churchyard of the said parish, except in now completed vaults and walled graves, each coffin buried in which shall be embedded in charcoal and separately entombed by stone-work or brick-work properly cemented; and except also in earthen graves (not less than four feet deep, and which can be opened without exposing the previously buried coffin), such graves to be used only for the burial of the widows, widowers, parents, or unmarried children of those already buried therein.

POTTERNE.—Forthwith wholly in the church of the parish of Potterne, in the county of Wilts: and on after the 1st of April, 1873, also in the churchyard of the said parish, except in now existing vaults and walled graves, in which each coffin shall be enclosed by brick-work or stone-work properly cemented.

EVESHAM.—Forthwith wholly in the churches of All Saints and St. Lawrence, Evesham, in the county of Worcester: and on and after the 1st day of January, 1874, in the churchyards of All Saints and St. Lawrence aforesaid, except in vaults and walled graves: and in other graves, except for the burial of the widowers or widows of those previously buried in the said churchyards.

Now, therefore, Her Majesty in Council is pleased hereby to give notice of such representations, and to order that the same be taken into consideration by a Committee of the Lords of Her Majesty's Most Honourable Privy Council on the fourteenth day of January next.

And Her Majesty is further pleased to direct that this Order be forthwith published in the London Gazette; and that copies thereof be affixed on the doors of the churches or chapels of, or on some conspicuous places within, the parishes affected by such representations, one month before the said fourteenth day of January.

Arthur Helps.

A-T the Court at *Windsor*, the 27th day of *November*, 1872.

PRESENT,

The **QUEEN's** Most Excellent Majesty in Council.

WHEREAS the School Board of Llanelly (Carmarthen), appointed under "The Elementary Education Act, 1870," have, in virtue of the powers conferred upon them by the seventy-fourth section of that Act, with the approval of the Education Department, made certain Bye-laws, bearing date the sixth of August, one thousand eight hundred and seventy-two, numbered 140.

And whereas all the conditions in regard to the said Bye-laws, which are required to be fulfilled by the said Act, have been fulfilled, and the said Bye-laws have been submitted for the sanction of Her Majesty in Council: now, therefore, Her Majesty, having taken the said Bye-laws (copy whereof is hereunto annexed) into consideration, is pleased; by and with the advice of Her Privy

Council, to declare, and doth hereby declare, Her sanction of the same.

Arthur Helps.

Bye-laws referred to in the foregoing Order.

No. CXL.

**THE ELEMENTARY EDUCATION ACT,
1870.**

Parish of Llanelly.

BYE-LAWS OF THE LLANELLY SCHOOL BOARD.

Recital of Election of School Board.

WHEREAS, in pursuance of a requisition sent by the Education Department to the Clerk of the Guardians of the Llanelly Poor Law Union, a School Board for the parish of Llanelly, in the county of Carmarthen, was duly elected on the 17th day of July, 1871.

Now, at a meeting of the School Board of the said parish of Llanelly, held at the Board Room, in the said parish of Llanelly, on Tuesday, the 6th day of August, 1872, at which meeting a quorum of the members of such Board are present, the said Board do hereby, in pursuance of the aforesaid powers, and subject to the approval of the Education Department, make and ordain the following Bye-laws:—

Interpretation Terms.

1. The term "Education Department" means "The Lords of the Committee of the Privy Council on Education."

The term "Her Majesty's Inspectors" means "The Inspectors of Schools appointed by Her Majesty on the recommendation of the Education Department."

The term "School Board" or "Board" means "The School Board of the parish of Llanelly."

The term "School" or "Public Elementary School" means a Public Elementary School as defined by the said Act, and includes a free school, but not an Industrial School.

The term "Parent" includes guardian and every person who is liable to maintain or has the actual custody of any child; but does not include the mother of a child when the father is living and is residing within the district.

Requiring Parents to cause Children to attend School.

2. Subject to the provisions of the Elementary Education Act, 1870, and of these Bye-laws, the parent of every child not less than five years of age nor more than thirteen years of age, residing within the Llanelly School Board district, shall cause such child to attend a Public Elementary School, unless there is some reasonable excuse; any of the following reasons shall be a reasonable excuse, viz.:—

Reasonable Excuses for Non-attendance.

- (a.) If such child is under efficient instruction in some other manner.
- (b.) If such child has been prevented from attending school by sickness, or any unavoidable cause.
- (c.) If there is no Public Elementary School within three miles, measured according to the nearest road, from the residence of such child;

Determining Time during which Children shall attend School.

3. The time during which every such child is required to attend school is the whole time for which the school selected shall be open for the instruction of children of similar age, not being less than twenty hours a week (except Sundays), and except also that nothing herein contained shall prevent the withdrawal by the parent of any child during the time or times in which any religious observance is practised, or instruction in religious subjects is given, and that no child shall be required—

- (a.) To attend school on any day exclusively set apart for religious observance by the religious body to which his or her parent belongs.
- (b.) To attend school on Sunday, Christmas Day, Good Friday, or any day set apart for a day of Public Fast or Thanksgiving, or on Saturday after twelve o'clock at noon.
- (c.) To attend school on any day fixed for the inspection of the school and the examination of the scholars therein in respect of religious subjects.

Provided also that nothing herein contained shall apply to any child that may be subject to the provisions of the Factory Acts, or of the Workshop Regulation Act, 1867.

Proviso for Total or Partial Exemption from Attendance, if Child has reached certain Standard.

4. When a child shall have attained the age of ten years, and it shall be certified by one of Her Majesty's Inspectors of Schools that such child has passed in the fourth standard of education mentioned in the Government New Code of 1871, such child shall be exempt from attending school more than one half of the whole time for which the school shall be open.

Providing for Remission of School Fees in case of Poverty.

5. Where the parent of any child shall satisfy the School Board that he is unable, from poverty, to pay the whole or any part of the school fees of such child, the School Board, in the case of a school provided by the Board, will remit the whole or such part of the fees as, in the opinion of the Board, the parent is unable from poverty to pay, for a renewable period to be fixed by the Board, not exceeding six calendar months.

Penalty for Breach of Bye-laws.

6. Any person committing a breach of these Bye-laws, or any of them, shall be subject to a penalty not exceeding five shillings, including costs, provided that any breach of these Bye-laws by a parent in one and the same week shall be deemed one offence.

Date on which Bye-laws shall come into Operation.

7. These Bye-laws shall take effect from and after the day on which the same shall be sanctioned by Order in Council.

Sealed with the Common Seal of the School Board of the parish of Llanelly, in the county of Carmarthen, this 6th day of August, 1872.

James Buckley, Chairman.

The Common Seal of the said School Board was affixed in the presence of—
Jno. Jennings, Clerk;



AT the Court at Windsor, the 27th day of November, 1872.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the School Board of Prescott (Lancashire), appointed under "The Elementary Education Act, 1870," have, in virtue of the powers conferred upon them by the seventy-fourth section of that Act, with the approval of the Education Department, made certain Bye-laws, bearing date the twelfth of June, one thousand eight hundred and seventy-two, numbered 141.

And whereas all the conditions in regard to the said Bye-laws, which are required to be fulfilled by the said Act, have been fulfilled, and the said Bye-laws have been submitted for the sanction of Her Majesty in Council: Now, therefore, Her Majesty, having taken the said Bye-laws (copy whereof is hereunto annexed) into consideration, is pleased, by and with the advice of Her Privy Council, to declare, and doth hereby declare, Her sanction of the same.

Arthur Helps.

Bye-laws referred to in the foregoing Order.

THE ELEMENTARY EDUCATION ACT, 1870.

No. CXLI.

Township of Prescott.

BYE-LAWS OF THE PRESCOT SCHOOL BOARD.

WHEREAS, in pursuance of a requisition sent by the Education Department to the Clerk to the Guardians of the Prescott Union, in the county of Lancaster, a School Board for the district of the said township was duly elected on the 13th day of April, 1871.

Now, at a Meeting of the School Board of the said township of Prescott, held at the said township of Prescott, on Wednesday, the 12th day of June, 1872, at which meeting a quorum of the members of such Board are present, the said Board do hereby, in pursuance of the aforesaid powers, and subject to the approval of the Education Department, make and ordain the following Bye-laws:—

1. The term "Education Department" means "The Lords of the Committee of the Privy Council on Education."

The term "Her Majesty's Inspectors" means "The Inspectors of Schools appointed by Her Majesty on the recommendation of the Education Department."

The term "School Board" or "Board" means the "School Board of the district comprising the township of Prescott."

The term "School," or "Public Elementary School," means a "Public Elementary School" as defined by the said Act, and includes a free school, but not an Industrial School.

The term "School Managers" includes all persons who have the management of any Public Elementary School.

The term "Officer" means an officer appointed by the Board, pursuant to the 36th section of the said Act.

The term "Parent" includes a guardian, and every person who is liable to maintain, or has the actual custody of any child, but does not include the mother of a child when the father is living and is residing within the township.

2. Subject to the provisions of the Elementary Education Act, 1870, and of these Bye-laws, the parent of every child not less than five years of age, nor more than thirteen years of age, residing within the district of the said township, shall cause such child to attend school within the said township.

3. The time during which every child shall attend school shall be the whole time for which the school shall be open for the instruction of children of similar age, provided always that nothing herein contained shall prevent the withdrawal of any child by its parent from any religious observance or instruction in religious subjects, and that no child shall be required—

(a.) To attend school on any day exclusively set apart for religious observance by the religious body to which his or her parent belongs.

(b.) To attend school on Sunday, Christmas Day, Good Friday, or any day set apart for a day of Public Fast or Thanksgiving, or on Saturday after twelve o'clock at noon.

(c.) To attend school on any day fixed for the inspection of the school and the examination of the scholars therein in respect of religious subjects.

Provided also, that any requirement herein contained shall not be held or construed to apply to any child employed in labour and receiving instruction in conformity with the provisions of the Factory Acts or of the Workshop Regulation Act, 1867.

4. In case one of Her Majesty's Inspectors of Schools shall certify that any child between ten and thirteen years of age has reached the fifth standard of education mentioned in the New Code of Regulations of the Education Department, made on the 7th day of February, 1871, such child shall be totally exempt from the obligation to attend school, and any such child who has been so certified to have reached the fourth standard of education mentioned in the said Code, shall be exempt from the obligation to attend school more than fifteen hours in any one week.

5. A child shall not be required to attend school—

(a.) If such child is under efficient instruction in some other manner.

(b.) If such child is prevented from attending school by sickness or any unavoidable cause.

(c.) If there is no Public Elementary School which such child can attend within one mile and a half, measured according to the nearest road, from the residence of such child.

6. If the parent of any child between five and thirteen years of age, whom the School Board may require to attend some elementary school, satisfies the School Board that he or she is unable from poverty to pay the whole or some part of the school fees of such child, the School Board, in the case of a school provided by the Board, will remit, and, in the case of any other school selected by the parent, will pay, the whole or such part of the fees as, in the opinion of the Board, the parent is not able to pay, for a renewable period to be fixed by the Board, not exceeding six calendar months.

7. An officer may visit the parent of any child who, according to his information and belief, is not attending school or under efficient instruction, and may then, or at a subsequent time, serve upon such parent a notice, in the form or to the effect prescribed in the Schedule to these Bye-laws, and, unless the parent object, the officer

shall read over and explain such notice, and the consequences of neglecting to comply therewith to the parent at the time of service.

8. The particulars of each notice served upon parents shall be recorded by the officer serving the same in a book to be provided by the Board, which shall be laid before the Board at each ordinary meeting.

9. No officer of the Board having served such notice as aforesaid, and duly entered the same in the book provided for that purpose, shall give any information relating thereto to any person, or to any member of the Board, but shall report the same only to the monthly Board meeting, or to the committee or officer appointed to receive such information.

10. No proceedings against any parent for breach of these Bye-laws, or any of them, shall be taken until after the expiration of fourteen days from the service of the notice prescribed by Bye-law No. 7, nor until such parent has had an opportunity of attending a meeting of the Board, or of a committee thereof, or of the managers of a school provided by the Board, to state his or her reasons for not complying with the said notice.

11. Any person committing a breach of these Bye-laws, or any of them, shall be subject to a penalty not exceeding two shillings and sixpence, provided that all breaches of these Bye-laws by a parent in one and the same week shall be deemed one offence, and that no penalty imposed for the breach of any Bye-law shall exceed such a sum as, with costs, will amount to five shillings for each offence.

12. These Bye-laws shall take effect from and after the day on which the same shall be sanctioned by Order in Council.

The Seal of the Prescott School Board.

L. S.

C. Spencely, Chairman.

12th June, 1872.

[SCHEDULE.]

FORM OF NOTICE OF NOTICE TO ATTEND SCHOOL.

To Mr.

TAKE Notice, that you are required, within fourteen days from the service hereof, to cause your child [A.B.] who is now between five and thirteen years of age, to attend and continue to attend an Elementary School.

Dated this day of A.D. 18 .
[C.D.]

Clerk to the School Board.

Offices of the School Board, Prescott.

The officer serving this notice will explain the same, and the consequences of refusing to comply therewith, and will also give you any information relating thereto, or to the schools which your child may attend.

The officer will not disclose the fact of your having been served with this notice, or any information relating thereto, to any person other than a member of the Board, or a school manager, or the principal teacher of a school.

If you do not comply with this notice, and wish to give any reason or explanation for not doing so, you are invited to attend a meeting of the School Board, or of a committee thereof, or of school managers appointed by the Board, to be held in the on the day of , 18 , between and o'clock

in the ; and before any proceedings are taken against you, full consideration will be given by the Board to any statement you may think fit to make at such meeting, or to the officer serving this notice.

AT the Court at Windsor, the 27th day of November, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the School Board of Newtown Montgomeryshire, appointed under "The Elementary Education Act, 1870," have, in virtue of the powers conferred upon them by the seventy-fourth section of that Act, with the approval of the Education Department, made certain Bye-laws, bearing date the fourth of September, one thousand eight hundred and seventy-two, numbered 142.

And whereas all the conditions in regard to the said Bye-laws, which are required to be fulfilled by the said Act, have been fulfilled, and the said Bye-laws have been submitted for the sanction of Her Majesty in Council: Now, therefore, Her Majesty, having taken the said Bye-laws (copy whereof is hereunto annexed) into consideration, is pleased, by and with the advice of Her Privy Council, to declare, and doth hereby declare, Her sanction of the same.

Arthur Helps.

Bye-laws referred to in the foregoing Order.

No. CXLII.

THE ELEMENTARY EDUCATION ACT,
1870.

Parish of Newtown.

BYE-LAWS OF THE NEWTOWN SCHOOL BOARD.

WHEREAS, in pursuance of a requisition sent by the Education Department to the Clerk to the Guardians of the Newtown and Llanidloes Union, in the county of Montgomery, a School Board for the district of the parish of Newtown, in the said county, was duly elected on the 17th day of June, 1871.

Now, at a meeting of the School Board of the said parish of Newtown, held at the School Board Office, at Broad-street, in the said parish of Newtown, on Wednesday, the 4th day of September, 1872, at which meeting a quorum of the members of such Board are present, the said Board do hereby, subject to the approval of the Education Department, make and ordain the following Bye-laws:—

1. The term "School Board" or "Board" means the School Board for the parish of Newtown.

The term "School" means either a Public Elementary School, or any other school at which efficient elementary instruction is given.

The term "Public Elementary School" means a school or department of a school at which elementary education is the principal part of the education given, and at which the ordinary payments in respect of instruction do not exceed nine-pence a week, and which is conducted in accordance with the regulations contained in the

7th section of the Elementary Education Act, 1870.

The terms importing males include females.

The term "Parent" includes Guardian, and every person who is liable to maintain or has the actual custody of any child.

2. Subject to the provisions of the Elementary Education Act, 1870, and of these Bye-laws, the parent of every child not less than five years, nor more than thirteen years of age, residing within the district of the said parish, shall cause such child to attend school.

3. The time during which every child shall attend school, shall be the whole time for which the school selected shall be open for the instruction of children of similar age, provided that nothing herein contained shall prevent the withdrawal by the parent of any child during the time or times in which any religious observance is practised, or instruction in religious subjects is given, and that no child shall be required to attend school on any day exclusively set apart for religious observance by the religious body to which his parent belongs, nor on any day fixed for the inspection of the school and the examination of the scholars therein in respect of religious subjects.

4. (a) In case one of Her Majesty's Inspectors of Schools shall certify that any child between ten and thirteen years of age has reached the fifth standard of education mentioned in the Revised Code of Regulations of the Education Department, made on the 7th day of February, 1871, such child shall be totally exempt from the obligation to attend school.

(b) And any child who has been so certified to have reached the fourth standard of education mentioned in the said Code shall be exempt from the obligation to attend school more than fifteen hours in any one week, upon it being shown to the Board that he is necessarily and profitably employed.

Provided always that any requirement herein contained shall not be held or construed to apply to any child employed in labour and receiving instruction in conformity with the provisions of the Factory Acts, or of the Workshop Regulation Act, 1867.

5. A child shall not be required to attend school—

- (1) If such child is under efficient instruction in some other manner.
- (2) If such child has been prevented from attending school by sickness, or any unavoidable cause.
- (3) If there is no Public Elementary School which such child can attend within two miles, measured according to the nearest road, from the residence of such child.

6. If any parent, who has been served with a notice under these Bye-laws, requiring him to cause his child to attend school, satisfies the School Board that he is unable, from poverty, to pay the school-fees of such child, the School Board, in the case of a school provided by the Board, will remit the whole or such part of the fees as, in the opinion of the Board, the parent is unable to pay, for a renewable period, to be fixed by the Board, not exceeding six calendar months.

7. Every parent who shall not observe, or shall neglect or violate these Bye-laws, or any of them, shall upon conviction be liable to a penalty not exceeding five shillings, including costs, for each offence.

8. These Bye-laws shall take effect from and after the day on which the same shall be sanctioned by Order in Council.

Sealed with the Common Seal of the School Board of the parish of Newtown, this 4th day of September, 1872.

Thomas J. Wheldon, Chairman.

William Cooke, Clerk.



AT the Court at Windsor, the 27th day of November, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the School Board of Plymstock, appointed under "The Elementary Education Act, 1870," have, in virtue of the powers conferred upon them by the seventy-fourth section of that Act, with the approval of the Education Department, made certain Bye-laws, bearing date the seventeenth of June, one thousand eight hundred and seventy-two, numbered 143.

And whereas all the conditions in regard to the said Bye-laws, which are required to be fulfilled by the said Act, have been fulfilled, and the said Bye-laws have been submitted for the sanction of Her Majesty in Council: Now, therefore, Her Majesty, having taken the said Bye-laws (copy whereof is hereunto annexed) into consideration, is pleased, by and with the advice of Her Privy Council, to declare, and doth hereby declare, Her sanction of the same.

Arthur Helps.

Bye-Laws referred to in the foregoing Order.

No. CXLIII.

THE ELEMENTARY EDUCATION ACT,
1870.

Parish of Plymstock.

BYE-LAWS OF THE PLYMSTOCK SCHOOL BOARD.

WHEREAS, in pursuance of a requisition sent by the Education Department to the Returning Officer of the parish of Plymstock, in the county of Devon, a School Board for the district of the said parish was duly elected on the 21st day of June, 1871.

Now, at a meeting of the School Board of the said parish of Plymstock, held at the Vestry Room, in the said parish of Plymstock, on the 17th day of June, 1872, at which meeting a quorum of the members of such Board are present, the said Board do hereby, in pursuance of the aforesaid powers and subject to the approval of the Education Department, make and ordain the following Bye-laws:—

1. The term "Education Department" means the Lords of the Committee of the Privy Council on Education.

The term "Her Majesty's Inspectors" means the Inspectors of Schools appointed by Her Majesty, on the recommendation of the Education Department.

The term "Parish" means "a place for which, for the time being, a separate poor rate is or can be made."

Terms importing males include females.

The term "School Board," or "Board," means The School Board of the district comprising the parish of Plymstock.

The term "Plymstock School District," or "School District," means the School District to which the School Board belongs.]

The term "School," means a Public Elementary School as defined by the Elementary Education Act.

The term "Parent" includes a guardian, and every person who is liable to maintain or has the actual custody of any child, but does not include the mother of a child when the father is living, and is residing within the Plymstock School District.

2. The parent of every child of not less than five years nor more than thirteen years of age shall cause such child to attend a Public Elementary School, unless there be reasonable excuse for non-attendance. Any of the following reasons shall be deemed to be a reasonable excuse:—

- (a) That the child is under efficient instruction in some other manner;
- (b) That the child has been prevented from attending school by sickness, or any unavoidable cause;
- (c) That there is no Public Elementary School open which the child can attend within three miles, measured according to the nearest road from the residence of such child.

3. The school may be selected by the parent of the child.

4. (1.) A child of not less than ten years of age, who has obtained from one of Her Majesty's Inspectors a certificate that he has reached the third standard of the Government Code of 1871, shall be altogether exempt from obligation to attend school; and

(2.) A child of not less than ten years of age, who shows to the satisfaction of the Board that he is beneficially and necessarily at work for the maintenance of himself or his parent, shall be exempt from obligation to attend school during the whole time which such school shall be opened as aforesaid; but every such child is required to attend school for at least ten hours in every week in which the school is opened as aforesaid; and in computing, for the purpose of this section, the time during which a child has attended any school, there shall not be included any time during which such child has attended, either—

- (a.) In excess of three hours at any one time, or in excess of five hours in any one day; or
- (b.) On Sundays.

5. Every parent committing a breach of these Bye-laws, or any of them, and whether such breach shall have been considered by the Board or not, shall, upon conviction, be liable to a penalty not exceeding, with the costs, five shillings for each offence; provided that all breaches of these Bye-laws by a parent in one and the same week shall be deemed to be one offence.

6. If any parent, whose child is or has been attending any school, or who has been served with a notice under these Bye-laws requiring him to cause his child to attend school, shall satisfy the Board that he is unable, from poverty, to pay the whole or some part of the school fees of such child, the Board, in the case of a school provided by the Board, will remit the whole of the fees, or such part thereof as in the opinion of the Board the parent is unable to pay, for such

renewable period (not exceeding six calendar months) as shall be from time to time fixed by the Board.



Thomas Bulteel, Chairman.
Thomas Coulthard, Vice-Chairman.
William Underhill.
William B. Pearse.
Philip Hine.

Harry Taylor, Clerk.

AT the Court at Windsor, the 27th day of November, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the School Board of Dudley appointed under "The Elementary Education Act, 1870," have, in virtue of the powers conferred upon them by the seventy-fourth section of that Act, with the approval of the Education Department, made certain Bye-laws, bearing date the 24th of July, one thousand eight hundred and seventy-two, numbered 144.

And whereas all the conditions in regard to the said Bye-laws, which are required to be fulfilled by the said Act, have been fulfilled, and the said Bye-laws have been submitted for the sanction of Her Majesty in Council: Now, therefore, Her Majesty, having taken the said Bye-laws (copy whereof is hereunto annexed) into consideration, is pleased, by and with the advice of Her Privy Council, to declare, and doth hereby declare, Her sanction of the same.

Arthur Helps.

Bye-Laws referred to in the foregoing Order.

No. CXLIV.

THE ELEMENTARY EDUCATION ACT, 1870.

BYE-LAWS OF THE DUDLEY SCHOOL BOARD.

WHEREAS, in pursuance of a requisition sent by the Education Department to the Mayor of the borough of Dudley, in the county of Worcester, a School Board for the district of the said borough was duly elected on the 17th day of January, 1871.

Now, at a meeting of the School Board of the said borough of Dudley, held at the Board Room, situate in Priory-street, Dudley, on Wednesday, the 24th day of July, 1872, at which meeting a quorum of the members of such Board are present, the said Board do hereby, in pursuance of the powers of "The Elementary Education Act, 1870," and subject to the approval of the Education Department, make and ordain the following Bye-laws:—

1. The term "Education Department" means The Lords of the Committee of the Privy Council on Education.

The term "Her Majesty's Inspectors" means The Inspectors of Schools appointed by Her Majesty on the recommendation of the Education Department.

The term "Borough of Dudley," or "Borough," means the Municipal Borough of Dudley, as enlarged and extended by the Act for the regulation of Municipal Corporations in England and Wales, and includes any future enlargement or extension of such Municipal Borough.

The term "School Board," or "Board," means The School Board of the District comprising the borough of Dudley.

The term "School," or "Public Elementary School," means a Public Elementary School as defined by the said Act, and includes a Free School, but not an Industrial School.

The term "School Managers" means a body of managers appointed by the Board, pursuant to the 15th section of the said Act.

The term "Officer" means an officer appointed by the Board, pursuant to the 36th section of the said Act.

The term "Parent" includes Guardian, and every person who is liable to maintain or has the actual custody of any child, but does not include the mother of a child, when the father is living and is residing within the borough.

2. Subject to the provisions of the Elementary Education Act, 1870, and of these Bye-laws, the parent of every child not less than five years of age nor more than thirteen years of age, residing within the district of the said borough, shall cause such child to attend school within the said borough.

3. The time during which every child shall attend school, shall be the whole time for which the school shall be open for the instruction of children of similar age; provided that nothing herein contained shall prevent the withdrawal by the parent of any child during the time or times in which any religious observance is practised, or instruction in religious subjects is given, and that no child shall be required—

- (a.) To attend school on any day exclusively set apart for religious observance by the religious body to which his or her parent belongs.
- (b.) To attend school on Sunday, Christmas Day, Good Friday, or any day set apart for a day of Public Fast or Thanksgiving, or on Saturday after twelve o'clock at noon.
- (c.) To attend school on any day fixed for the inspection of the school, and the examination of the scholars therein in respect of religious subjects.

Provided also, that any requirement herein contained shall not be held or construed to apply to any child employed in labour, and receiving instruction in conformity with the provisions of the Factory Acts or of the Workshop Regulation Act, 1867.

4. In case one of Her Majesty's Inspectors of Schools shall certify that any child between ten and thirteen years of age has reached the fifth standard of the Government Code for the time being, such child shall be totally exempt from the obligation to attend school; and any such child who has been so certified to have reached the fourth standard of education mentioned in the said Code, shall be exempt from the obligation to attend school more than ten hours in any one week; and, in computing for the purposes of this Bye-law, the time during which a child has attended any school, there shall not be included any time during which such child has attended either—

- (a.) In excess of three hours at any one time, or in excess of five hours in any one day, or
- (b.) On Sundays.

5. A child shall not be required to attend School—

(a.) If such child is under efficient instruction in some other manner.

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(b.) If such child has been prevented from attending school by sickness, or any unavoidable cause.

(c.) If there is no Public Elementary School which such child can attend within one and a half mile, measured according to the nearest road from the residence of such child.

6. If the parent of any child satisfies the School Board that the reason that his or her child does not attend school is, that he, or she, is unable from poverty to pay the school fees of such child, the School Board, in the case of a school provided by the Board, will remit the whole or such part of the fees as, in the opinion of the Board, the parent is unable to pay, for a renewable period, to be fixed by the Board, not exceeding six calendar months.

7. Any person committing a breach of these Bye-laws, or any of them, shall be subject to a penalty not exceeding two shillings and sixpence, provided that all breaches of these Bye-laws by a parent in one and the same week shall be deemed one offence, and that no penalty imposed for the breach of any Bye-law, shall exceed such a sum as, with the costs, will amount to five shillings for each offence.

8. That these Bye-laws shall take effect from and after the day on which the same shall be sanctioned by Order in Council.

Sealed with the Corporate
Common Seal of the School
Board of the borough of
Dudley, this 24th day of
July, A.D. 1872.



E. T. Terry, Chairman.

Thos. Allen, junr., Clerk.

At the Court at Windsor, the 27th day of November, 1872.

PRESENT.

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the School Board of Ystradgynlais, appointed under "The Elementary Education Act, 1870," have, in virtue of the powers conferred upon them by the seventy-fourth section of that Act, with the approval of the Education Department, made certain Bye-laws, bearing date the fifth of August, one thousand eight hundred and seventy-two, numbered 145.

And whereas all the conditions in regard to the said Bye-laws, which are required to be fulfilled by the said Act, have been fulfilled, and the said Bye-laws have been submitted for the sanction of Her Majesty in Council: Now, therefore, Her Majesty having taken the said Bye-laws (copy whereof is hereunto annexed) into consideration, is pleased, by and with the advice of Her Privy Council, to declare, and doth hereby declare, Her sanction of the same.

Arthur Helps.

Bye-laws referred to in the foregoing Order.

No. CXLV.

THE ELEMENTARY EDUCATION ACT,
1870.

BYE-LAWS OF THE SCHOOL BOARD OF THE
PARISH OF YSTRADGYNLAIS LOWER.

WHEREAS a School Board for the district of the parish of Ystradgynlais Lower, in the county of

Brecon, was in pursuance of a requisition from Her Majesty's Privy Council, addressed to Howel Cuthbertson, Esquire, Clerk to the Board of Guardians for the Poor Law Union of Neath, in the county of Glamorgan, duly elected on the 3rd day of March, 1871.

And whereas by the 74th section of the Elementary Education Act, 1870, it is enacted that every School Board may from time to time, with the approval of the Education Department, make Bye-laws for all or any of the purposes therein mentioned.

Now at a meeting of a School Board for the district of the said parish of Ystradgynlais Lower, held at the Methodist School Room, Gough-buildings, in the hamlet of Ystradgynlais Lower, on Monday, the 5th day of August, 1872, at which meeting a quorum of the members of such Board are present, the said Board do hereby, in pursuance of the aforesaid powers and subject to the approval of the Education Department, make and ordain the following Bye-laws:—

1. The parent of every child not less than five nor more than thirteen years of age, residing within the district of the said parish, shall cause such child to attend a Public Elementary School, except as hereinafter provided.

2. No child shall be required to attend a Public Elementary School—

(a.) If the child is under efficient instruction in some other manner.

(b.) If the child is prevented by sickness or any unavoidable cause.

(c.) If there is no Public Elementary School which the child can attend within the distance of two and a half miles, measured according to the nearest road from the residence of such child, or

(d.) If the child having attained the age of ten years shall be certified by one of Her Majesty's Inspectors of Schools as having reached the fifth standard of education, as set forth in the New Code, approved the 7th day of February, 1871, by Her Majesty in Council.

3. The time during which children subject to these Bye-laws shall attend school shall be the whole time during which the school shall be open; provided—

(a.) That nothing herein contained shall prevent the withdrawal of any child from any religious observance or instruction in religious subjects.

(b.) That no child be required to attend school on any day exclusively set apart for religious observance by the religious body to which his or her parent belongs.

(c.) That no child be required to attend school on Sunday, Christmas Day, Good Friday, or any day set apart for a day of Public Fast or Thanksgiving, or on Saturday after twelve o'clock at noon.

(d.) That no child be required to attend school on any day fixed for the inspection of the school and the examination of the scholars therein, in respect of religious subjects.

Provided also that any requirement contained in these Bye-laws shall not be held or construed to apply to any child employed in labour and receiving instruction in conformity with the provisions of the Factory Acts, or of the Workshop Regulation Act, 1867.

4. Where a child shall have attained the age of ten years, and it shall be certified by one of Her

Majesty's Inspectors of Schools that such child has reached the third standard of education, as set forth in the said New Code of 1871, such child may be exempted from attending school more than one half of the whole time for which the school shall be open.

5. When the parent of any child shall satisfy the said School Board of his or her inability, from poverty, to pay the whole or any part of the fees of such child, the said School Board, in the case of a school provided by the Board, shall remit the whole or such part of the fees as in the opinion of the Board the parent is unable from poverty to pay, for a renewable period not exceeding six calendar months.

6. Any person committing a breach of these Bye-laws, or any of them, shall be subject to a penalty not exceeding two shillings and sixpence, provided that all breaches of these Bye-laws by a parent in one and the same week shall be deemed one offence, and that no penalty imposed for the breach of any Bye-law shall exceed such a sum as, with the costs, will amount to five shillings for each offence.

7. The Board may, from time to time, revoke or alter these or any other Bye-laws hereafter made, or any one or more of such Bye-laws, provided that seven clear days' written notice shall be given to every member of the Board (such notice pointing out every Bye-law it is intended to revoke or alter as the case may be) and that the precise terms of any proposed new Bye-law, whether the same be by way of addition to, or substitution for, or alteration of any then existing Bye-law be clearly contained in such notice; and that such revocation, alteration, or addition shall be voted by not less than three-fifths of the members present at an ordinary meeting; and that until any altered or new Bye-law shall be sanctioned by Her Majesty in Council (as directed by the Elementary Education Act), the then existing Bye-laws shall continue in full force. Provided also that in all other respects not inconsistent with this Bye-law, the regulations of the Board for the time being, with respect to the summoning, notice, place, management, and adjournment of the meetings of the Board shall apply to the consideration and determination of such revocation, alteration, or addition.

8. In these Bye-laws the term "Education Department" means "The Lords of the Committee of the Privy Council on Education."

The term "Her Majesty's Inspectors," means "The Inspectors of Schools appointed by Her Majesty on the recommendation of the Education Department."

The term "School Board," or "Board," means "The School Board of the District comprising the parish of Ystradgynlais Lower."

The term "School" or "Public Elementary School," means a Public Elementary School as defined by the Elementary Education Act, 1870, and includes a free school but not an industrial school."

The term "Parent" includes "Guardian" and every person who is liable to maintain or has the actual custody of any child, but does not include the mother of a child when the lawful father is living with the mother, and is residing within the parish of Ystradgynlais Lower.

The term "Parish of Ystradgynlais Lower" signifies and includes the district comprised in the

hamlet of Ystradgynlais Lower, in the parish of Ystradgynlais, in the county of Brecon.

Sealed with the Common Seal of the School Board for the District of the Parish of Ystradgynlais Lower.

L. S.

Gwilym Davies, Chairman of the said Board.

E. Sidney Hartland, Clerk of the said Board.

AT the Court at Windsor, the 27th day of November, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the School Board of Mickleton, appointed under "The Elementary Education Act, 1870," have, in virtue of the powers conferred upon them by the seventy-fourth section of that Act, with the approval of the Education Department, made certain Bye-laws, bearing date the tenth of August, one thousand eight hundred and seventy-two, numbered 146.

And whereas all the conditions in regard to the said Bye-laws, which are required to be fulfilled by the said Act, have been fulfilled, and the said Bye-laws have been submitted for the sanction of Her Majesty in Council: Now, therefore, Her Majesty, having taken the said Bye-laws (copy whereof is hereunto annexed) into consideration, is pleased, by and with the advice of Her Privy Council, to declare, and doth hereby declare, Her sanction of the same.

Arthur Helps.

Bye-Laws referred to in the foregoing Order.

No. CXLVI.

THE ELEMENTARY EDUCATION ACT, 1870.

BYE-LAWS OF THE MICKLETON SCHOOL BOARD.

KNOW all men by these presents that—

At a meeting of the School Board for Mickleton, duly convened and held at the Vestry, in the parish of Mickleton, on Saturday, the 10th day of August, 1872, at which meeting a quorum of the members of the Board are present, the said Board do hereby, in pursuance of the powers to them given by the Elementary Education Act, 1870, and subject to the approval of the Lords of the Committee of the Privy Council on Education, make and ordain the following Bye-laws:—

I. In these Bye-laws—

Terms importing males include females.

The term "School" means either a Public Elementary School, or any other school at which efficient elementary education is given.

The term Board, or School Board, means the School Board for Mickleton.

II. The parent of every child of not less than five years, nor more than thirteen years of age, is required to cause such child to attend school, unless there be some reasonable excuse for non-attendance.

III. Except as hereinafter provided, the time during which every such child is required to attend school is the whole time for which the school selected shall be opened for the instruction of children, not being less than twenty-five hours

a week, except on Sundays, and except also that nothing herein contained shall prevent the withdrawal of any child from any religious observance or instruction in religious subjects, or shall require any child to attend school on any day exclusively set apart for religious observance by the religious body to which his parent belongs.

IV. (1.) A child of not less than ten years of age, who has obtained from one of Her Majesty's Inspectors a certificate that he has reached a standard equivalent to the fifth standard of the Government New Code of 1871, shall be altogether exempt from obligation to attend school; and

(2.) A child of not less than ten years of age who shows, to the satisfaction of the Board, that he is beneficially and necessarily at work, shall be exempt from the obligation to attend school during the whole time for which the school shall be opened as aforesaid, but every such child is required to attend school for at least ten hours in every week in which the school is opened as aforesaid, and in computing for the purpose of this section the time during which a child has attended any school, there shall not be included any time during which such child has attended either

(a.) In excess of three hours at any one time, or in excess of five hours on any one day; or

(b.) On Sundays.

V. Provided always, that if and whenever Bye-laws III and IV, or either of them, shall be contrary to, or inconsistent with, the regulations affecting any child subject thereto contained in any Act for regulating the education of children employed in labour, the said Regulations shall prevail, and the said Bye-laws shall affect such child only to such extent as they are consistent with the said Regulations.

VI. In addition to the reasonable excuses for the non-attendance of a child at school mentioned in the Act, viz.:—

(1.) That the child is under efficient instruction in some other manner.

(2.) That the child has been prevented from attending school by sickness or any unavoidable cause.

It shall be (3.) a reasonable excuse for his non-attendance that there is no Public Elementary School open which such child can attend within two miles, measured according to the nearest road, from the residence of such child.

VII. If the parent of any child satisfies the School Board that the reason that his child does not attend a school provided by the Board is that he is unable from poverty to pay the school fees of such child, the School Board will remit the whole or such part of the fees as, in the opinion of the Board, the parent is unable to pay, for a renewable period, to be fixed by the Board, not exceeding six calendar months.

VIII. Every parent who shall not observe, or shall neglect or violate these Bye-laws, or any of them, shall upon conviction be liable to a penalty not exceeding five shillings, including costs, for each offence.

In witness whereof, we, the School Board for Mickleton, have hereunto set our Common Seal, this 10th day of August, 1872.

L. S.

Sealed in the presence of

Thomas S. Swinson, Chairman.

Charles W. G. Wesmacott, Clerk of the Board.

AT the Court at *Windsor*, the 27th day of *November*, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the School Board of Berkhamstead, Saint Peter, appointed under "The Elementary Education Act, 1870," have, in virtue of the powers conferred upon them by the seventy-fourth section of that Act, with the approval of the Education Department, made certain Bye-laws, bearing date the twenty-second of June, one thousand eight hundred and seventy-two, numbered 147.

And whereas all the conditions in regard to the said Bye-laws, which are required to be fulfilled by the said Act, have been fulfilled, and the said Bye-laws have been submitted for the sanction of Her Majesty in Council: now, therefore, Her Majesty, having taken the said Bye-laws (copy whereof is hereunto annexed) into consideration, is pleased, by and with the advice of Her Privy Council, to declare, and doth hereby declare, Her sanction of the same.

Arthur Helps.

Bye-laws referred to in the foregoing Order.

No. CXLVII.

THE ELEMENTARY EDUCATION ACT, 1870.

Parish of Berkhamstead.

BYE-LAWS OF THE BERKHAMSTEAD SCHOOL BOARD.

At a meeting of the School Board of the parish of Berkhamstead Saint Peter, held at the Town Hall, in the said parish, on Saturday, this 22nd day of June, 1872, at which meeting a quorum of the members of such Board are present, the said Board do hereby, in pursuance of the powers of the Act, and subject to the approval of the Education Department, make and ordain the following Bye-laws:—

1. The term "Education Department" means "The Lords of the Committee of the Privy Council on Education."

The term "Her Majesty's Inspectors" means "The Inspectors of Schools appointed by Her Majesty on the recommendation of the Education Department."

The term "Parish" means "The Parish of Berkhamstead Saint Peter"—and includes any future enlargement or extension of such School District.

The term "School Board," or "Board," means the School Board of the parish of Berkhamstead Saint Peter."

The term "School," or "Public Elementary School," means a "Public Elementary School" as defined by the Elementary Education Act of 1870.

The term "School Managers," includes all persons who have the management of any Public Elementary School.

The term "Officer," means an officer appointed by the Board, pursuant to the 36th section of the said Act.

The term "Parent," includes guardian and every person who is liable to maintain, or has the actual custody of any child, but does not include the mother of a child when the father is living and is residing within the district, and is under no legal disability.

Every term importing Males includes Females.

2. Subject to the provisions of the Elementary

Education Act, 1870, and of these Bye-laws, the parent of every child not less than five years of age, nor more than thirteen years of age, residing within the said district, shall cause such child to attend school unless there be a reasonable excuse for non-attendance.

3. The time during which every child shall attend school shall be the whole time for which the school shall be open for the instruction of children of similar age, provided that nothing herein contained shall prevent the withdrawal of any child from any religious observance or instruction in religious subjects, and that no child shall be required—

(a.) To attend school on any day exclusively set apart for religious observance by the religious body to which his parent belongs.

(b.) To attend school on Sunday, Christmas Day, Good Friday, or on any day set apart for a day of Public Fast or Thanksgiving.

(c.) To attend school on any day fixed for the inspection of the school, and the examination of the scholars therein, in respect of religious subjects.

Provided also that any requirement herein contained shall not be held or construed to apply to any child employed in labour, and receiving instruction in conformity with the provisions of any Act for regulating the education of children employed in labour.

4. In case one of Her Majesty's Inspectors of Schools shall certify that any child between ten and thirteen years of age has reached the fifth standard of education mentioned in the Revised Code of Regulations of the Education Department, made on the sixth day of February, 1872, such child shall be totally exempt from the obligation to attend school, and any such child who has been so certified to have reached the fourth standard of education mentioned in the said Code shall be exempt from the obligation to attend School more than five times in each week.

5. Any of the following shall be a reasonable excuse for non-attendance:—

(a.) That such child is under efficient instruction in some other manner.

(b.) That such child has been prevented from attending school by sickness, or any unavoidable cause.

(c.) That there is no Public Elementary School which such child can attend within one mile, measured according to the nearest road from the residence of such child.

6. If the parent of any child attending or required by the Board to attend any School which is not a Free School, satisfies the School Board that he is unable, from poverty, to pay the whole or some part of the School fees of such child, the School Board, in the case of a School provided by the Board, will remit, and in the case of any other School selected by the parent will pay, the whole or such part of the fees as, in the opinion of the Board, the parent is unable to pay, for a renewable period to be fixed by the Board, not exceeding six calendar months. Provided that the amount paid shall not exceed the ordinary rate of payment at the School by such child.

7. An Officer of the Board appointed under section 36 of the Elementary Education Act, shall, by the direction of the Board, visit the parent of any child, who, according to his information and belief, is not attending School, or is not under efficient instruction, and may then, or at a subsequent time, serve upon such parent a Notice in the form or to the effect prescribed in the schedule to these Bye-laws; and the officer

shall read over and explain such notice, and the consequences of neglecting to comply therewith, to the parent at the time of service.

8. The particulars of each notice served upon parents shall be recorded by the officer serving the same in a book to be provided by the Board, which shall be laid before the Board at each ordinary meeting, but the said officer shall not, without the consent of the Board, disclose the fact of service of any such notices, or any information relating thereto, to any person not being a member or officer of the said Board.

9. No proceeding against any parent for breach of these Bye-laws, or any of them, shall be taken until after the expiration of fourteen days from the service of the Notice, prescribed by Bye-law No. 7, nor until such parent has had an opportunity of attending a meeting of the Board, or of a Committee thereof, or of the Managers of a School, to state his reasons for not complying with the said Notice.

10. Any parent committing a breach of these Bye-laws, or any of them, shall be subject to a penalty which shall not exceed, with costs, the sum of five shillings for each offence. Provided that no parent shall be liable to be convicted more than once in respect of breaches of these Bye-laws occurring in one and the same week.

11. These Bye-laws shall take effect from and after the day on which the same shall be sanctioned by Order in Council.

SCHEDULE.

FORM OF NOTICE.

Notice to Attend School.

To Mr.

Take Notice, that you are required, within fourteen days from the service hereof, to cause your child who is now between five and thirteen years of age, to attend, and continue to attend, an Elementary School.

Dated this day of 187 *Chairman.*

*Offices of the School Board,
Town Hall, Berkhamstead.*

The Officer serving this Notice will explain the same, and the consequences of refusing to comply therewith, and will also give you any information relating thereto, or as to the Schools which your child may attend.

The Officer will not disclose the fact of your having been served with this Notice, or any information relating thereto, to any person other than a Member of the Board, or a School Manager or the Principal Teacher of a school.

If you do not comply with this Notice, and wish to give any reason or explanation for not doing so, you are invited to attend a meeting of the School Board, to be held in the Town Hall, on the day of 187 , at eleven o'clock in the morning; and before any proceedings are taken against you, full consideration will be given by the Board to any statement you may think fit to make at such meeting, or to the officer serving this notice.

By order, *Alfred Compigne,*
Clerk to the School Board.

John Havers,
Chairman.

At the Court at *Windsor*, the 27th day of *November*, 1872.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the School Board of Diss (Norfolk), appointed under "The Elementary Education Act, 1870," have, in virtue of the powers conferred upon them by the seventy-fourth section of that Act, with the approval of the Education Department, made certain Bye-laws, bearing date the twenty-fifth of July, one thousand eight hundred and seventy-two, numbered 148.

And whereas all the conditions in regard to the said Bye-laws, which are required to be fulfilled by the said Act, have been fulfilled, and the said Bye-laws have been submitted for the sanction of Her Majesty in Council: Now, therefore, Her Majesty, having taken the said Bye-laws (copy whereof is hereunto annexed) into consideration, is pleased, by and with the advice of Her Privy Council, to declare, and doth hereby declare, Her sanction of the same.

Arthur Helps.

Bye-laws referred to in the foregoing Order.

CXLVIII.

THE ELEMENTARY EDUCATION ACT, 1870.

BYE-LAWS OF THE DISS SCHOOL BOARD.

At a Meeting of the Diss School Board, duly convened and held at the Corn Hall, in Diss aforesaid, on the 25th day of July, 1872, at which Meeting a quorum of the Members of such Board are present, the said Board do hereby, in pursuance of the powers given to and vested in them under and by virtue of the Elementary Education Act, 1870, and subject to the approval of the Education Department, make and ordain the following Bye-laws:—

Interpretation of Terms.

1.—In these Bye-laws:—

The term "Education Department" means "The Lords of the Committee of the Privy Council on Education."

The term "Her Majesty's Inspectors" means "The Inspectors of Schools appointed by Her Majesty on the recommendation of the Education Department."

The term "District" means the "Parish of Diss."

The term "School Board" or "Board" means the "School Board of the District comprising the Parish of Diss."

The term "School" or "Public Elementary School" means a Public Elementary School as defined by the said Act.

The term "Parent" includes Guardian, and every person who is liable to maintain or has the actual custody of any child, but does not include the mother of a child when the father is living and is residing within the district.

Requiring Parents to cause Children to attend School.

2.—Subject to the provisions of the Elementary Education Act, 1870, and of these Bye-laws, the parent of every child not less than five years of age, nor more than twelve years of age, residing within the district, shall cause such child to attend school.

Determining time during which Children shall attend School.

3.—The time during which every child shall attend school shall be the whole time for which the school shall be open for the instruction of children of similar age, provided—

(a.) That nothing herein contained shall prevent the withdrawal by the parent of any child during the time or times in which any religious observance is practised, or instruction in religious subjects is given.

And that no child shall be required—

(b.) To attend school on any day exclusively set apart for religious observances by the religious body to which his or her parent belongs.

Provided also that any requirement herein contained shall not be held or construed to apply to any child employed in labour and receiving instruction in conformity with the provisions of the Factory Acts, or of the Workshop Regulation Act, 1867.

Provision for total or partial Exemption from Attendance, if Child has reached certain Standard.

4.—In case one of Her Majesty's Inspectors of Schools shall certify that any child between ten and twelve years of age has reached the fifth standard of education mentioned in the New Code of Regulations of the Education Department, made on the 6th day of February, 1872, such child shall be totally exempt from the obligation to attend School, and any such child who has been so certified to have reached the fourth standard of education mentioned in the said Code shall be exempt from the obligation to attend school more than fifteen hours in any one week.

Specifying reasonable excuse for Non-attendance.

5.—A child shall not be required to attend school:

- (a.) If such child is under efficient instruction in some other manner.
- (b.) If such child has been prevented from attending school by sickness, or any unavoidable cause.
- (c.) If there is no Public Elementary School, which such child can attend within two miles measured according to the nearest road from the residence of such child.

Providing for remission of School Fees in case of Poverty.

6.—If the parent of any child satisfies the School Board that the reason that his or her child does not attend school is that he or she is unable, from poverty, to pay the school fees of such child, the School Board will remit the whole or such part of the fees as, in the opinion of the Board, the parent is unable to pay, for a renewable period, to be fixed by the Board, not exceeding six calendar months.

Providing that no proceeding be taken until after 14 days from service.

7.—No proceeding against any parent for breach of these Bye-laws, or any of them, shall be taken until after the expiration of fourteen days from the service of a notice in a form to be prescribed from time to time by a resolution of the Board, nor until such parent has had an opportunity of attending a meeting of the Board, or of a committee thereof, to state his or her reasons for not complying with the said notice.

Penalty for breach of Bye-laws.

8.—Any person committing a breach of these Bye-laws, or any of them, shall be subject to a

penalty not exceeding two shillings and sixpence, provided that all breaches of these Bye-laws by a parent in one and the same week, shall be deemed one offence, and that no penalty imposed for the breach of any Bye-law, shall exceed such a sum as with the costs will amount to five shillings for each offence.

Date on which Bye-laws shall come into operation.

9.—These Bye-laws shall take effect from and after the day on which the same shall be sanctioned by Order in Council.

Sealed with the Common Seal
of the Diss School Board, this
25th day of July, 1872.



John Aldrich, Chairman.

Sealed in the presence of

William Smith, Clerk to the Board.

AT the Court at Windsor, the 27th day of November, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the School Board of Eckington appointed under the "The Elementary Education Act, 1870," have, in virtue of the powers conferred upon them by the seventy-fourth section of that Act, with the approval of the Education Department, made certain Bye-laws, bearing date the twenty-fifth of July, one thousand eight hundred and seventy-two, numbered 149.

And whereas all the conditions in regard to the said Bye-laws, which are required to be fulfilled by the said Act, have been fulfilled, and the said Bye-laws have been submitted for the sanction of Her Majesty in Council: Now, therefore, Her Majesty, having taken the said Bye-laws (copy whereof is hereunto annexed) into consideration, is pleased, by and with the advice of Her Privy Council, to declare, and doth hereby declare, Her sanction of the same.

Arthur Helps.

Bye-laws referred to in the foregoing Order.

CXLIX.

THE ELEMENTARY EDUCATION ACT,
1870.

Parish of Eckington.

BYE-LAWS OF THE ECKINGTON SCHOOL BOARD.

IN accordance with the 74th section of the Elementary Education Act, 1870, the Eckington School Board, at a meeting held at the Board-room for the time being, on the 25th day of July, 1872, do hereby make and adopt the following Bye-laws, subject to the approval of the Education Department:—

Parents shall cause Children between Five and Thirteen Years of Age to Attend School.

1. The parent of every child residing within the school district of the parish of Eckington, shall cause such child, being not less than five nor more than thirteen years old, to attend a Public Elementary School, unless there is some reasonable

excuse? Any of the following reasons shall be a reasonable excuse, namely :—

Reasonable Excuses for Non-attendance.

- (a.) That the child is otherwise under efficient instruction.
- (b.) That the child through sickness, or other unavoidable cause, is unable to attend.
- (c.) That there is no Public Elementary School open which the child can attend, within two miles, measured according to the nearest road from the residence of such child.
- (d.) That the child is subject for the time being to the provisions of any Statutes for regulating the education of children in certain employments.

Exemption of Children who have passed Examination in Fifth Standard (New Code, 1871).

2. (a.) If a child, having attained the age of ten years, shall have obtained from one of Her Majesty's Inspectors of Schools a certificate of having passed the fifth standard of the Government Code of February, 1871, the said child shall be wholly exempt from attendance at school.

Children who have passed Fourth Standard may Attend Half Time.

(b.) If a child, having attained the age of ten years, shall have obtained a certificate from one of Her Majesty's Inspectors of having passed the fourth standard of the Government Code of February, 1871, the said child shall be exempt from attending more than one half of the meetings of the school in any one week.

As to Time of Attendance.

3. The time during which children subject to these Bye-laws shall attend school, shall be the whole time during which such school shall be open for the instruction of children, provided :—

Withdrawal of Children from Religious Observances and Teachings.

- (a.) That nothing herein contained shall prevent the withdrawal of any child from any religious observance, or instruction in religious subjects, by his or her parents.
- (b.) That no child be required to attend school on any day exclusively set apart for religious observance by the religious body to which his or her parent belongs.

Penalty for Breach of Bye-laws.

4. Any person committing a breach of these Bye-laws, or any of them, shall be subject to a penalty not exceeding such amount as shall, with the costs, amount to five shillings for each offence.

Remission of and Payment of Fees.

5. When the parent of any child residing within the district shall satisfy the School Board that he or she is unable to pay the school fees prescribed by the School Board for such child, the Board will, in the case of a school provided by the Board, remit, and in the case of any other Public Elementary School, pay the whole, or such part of the fees as, in the opinion of the Board, the parent is unable to pay, for a renewable period to be fixed by the Board, not exceeding six calendar months: Provided that the school fees shall be allowed only by special order of the Board, and shall not exceed—

For boys and girls under six	...	2d. per week.
For boys and girls above six and under eight	...	3d. "
For boys and girls over eight	...	4d. "

Interpretation of Terms.

6. In these Bye-laws—

(1.) The term "Education Department" means "The Lords of the Committee of the Privy Council on Education."

(2.) The term "Her Majesty's Inspectors" means "The Inspectors of Schools appointed by Her Majesty on the recommendation of the Education Department."

(3.) The term "School Board" or "Board" means "The School Board of the district comprised within the parish of Eckington."

(4.) The term "School" means "a Public Elementary School" situate within the school district, as defined by the Public Elementary Education Act of 1870, and includes a free school, but not an Industrial School.

(5.) The term "Parent" includes a "Guardian," and every person who is liable to maintain, or has the actual custody of any child, but does not include the mother of a child when the father is living and residing within the Eckington School District.

(6.) The terms "Parent" and "Child" include male and female in each case.

Revocation or Alteration of Bye-laws.

7. It shall be within the power of the School Board to alter or revoke any of the foregoing Bye-laws, provided that such revocation or alteration be made in compliance with Clause 74 of the Elementary Education Act, and that due notice be sent to each member of the Board seven days before such intended alteration or revocation.

Sealed with the Corporate Common Seal of the School Board of the parish of Eckington, this 25th day of July, A.D. 1872.

Joseph Wells, Chairman.

William Ascough, Clerk.



At the Court at Windsor, the 27th day of November, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the School Board of Llan-llwchaearn appointed under "The Elementary Education Act, 1870," have, in virtue of the powers conferred upon them by the seventy-fourth section of that Act, with the approval of the Education Department, made certain Bye-laws, bearing date the twenty-fourth of September, one thousand eight hundred and seventy-two numbered 150.

And whereas all the conditions in regard to the said Bye-laws, which are required to be fulfilled by the said Act, have been fulfilled, and the said Bye-laws have been submitted for the sanction of Her Majesty in Council: now, therefore, Her Majesty, having taken the said Bye-laws (copy whereof is hereunto annexed) into consideration, is pleased, by and with the advice of Her Privy Council, to declare, and doth hereby declare, Her sanction of the same.

Arthur Helps.

Bye-laws referred to in the foregoing Order.

No. CL.

THE ELEMENTARY EDUCATION ACT,
1870.

Parish of Llanllwchaiarn.

BYE-LAWS OF THE LLANLLWCHAIARN SCHOOL
BOARD.

WHEREAS, in pursuance of a requisition sent by the Education Department, to the Clerk to the Guardians of the Newtown and Llanidloes Union, in the county of Montgomery, a School Board for the District of the parish of Llanllwchaiarn in the said county, was duly elected on the 28th day of March, 1871.

Now, at a meeting of the School Board of the said parish of Llanllwchaiarn, held at the School Board Office at Penygloddfa, in the said parish of Llanllwchaiarn, on Tuesday, the 24th day of September, 1872, at which meeting a quorum of the members of such Board are present, the said Board do hereby, and subject to the approval of the Education Department, make and ordain the following Bye-laws:—

The term "School Board" or "Board" means the School Board for the parish of Llanllwchaiarn.

The term "School" or "Public Elementary School" means a Public Elementary School as defined by the Elementary Education Act, 1870.

The term "Parent" includes Guardian, and every person who is liable to maintain or has the actual custody of any child, but does not include the mother of a child when the father is living, and is residing within the said parish.

2. Subject to the provisions of the Elementary Education Act, 1870, and of these Bye-laws, the parent of every child, not less than five years of age, nor more than thirteen years of age, residing within the district of the said parish, shall cause such child to attend School within the said parish.

3. The time during which every child shall attend school shall be the whole time for which the school shall be open for the instruction of children of similar age, provided that nothing herein contained shall prevent the withdrawal by the parent of any child during the time or times in which any religious observance is practised, or instruction in religious subjects is given, and that no child shall be required:—

(a.) To attend School on any day exclusively set apart for religious observance by the religious body to which his or her parent belongs.

(b.) To attend School on Sunday, Christmas Day, Good Friday, or any day set apart for a day of public thanksgiving, or on Saturday after twelve o'clock at noon.

(c.) To attend School on any day fixed for the inspection of the School, and the examination of the scholars therein, in respect of religious subjects.

Provided also that any requirement herein contained shall not be held or construed to apply to any child employed in labour, and receiving instruction in conformity with the provisions of the Factory Acts, or of the Workshop Regulation Act, 1867.

4. In case one of Her Majesty's Inspectors of Schools shall certify that any child between 10 and 13 years of age has reached the 5th standard of education mentioned in the New Code of Regulations of the Education Department, made on the seventh day of February, 1871, such child shall be totally exempt from the obligation to attend School, and any such child who has been

so certified, to have reached the 4th standard of education mentioned in the said Code, shall be exempt from the obligation to attend School more than 15 hours in any one week.

5. A child shall not be required to attend School:

(a.) If such child is under efficient instruction in some other manner.

(b.) If such child has been prevented from attending School by sickness, or any unavoidable cause.

(c.) If there is no Public Elementary School which such child can attend within two miles, measured according to the nearest road from the residence of such child.

6. If any parent who has been served with a notice requiring him or her to cause his or her child to attend School, satisfies the School Board that he or she is unable, from poverty, to pay the school fees of such child, the School Board in the case of a School provided by the Board, will remit the whole or such part of the fees as, in the opinion of the Board, the parent is unable to pay, for a renewable period, to be fixed by the Board, not exceeding six calendar months.

7. Any person committing a breach of these Bye-laws, or any of them, shall be subject to a penalty not exceeding two shillings and sixpence, provided that all breaches of these Bye-laws by a parent in one and the same week, shall be deemed one offence, and that no penalty imposed for the breach of any Bye-law shall exceed such a sum as with the costs will amount to five shillings for each offence.

8. These Bye-laws shall take effect from and after the day on which the same shall be sanctioned by Order in Council.

Sealed with the Common Seal of the School Board of the parish of Llanllwchaiarn, this 24th day of September, A.D., 1872.

R. Williams, Vice-Chairman.

Wm. Cooke, Clerk.



AT the Court at Windsor, the 27th day of November, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the School Board of Salisbury, appointed under "The Elementary Education Act, 1870," have, in virtue of the powers conferred upon them by the seventy-fourth section of that Act, with the approval of the Education Department, made certain Bye-laws, bearing date the eleventh of October, one thousand eight hundred and seventy-two, numbered 151.

And whereas all the conditions in regard to the said Bye-laws, which are required to be fulfilled by the said Act, have been fulfilled, and the said Bye-laws have been submitted for the sanction of Her Majesty in Council: now, therefore, Her Majesty having taken the said Bye-laws (copy whereof is hereunto annexed) into consideration, is pleased, by and with the advice of Her Privy Council, to declare, and doth hereby declare, Her sanction of the same.

Arthur Helps.

Bye-laws referred to in the foregoing Order.

CLI.

THE ELEMENTARY EDUCATION ACT,
1870.

Municipal Borough of Salisbury.

BYE-LAWS OF THE SALISBURY SCHOOL BOARD.

KNOW all men by these presents, that at a meeting of the School Board, of the Municipal Borough of Salisbury, duly convened, and held at the Council Chamber, in the said borough, on Monday, the 7th day of October, 1872, at which meeting a quorum of the members of the Board are present, the said Board do hereby, in pursuance of the powers to them given by the "Elementary Education Act, 1870," and subject to the approval of the Lords of the Committee of the Privy Council on Education, make and ordain the following Bye-laws:—

Interpretation Clause.

In these Bye-laws the term "School" or "Public Elementary School" means a Public Elementary School as defined by the Elementary Education Act, 1870, and includes a Free School but not an Industrial School.

Bye-Laws.

1. The parent (including guardian, and every person who is liable to maintain, or has the actual custody of the child) of every child subject to the provisions of the Elementary Education Act of 1870, not less than five years of age, nor more than thirteen years, residing within the said borough, shall cause such child to attend such Public Elementary School within the said borough as he, the parent, shall select.

2. The time during which such child shall be required to attend school shall be the whole time during which such school shall be open for instruction, both in the morning and the afternoon. Provided that such Bye-law shall permit the withdrawal by the parent of any child during the time or times in which any religious observance is practised, or instruction in religious subjects given, and also that no child shall be required to attend school (1) on any day exclusively set apart for religious observance by the religious body to which his or her parent belongs; or (2) on any day fixed for the inspection of the school, and the examination of the scholars therein, by Inspectors other than Her Majesty's Inspectors. Provided also that no such Bye-law shall apply to any child receiving education in conformity with the Acts for regulating the education of children employed in labour.

3. In case one of Her Majesty's Inspectors shall have certified that any child between ten and thirteen years of age has reached the Fifth Standard specified in the New Code of Regulations, such child shall be exempt from the obligation to attend school.

4. A child shall also be exempt from the obligation to attend school (1) who shall be proved to be under efficient instruction in some other manner; or (2) who is prevented by sickness or any other unavoidable cause; or (3) if there be no Public Elementary School which such child can attend within one mile—measured according to the nearest road—from the residence of such child.

5. Where the parent of any child attending any school at which fees are paid for attendance satisfies the School Board that he is unable from poverty to pay such fees, in whole or in part, the School Board may pay such fees, or such part of fees as in the opinion of the Board the parent

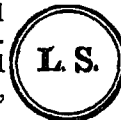
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is unable from poverty to pay, for a renewable period, as the Board in each several case may determine, not exceeding six calendar months, provided that the rate of such payment do not exceed the rate of payment established in such school; nor for any child under eight years of age twopence per week; nor for any child exceeding eight years of age threepence per week.

6. Any parent committing a breach of any of these Bye-laws shall be liable to a penalty not exceeding two shillings and sixpence, or, together with all costs, not exceeding five shillings; but no such penalty shall be enforced until the parent so offending shall have had an opportunity afforded him of explaining to the Board his reasons for not complying with the Bye-law or Bye-laws which he may have infringed.

In witness whereof the said
School Board have here-
unto set their Common Seal
this 11th day of October,
1872.



Sealed in the presence of—

Robert G. Swayne, Chairman.
Geo. Harris, Clerk of the Board.

AT the Court at Windsor, the 27th day of
November, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the School Board of Wigan, appointed under "The Elementary Education Act, 1870," have, in virtue of the powers conferred upon them by the seventy-fourth section of that Act, with the approval of the Education Department, made certain Bye-laws, bearing date the nineteenth of June, one thousand eight hundred and seventy-two, numbered 152.

And whereas all the conditions in regard to the said Bye-laws, which are required to be fulfilled by the said Act, have been fulfilled, and the said Bye-laws have been submitted for the sanction of Her Majesty in Council: now, therefore, Her Majesty, having taken the said Bye-laws (copy whereof is hereunto annexed) into consideration, is pleased, by and with the advice of Her Privy Council, to declare, and doth hereby declare, Her sanction of the same.

Arthur Helps.

Bye-laws referred to in the foregoing Order.

No. CLII.

THE ELEMENTARY EDUCATION ACT,
1870.

Borough of Wigan.

BYE-LAWS OF THE WIGAN SCHOOL BOARD.

WHEREAS, in pursuance of a requisition sent by the Education Department to the Mayor of the borough of Wigan, in the county of Lancaster, a School Board for the district of the said borough was duly elected on the 27th day of March, 1872.

Now, at a meeting of the School Board of the said borough of Wigan, held at Wigan, in the said borough, on Wednesday, the 19th day of June, 1872, at which meeting a quorum of the members of such Board are present, the said Board do hereby, in pursuance of the aforesaid

powers, and subject to the approval of the Education Department, make and ordain the following Bye-laws, in which:—

1. The term "Education Department" means "The Lords of the Committee of the Privy Council on Education."

The term "Her Majesty's Inspectors" means "The Inspectors of Schools appointed by Her Majesty on the recommendation of the Education Department."

The term "Borough of Wigan," or "Borough," means "The Municipal Borough of Wigan," and includes any future enlargement or extension of such municipal borough.

The term "School Board," or "Board," means "The School Board of the School District of the Borough of Wigan."

The term "School," or "Public Elementary School," means a Public Elementary School as defined by the said Act, and includes a free school but not an Industrial School.

The term "School Managers" means a body of managers appointed by the Board pursuant to the 15th section of the said Act.

The term "Officer" means an officer appointed by the Board pursuant to the 36th section of the said Act.

The term "Parent," includes guardian, and every person who is liable to maintain or has the actual custody of any child; but does not include the mother of a child when the father is living and is residing within the borough.

Words importing the masculine gender shall include the feminine, and vice versa.

2. Subject to the provisions of the Elementary Education Act, 1870, and of these Bye-laws, the parent of every child not less than five years of age, nor more than thirteen years of age, residing within the district of the said borough, shall cause such child to attend school, unless there is some reasonable excuse.

3. The time during which every child shall attend school shall be the whole time for which the school shall be open for the instruction of children of similar age, provided that nothing herein contained shall prevent the withdrawal by the parent of any child during the time or times in which any religious observance is practised, or instruction in religious subjects is given, and that no child shall be required—

- (a.) To attend school on any day exclusively set apart for religious observance by the religious body to which his parent belongs.
- (b.) To attend school on Sunday, Christmas Day, Good Friday, or any day set apart for a day of public fast or thanksgiving, or on Saturday after twelve o'clock at noon.
- (c.) To attend school on any day fixed for the inspection of the school, and the examination of the scholars therein, in respect of religious subjects.

Provided also that any requirement herein contained shall not be held or construed to apply to any child employed in labour and receiving instruction in conformity with the provisions of the Factory Acts, or of any Act for regulating the education of children employed in labour.

4. In case one of Her Majesty's Inspectors of Schools shall certify that any child between ten and thirteen years of age has reached the Fifth Standard of education mentioned in the New Code of Regulations of the Education Department, made on the 7th day of February, 1871, such child shall be totally exempt from the obligation to attend school, and any such child who has been so certified to have reached the Fourth Standard of education mentioned in the said Code shall be exempt from the obligation to

attend school more than fifteen hours in any one week.

5. A child shall not be required to attend school:—

- (a.) If such child is under efficient instruction in some other manner.
- (b.) If such child has been prevented from attending school by sickness or any unavoidable cause.
- (c.) If there is no Public Elementary School open which such child can attend within one mile, measured according to the nearest road from the residence of such child.

6. Where the parent of any child attending any school, which is not a free school, satisfies the School Board that he is unable from poverty to pay the whole or some part of the school fees of such child, the School Board, in the case of a school provided by the Board, shall remit, and in the case of any other school shall pay the whole or such part of the fees as, in the opinion of the Board the parent is unable to pay, for a renewable period to be fixed by the Board, not exceeding six calendar months.

7. No proceeding against any parent for breach of these Bye-laws, or any of them, shall be taken until after the expiration of fourteen days from the service of such notice, as the said Board may from time to time prescribe, nor until such parent has had an opportunity of attending a meeting of the Board, or of a Committee thereof, to state his or her reasons for not complying with the said notice.

8. Any person committing a breach of these Bye-laws, or any of them, shall be subject to a penalty not exceeding five shillings, including costs, provided that all breaches of these Bye-laws by a parent in one and the same week shall be deemed one offence.

9. These Bye-laws shall take effect from and after the day on which the same shall be sanctioned by Order in Council.

Sealed with the Corporate Seal
of the School Board of the
Borough of Wigan, this
19th day of June, 1872.



Ra. Darlington, Chairman.

The Corporate Seal of the said Board was
affixed in the presence of—

Lever R. Rowbottom, Clerk.

AT the Court at Windsor, the 27th day of
November, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the School Board of Shirland and Higham appointed under "The Elementary Education Act, 1870," have, in virtue of the powers conferred upon them by seventy-fourth section of that Act, with the approval of the Education Department, made certain Bye-laws, bearing date the twenty-first of March, one thousand eight hundred and seventy-two, numbered 153.

And whereas all the conditions in regard to the said Bye-laws, which are required to be fulfilled by the said Act, have been fulfilled, and the said Bye-laws have been submitted for the sanction of Her Majesty in Council: Now, therefore, Her Majesty, having taken the said Bye-laws (copy whereof is hereunto annexed)

into consideration, is pleased, by and with the advice of Her Privy Council, to declare, and doth hereby declare, Her sanction of the same.

Arthur Helps.

Bye-laws referred to in the foregoing Order.

No. CLIII.

THE ELEMENTARY EDUCATION ACT 1870.

BYE-LAWS OF THE SHIRLAND AND HIGHAM SCHOOL BOARD.

(Under the 74th Section of the Elementary Education Act, 1870.)

Adopted at a meeting of the School Board for the district of Shirland and Higham, held at the Office of the Board, on Thursday, the 21st day of March, 1872.

Parents shall cause Children between five and thirteen years of age to attend School.

1. The parent of every child residing within the School District of the parish of Shirland and Higham shall cause such child, not being less than five, nor more than thirteen years of age, to attend a public elementary School; unless there is some reasonable excuse. Any of the following reasons shall be a reasonable excuse, namely:

Reasonable excuses for Non-attendance.

- (a.) That the child is under efficient instruction in some other manner.
- (b.) That the child has been prevented from attending School by sickness, or any unavoidable cause.
- (c.) That there is no Public Elementary School open which the child can attend, within two miles (measured according to the nearest road) from the residence of such child.

Exemption of Children who have passed examination in fifth standard. (New Code, 1871.)

Provided that, if any child having attained the age of ten years shall be certified by one of Her Majesty's Inspectors of Schools to have passed a public examination in the fifth standard of the New Code of Regulations of the Education Department, dated the 7th day of February, 1871, such child shall be totally exempt from the obligations to attend school.

As to time of Attendance.

2. The time during which children subject to these Bye-laws shall attend School shall be the whole time during which the school shall be open for the instruction of children of the same age, sex, and class.

Withdrawal of Children from religious observances and teachings.

- (a.) That nothing herein contained shall prevent the withdrawal of any child from any religious observance or instruction in religious subjects.

Proviso under Section 76.

- (b.) That no child be required to attend School on any day exclusively set apart for religious observance by the religious body to which his or her parent belongs.
- (c.) That no child be required to attend School on Sunday, Christmas Day, Good Friday, or any day set apart for a day of public fast or thanksgiving.

- (d.) That no child be required to attend school on any day fixed for the inspection of the School and the examination of the scholars therein, in respect of religious subjects.

Factory Acts and Workshop Regulation Act.

Provided also, that any requirement contained in these Bye-laws shall not be held or construed to apply to any child employed in labour and receiving instruction in conformity with the provisions of the Factory Acts, or of the Workshop Regulation Act, 1867.

Notices to be given to Parents requiring them to send Children to School.—Officer to explain Notice.

3 Any officer of the Board may visit the parent of any child, who, according to his information and belief, is not attending School, or under efficient instruction, and may then, or at a subsequent time, serve upon such parent a notice in the form or to the effect prescribed by these Bye-laws; and the officer shall read over and explain such notice, and the consequences of neglecting to comply therewith, to the parent at the time of service.

Providing that no Proceeding be taken until after fourteen days from service.

4. No proceeding against a parent for any breach of these Bye-laws shall be taken until after the expiration of fourteen days from the service of the notice prescribed by Bye-law (No. 3), nor until such parent has had an opportunity of attending a meeting of the Board, or of a Committee thereof, or of the Managers of a School, to state his or her reasons for not complying with the said notice.

Penalty for breach of Bye-laws.

5. Any parent who, after the expiration of the period mentioned in Bye-law No. 4, shall, without some reasonable excuse, neglect to cause any child to attend a school, as required by Bye-law No. 1, or who shall neglect to cause any child to attend a school during the time required by Bye-law No. 2, shall for every such offence be subject to a penalty not exceeding two shillings and sixpence.

6. Any parent who shall commit any other breach of these bye-laws, shall, for every such offence, be subject to a penalty not exceeding two shillings and sixpence.

7. No parent shall be proceeded against or convicted in respect of more than one offence in one and the same week, and no penalty imposed for the breach of any Bye-law shall exceed such a sum as with the costs will amount to five shillings for each offence.

Particulars of Notice to be recorded.

8. Particulars of every notice served upon parents shall be recorded by the officer serving the same in a book to be provided by the Board, which shall be laid before the Board at every ordinary meeting.

Fact of service of Notice not to be disclosed.

9. An officer shall not disclose the fact of service of any such notice, or give any information relating thereto, to any person other than a member or officer of the Board, or a Manager or principal teacher of a School.

Remission of fees on account of Poverty.

10. When the parent of a child resident within the district shall satisfy the Board that he or she is unable, from poverty, to pay the whole, or some part of the School fees for such child, the Board,

in the case of a School provided by the Board, shall remit, and in the case of any other School, shall pay for a renewable period, to be fixed by the Board, not exceeding six calendar months, the whole or such part of the fees as, in the opinion of the Board, the parent is unable to pay, provided that the whole of the School fees to be paid by the Board shall in no case exceed the following scale:—

For any child under six years of age, 2*d.* per week.

For any child exceeding six years of age, if preparing for examination in the first or second standards, 3*d.* per week.

Ditto in the third standard, 3*d.* per week.

Ditto in the fourth standard, 4*d.* per week.

Ditto in the fifth standard, 4*d.* per week.

Interpretation of Terms.

11. In these Bye-laws:

The term "Education Department," means "The Lords of the Committee of the Privy Council on Education."

The term "Her Majesty's Inspector," means "The Inspectors of Schools appointed by Her Majesty on the recommendation of the Education Department."

The term "School Board," or "Board," means "The School Board of the District comprising the parish of Shirland and Higham."

The term "Parish of Shirland and Higham," means "A place for which a separate poor rate is or can be made."

The term "School," or "Public Elementary School," means "A Public Elementary School as defined by the Elementary Education Act, 1870, and includes a Free School, but not an Industrial School."

The term "Managers," means a body of Managers appointed by the Board, pursuant to the 15th section of the said Act."

The term "Officer," means "an Officer appointed by the Board, pursuant to the 36th section of the said Act."

The term "Parent," includes "Guardian, and every person who is liable to maintain or has the actual custody of any child, but does not include the mother of a child when the lawful father is living with the mother, and is residing within the parish of Shirland and Higham."

As to the revocation or alteration of Bye-laws.

12. The Board may from time to time revoke or alter these, or any other Bye-laws hereafter made, or any one or more of such Bye-laws, provided that seven clear days' written notice shall be given to every member of the Board (such notice pointing out every Bye-law it is intended to revoke or alter, as the case may be), and that the precise terms of any proposed new Bye-law, whether the same be by way of addition to, or substitution of, or alteration of any then existing Bye-law, be clearly contained in such notice; and that such revocation, alteration, or addition shall be voted by not less than two-thirds of the members present at an ordinary meeting, and that until any altered or new Bye-law shall be sanctioned by Her Majesty in Council (as directed by the Elementary Education Act), the then existing Bye-laws shall continue in full force: Provided also that in all other respects not inconsistent with this Bye-law, the regulations of the Board for the time being with respect to summoning, notice, place, management, and adjournment of the meetings of the Board shall

apply to the consideration and determination of such revocation, alteration, or addition:

Sealed with the Corporate
Seal of the School Board
of the district of the parish
of Shirland and Higham,
this 21st day of March,
1872.



Hugh Waldron Dallas, Chairman.
Thos. Haslam, Clerk.

SCHEDULE.

FORM OF NOTICE.

Shirland and Higham School Board.

To Mr.

Take Notice that you are required, within fourteen days from the service hereof, to cause your child [A.B.] who is now between five and thirteen years of age, to attend and continue to attend an Elementary School.

Dated this day of A.D. 18

[C.D.]

Clerk to the School Board.

*Office of the Shirland and Higham
School Board.*

The officer serving this notice will explain the same, and the consequences of refusing to comply therewith, and will also give you any information relating thereto, or to the Schools which your child may attend.

The officer will not disclose the fact of your having been served with this notice, or any information relating thereto, to any person other than a Member of the Board or a School Manager, or the principal teacher of a School.

If you do not comply with this notice, and wish to give any reason or explanation for not doing so, you are invited to attend a meeting of the School Board, or of a Committee thereof or of School Managers appointed by the Board, to be held in the on the day of 18, between and o'clock in the ; and before any proceedings are taken against you, full consideration will be given by the Board to any statement you may think fit to make at such meeting, or to the officer serving this notice.

At the Court at *Windsor*, the 27th day of
November, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council,

WHEREAS the School Board of Carleton appointed under "The Elementary Education Act, 1870," have, in virtue of the powers conferred upon them by the seventy-fourth section of that Act, with the approval of the Education Department, made certain Bye-laws, bearing date the twenty-sixth of June, one thousand eight hundred and seventy-two, numbered 154.

And whereas all the conditions in regard to the said Bye-laws, which are required to be fulfilled by the said Act, have been fulfilled, and the said Bye-laws have been submitted for the sanction of Her Majesty in Council: now, therefore, Her Majesty, having taken the said Bye-laws (copy whereof is hereunto annexed) into consideration, is pleased, by and with the advice of Her Privy

Council, to declare, and doth hereby declare, Her sanction of the same.

Arthur Helps.

Bye-Laws referred to in the foregoing Order.

No. CLIV.

THE ELEMENTARY EDUCATION ACT, 1870.

BYE-LAWS OF THE CARLETON SCHOOL BOARD.

At a Meeting of the School Board for the School District of the parish of Carleton, duly convened and held at the Library Room, Carleton, on the 26th day of June, 1872, at which Meeting all the Members of such Board are present, the said Board do hereby, in pursuance of the powers given to and vested in them under and by virtue of the Elementary Education Act, 1870, and subject to the approval of the Education Department, make and ordain the following Bye-laws:—

Interpretation of Terms.

1. In these Bye-laws the term "Education Department," means "The Lords of the Committee of the Privy Council on Education."

The term "Her Majesty's Inspectors" means "The Inspectors of Schools appointed by Her Majesty on the recommendation of the Education Department."

The term "Parish" means the parish of Carleton.

The term "School," means a Public Elementary School as defined by the Elementary Education Act, 1870, or any other school at which efficient elementary instruction is given.

The term "Parent" includes guardian, and every person who is liable to maintain or has the actual custody of any child.

The term "Board" or "School Board" means the School Board for Carleton.

Requiring Parents to cause Children to attend School.

2. The parent of every child residing within the district of the said parish, shall cause such child, being not less than five years nor more than thirteen years of age, to attend (a Public Elementary or other efficient) school, unless there be a reasonable excuse for non-attendance.

Determining Time during which Children shall attend School.

3. The time during which every child shall attend school shall be the whole time for which the school shall be opened for children of similar age:—

Provided that nothing herein contained shall prevent the withdrawal by the parent of any child from any religious observance or instruction in religious subjects, or shall require any child to attend school on any day exclusively set apart for religious observance by the religious body to which his or her parent belongs, or shall be held or construed as being contrary to anything contained in the Factory Acts, or any Act for regulating the education of children employed in labour.

Proviso for Total or Partial Exemption from Attendance, if Child has reached Certain Standard.

4. In case one of Her Majesty's Inspectors of Schools shall certify that any child between ten and thirteen years of age has reached the fifth standard of education mentioned in the Revised Code of

Regulations of the Education Department, made on the 7th day of February, 1871, such child shall be totally exempt from the obligation to attend school, and any such child who has been so certified to have reached the fourth standard of education mentioned in the said Code, shall be exempt from the obligation to attend school more than fifteen hours in any one week.

Defining the reasonable Excuse for Non-attendance.

5. The following shall be considered reasonable excuses for the non-attendance of a child at school, viz.:—

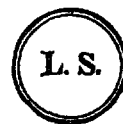
- (a.) That such child is under efficient instruction in some other manner.
- (b.) That such child has been prevented from attending school by sickness, or any unavoidable cause.
- (c.) If there is no Public Elementary School open which such child can attend within three miles, measured according to the nearest road, from the residence of such child.

Penalty for breach of Bye-Laws.

6. Every parent who shall not observe, or shall neglect or violate these Bye-laws, or any of them, shall upon conviction be liable to a penalty not exceeding five shillings, including costs, for each offence.

In witness whereof, we, the School Board for Carleton, have hereunto set our Common Seal, this 26th day of June, 1872.

Sealed in the presence of
Thomas Edward Morris, Chairman.
William Slingsby, Clerk of the Board,



AT the Court at Windsor, the 27th day of November, 1872.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the School Board of Nantcwnlle appointed under "The Elementary Education Act, 1870," have, in virtue of the powers conferred upon them by the seventy-fourth section of that Act, with the approval of the Education Department, made certain Bye-laws, bearing date the sixteenth of May, one thousand eight hundred and seventy-two, numbered 155.

And whereas all the conditions in regard to the said Bye-laws, which are required to be fulfilled by the said Act, have been fulfilled, and the said Bye-laws have been submitted for the sanction of Her Majesty in Council: now, therefore, Her Majesty, having taken the said Bye-laws (copy whereof is hereunto annexed) into consideration, is pleased, by and with the advice of Her Privy Council, to declare, and doth hereby declare, Her sanction of the same.

Arthur Helps.

Bye-laws referred to in the foregoing Order.

No. CLV.

THE ELEMENTARY EDUCATION ACT, 1870.

BYE-LAWS OF THE SCHOOL BOARD FOR NANTCWNILLE.

Know all men by these presents that: At a meeting of the School Board for Nantcwnlle,

duly convened and held on Thursday, the 16th day of May, 1872, at which meeting a quorum of the Members are present; the said Board do hereby in pursuance of the powers to them given by the Elementary Education Act, 1870, and subject to the approval of the Lords of the Committee of Council on Education, make and ordain the following Bye-laws:—

I. In these Bye-laws—terms importing “Males” include Females. The term “School” means either a Public Elementary School, or any other school at which efficient instruction is given. The term “Public Elementary School,” means a school, or a department of a school at which elementary education is the principal part of the education given, and which is conducted according to the regulations contained in the 7th section of the Elementary Education Act of 1870. The term “School Board,” or “Board,” means the school board for the district of Nantcwnlle.

II. The parent of every child of not less than five years, nor more than thirteen years of age, residing within the parish of Nantcwnlle, is required to cause such child to attend school, unless there is a reasonable excuse for non-attendance.

III. Except as hereinafter provided, the time during which every such child is required to attend school is the whole time for which the school selected shall be opened for the instruction of children, not being less than twenty-five hours in the week, except on Sundays; and except also that nothing herein contained shall prevent the withdrawal of any child from any religious instruction, or observance in religious subjects, or shall require any child to attend school on any day exclusively set apart for religious observance by the religious body to which his parent belongs.

IV. A child of not less than ten years of age, who has obtained from one of Her Majesty's Inspectors of Schools, a certificate that he has reached a standard equivalent to the fourth standard of the Code of 1871, shall be altogether exempt from the obligation of attending school.

V. A child of not less than ten years of age, who shows to the satisfaction of the Board that he is beneficially and necessarily at work, shall be exempted from the obligation of attending school during the whole time for which school shall be opened as aforesaid; but every such child is required to attend school for at least two hundred and sixty meetings, morning or afternoon, in every year.

VI. A child shall not be required to attend school. (a.) If such child is under efficient instruction in some other manner. (b.) If such child has been prevented from attending school by sickness, or any other unavoidable cause. (c.) If there is no Public Elementary School which such child, being under seven years of age, can attend within three-fourths of a mile, or being over seven years of age, can attend within two miles, the distance in either case being measured along the nearest highway road, or such road or path as a child can easily walk, from the residence of such child.

VII. Every parent who shall not observe, or shall neglect, or violate these Bye-laws, or any of them, shall be subject to a penalty not exceeding five shillings, including costs, for each offence.

VIII. No proceeding against any parent for breach of these Bye-laws, or any of them, shall be taken until after fourteen days has expired from the service of a notice on such parent, nor until

such parent has had an opportunity of attending a meeting of the Board, to state his reasons for not complying with the said notice.

IX. These Bye-laws are to be put in force by an appointed officer of the Board, according to regulations to be from time to time prescribed by the Board.

X. Subject to the provisions of the Elementary Education Act, 1870, any of the foregoing Bye-laws may be revoked or altered, and new Bye-laws made, subject to the same power of revocation and alteration, provided a notice in writing of the proposed revocation or alteration be sent to every and each member of the Board, twenty-eight clear days before the meeting at which such proposal is discussed.

Sealed with the Common Seal of the School Board for the parish of Nantcwnlle, the 16th day of May, 1872.

John Evans, Chairman.

Jenkin Jenkins, Hon. Sec.



Council Office, November 27, 1872.

WHEREAS the New Governing Body of Charterhouse School, in virtue of the powers conferred upon them by “The Public Schools Act, 1868,” and of every other power enabling them in that behalf, did, on the seventh day of November, one thousand eight hundred and seventy-two, make certain Statutes for the Government of that School;

And whereas the said Statutes have been submitted to and approved by the Special Commissioners appointed by the said Act, and have been this day laid before Her Majesty in Council, the same are published in the London Gazette, in pursuance of the provisions of the said Act.

And notice is hereby given, that it is lawful for the bodies or persons authorised so to do, in that Act, within two months from the date of the publication of this notification, to petition Her Majesty in Council to withhold Her approval from the whole or any part of such Statutes.

Arthur Helps.

STATUTES FOR THE GOVERNMENT OF CHARTERHOUSE SCHOOL.

Interpretation Clause.

1. In the interpretation of these Statutes “the Governors” shall mean “the Governors of Sutton's Hospital in Charterhouse,”—“the Governing Body” shall mean “the New Governing Body of Charterhouse School,”—“the School Fund” shall mean “the annual moneys which shall be paid by the Governors to the Governing Body,”—“The Tuition Fund” shall mean “the moneys, from time to time by regulations in that behalf made, payable and received for tuition of the Boys in the School,”—and “School Exhibitioners” shall mean “the holders of Exhibitions tenable at the School.”

Existing Foundation Boys and Boys nominated by the Governors.

2. Save as to the rights of any boy being on the Foundation at the time of the passing of the “Public Schools Act, 1868,” the right to clothing of boys on the Foundation shall cease, and, save as aforesaid, and save and except that they shall not be entitled as of right to Exhibitions at the

Universities, or to donations on leaving the School, boys on the Foundation at the time of the approval of this Statute by Her Majesty in Council, shall retain their rights, privileges, and emoluments.

Scholarships on Foundation.

3. From and after the approval of this Statute by Her Majesty in Council, and saving the right of any boy then nominated to be admitted to the Foundation in exercise of the powers vested by custom in the Governors at the time of the passing of the "Public Schools Act, 1868," which powers, subject to any alterations made by or in pursuance of the said Act, are by the 28th section of the said Act continued in force, and after the appointment of the Governing Body may be exercised by the Governing Body in the same manner in which they might have been exercised if the said Act had not passed, there shall be such a number of Scholars on the Foundation as the Governing Body, having regard to the state of the School Fund, shall from time to time determine, and the Foundation Scholarships established by these Statutes shall be divided into two Classes, that is to say, Senior and Junior Scholarships.

Senior Scholarships.

4. There shall not be less than thirty Senior Scholarships, and the value of each of such Scholarships shall be £80 per annum.

5. Admission to Senior Scholarships shall be determined by competitive examination, to be conducted as the Governing Body shall from time to time direct, and such Scholarships shall be open to all boys who shall have been at the School at least twelve months previous to the commencement of the examination, and who shall be between the ages of fourteen and sixteen years.

Junior Scholarships.

6. There shall not be less than thirty Junior Scholarships, and the value of each of such Junior Scholarships shall be £60 per annum.

7. No boy shall be a candidate for a Junior Scholarship who on the 15th day of July in the year of election is less than twelve or more than fourteen years old.

8. At least three calendar months before the examination for Junior Scholarships in each year, public notice shall be given of the number of vacancies in the Junior Scholarships to be filled up at the next election, and of the time within which and of the person to whom the names of Applicants to become Candidates for the same are to be sent in. Each application shall be sent in within one calendar month after such public notice. The Candidates shall be submitted to a competitive examination, according to the result of which the Scholarships shall be bestowed as hereinafter provided. Provided always, that it shall be lawful for the Governing Body, if it appear to them that any successful candidate is in point of circumstances not fit to receive the aid of an endowment, to withhold from the Scholarship to which such candidate shall have been elected the payment of £60 per annum hereinbefore mentioned. In such case the said £60 per annum shall be at the disposal of the Governing Body, to be by them applied in aid of the education of any other deserving candidate, or any boy or boys in the School who may seem to the Governing Body to need such aid.

9. The examination for Junior Scholarships shall be in Latin, French, Arithmetic, and English, writing from dictation, and in such

other subjects as the Governing Body shall from time to time determine, and shall be conducted by such Examiners and be on such a day in the latter half of the month of July as the Governing Body shall from time to time fix.

10. Every Junior Scholarship shall be vacated on the Scholar being elected to a Senior Scholarship, or on his completing his sixteenth year, unless such Scholar's birthday occur in the course of a Term, in which case he may retain it until the end of such Term.

General Provisions relating to Senior and Junior Scholarships.

11. The election of Scholars shall be vested in the Governing Body, who shall elect after an examination conducted by Examiners appointed by them, and after receiving a report from such Examiners of the result of such examination.

12. On the day of election to each class of Scholarships in every year, the Governing Body shall arrange in order of merit, on two rolls, the names of as many candidates for Senior and Junior Scholarships respectively, as shall in their judgment be sufficient to supply vacancies. Where any vacancy or vacancies occur in the Senior or Junior Scholarships, the Governing Body, or if such vacancy or vacancies occur more than twenty days before the next meeting of the Governing Body, the Head Master, shall at once fill up the said vacancy or vacancies by admitting a Scholar or Scholars from and according to the order of the names on the said rolls respectively. Each roll shall be cancelled on the morning previous to the following election, and no candidate shall by reason of his name having appeared upon such cancelled roll, have any claim to preference at such following election.

13. The tenure of all Scholarships shall be dependent on continuance at the School, and on good conduct and diligence, to be from time to time certified to the Governing Body by the Head Master.

Exhibitions tenable during continuance at the School.

14. There shall be ten Exhibitions of the value of £20 per annum, open to all boys at the School under fourteen years of age, tenable (on condition of good conduct and diligence, to be certified by the Head Master) until sixteen years of age, and capable of being held conjointly with Junior Scholarships, but not with Senior Scholarships, and such Exhibition of £20 shall be vacated on the Exhibitioner completing his sixteenth year, unless such Exhibitioner's birthday occur in the course of a term, in which case he may retain his Exhibition until the end of such term.

15. The election to £20 Exhibitions shall be made by the Governing Body after a competitive examination, and in accordance with the result thereof; and the examination for such Exhibitions shall take place at such time and in such manner as the Governing Body, in communication with the Head Master, shall direct.

Exhibitions tenable after quitting the School.

16. There shall be not less than twenty Exhibitions tenable after quitting the School, and each of such Exhibitions shall be of the value of not less than £80 per annum, payable quarterly.

17. The Exhibitions tenable after quitting the School shall be awarded as the result of competitive examination (to be conducted as the Governing Body shall direct, and by Examiners appointed by them), and shall be open to all boys in the School. They shall be tenable for a period of not more than four years (dependent upon

satisfactory proof from quarter to quarter to the Governing Body of good conduct and diligence), at any University in the United Kingdom, or in any other place of special education, or elsewhere in preparation for any profession or occupation, subject to the approval of the Governing Body. Of such Exhibitions one in each year shall be awarded to the candidate most proficient in Classics, one to the candidate most proficient in Mathematics, and one to the candidate most proficient in Natural Science.

18. The income of Lady Holford's Exhibitions, namely, two tenable at University College at Oxford, and one at any College in the University of Cambridge, shall be consolidated so as to form one Exhibition of the value of £80, to be placed in all other respects under the same conditions as the other Exhibitions, tenable after quitting the School, and such Exhibition shall bear the name of Lady Holford's Exhibition. Any unapplied or surplus income of Lady Holford's Exhibition shall be accumulated, and the capital or income of such accumulations from time to time applied to enlarge the then existing Exhibition, or to establish one or more similar Exhibitions.

General Provisions relating to Scholarships and Exhibitions.

19. Every boy elected to any Junior Scholarship, and every School Exhibitioner, if not already at the School, shall be forthwith entered thereat, and shall receive no benefits from his Scholarship or Exhibition excepting for so long as he continues at the School.

20. Any or all of the Scholarships and Exhibitions vacant in any given year, whether tenable at, or after quitting the School, may be withheld at the discretion of the Governing Body, in default of deserving candidates.

21. The Head Master shall have power to grant leave of absence to any Scholar or School Exhibitioner for any period not exceeding a Term, but no Scholar or School Exhibitioner shall be absent for more than a Term without leave from the Governing Body.

22. The Governing Body shall in all such cases of absence exceeding one month, decide as to the portion, if any, of his Scholarship or Exhibition to which an absent Scholar or School Exhibitioner shall be entitled.

23. In the case of the grave misconduct of any Scholar or School Exhibitioner, the Head Master shall have power to expel such offender, or suspend his Scholarship or Exhibition, and shall at once report to the Governing Body any such case of expulsion or suspension and the reason thereof, and every such case shall be subject to an appeal to the Governing Body.

24. No Scholar or School Exhibitioner shall be required to reside in any one of the School Houses or Boarding Houses which may be licensed by the Governing Body. Any Scholar or School Exhibitioner who shall not reside in any such School House or licensed Boarding House, shall be entitled to one-half part only of his Scholarship or Exhibition during the time of his residence elsewhere, but he shall not be entitled to any part of his Scholarship or Exhibition, if his place of residence be not approved of by the Head Master.

25. If any Scholar or School Exhibitioner fail to satisfy the Examiner in the Annual General Examination, the Head Master shall report such failure to the Governing Body at their next meeting. The Governing Body may, upon such report, at their discretion, either admonish such Scholar or School Exhibitioner, or summarily deprive him of his Scholarship or Exhibition, and in the case

of a Scholarship, the vacancy caused by any such deprivation shall be filled up forthwith.

Bishop Benson's Fund.

26. The income derived from the funds representing the legacy of £50 given by Bishop Benson "for the service of the Scholars," shall from time to time be applied by the Head Master in the purchase of School Prizes, or in such other way for the service of the Scholars, as the Head Master shall think expedient.

Head Master.

27. The Head Master shall be a member of the Church of England, of the degree of M.A., or of some equal or superior degree, in some university in Great Britain or Ireland.

28. The Head Master shall be continually resident during the whole of each school term, unless he have special leave of absence from the Governing Body, for good cause certified to them in writing. A dwelling-house shall be assigned to him for residence, and be kept for him in tenantable repair, and free from rates and taxes, at the expense of the School Fund, and he shall be required to reside in such dwelling-house, and shall not, without the consent of the Governing Body, underlet the same or any part thereof. He shall not, without such consent, hold any ecclesiastical or other office to which emolument is attached.

29. The Head Master shall not, unless with the consent of the Governing Body, resign his office without giving at least three calendar months' notice of his intended resignation.

30. The Head Master shall receive the annual stipend of £400 out of the School Fund, together with such a proportion of the Tuition Fund as the Governing Body shall by regulations in that behalf determine.

Usher.

31. Whenever, and so soon as the Reverend Frederick Poynder shall cease to hold the office of Usher, the said office shall be abolished.

32. The Governing Body shall have power at any time, if they think fit, to arrange with the Reverend Frederick Poynder for the resignation of his office as Usher, and to give compensation in respect thereof out of the School Fund or out of the Tuition Fund, such compensation not to exceed £400 per annum.

School and Tuition Funds.

33. The Governing Body shall out of the School Fund make the following payments on account and in part payment of Scholarships, that is to say,—To the Master of a Boarding House, for every Senior Scholar in such house, £55 per annum, and for every Junior Scholar in such house, £35 per annum; and to the parents or guardians of every Scholar who is not a Boarder, provided the place of residence of such Scholar be approved of by the Head Master, the following sums, that is to say,—For every Senior Scholar the sum of £15 per annum, and for every Junior Scholar the sum of £5.

34. The Governing Body shall out of the School Fund and on account and in part payment of Exhibitions tenable during continuance at the School, make the following payments, that is to say,—To the Master of a Boarding House, for every £20 Exhibitioner in such house, the sum of £20 per annum, and to the parents or guardians of every £20 Exhibitioner who is not a Boarder, provided the place of residence of such Exhibitioner be approved of by the Head Master, the sum of £10 per annum.

35. The Governing Body shall out of the School Fund pay to the "Tuition Fund" for every Scholar the annual tuition fee of £25, or such other tuition fee as shall from time to time be made payable by regulations in that behalf, and such payment shall also be on account of such Scholarship, and such Tuition Fund shall be dealt with as shall be provided by Regulations in that behalf from time to time to be made.

36. The Governing Body shall have power to defray out of the School Fund any expenses of examinations.

37. The Governing Body may appoint any person to act during their pleasure as Secretary, determine his duties, and assign to him out of the School Fund such salary as they shall think fit. They may provide and pay such Assistant or Assistants for him as they may think necessary.

38. The Governing Body shall appoint an Auditor. He shall be paid such salary out of the School Fund as they shall think fit, and shall hold his office during their pleasure, and shall audit accounts and make a report in reference thereto at least once in each year.

39. The unapplied residue, if any, in each year of the School Fund shall be stated at the passing of the yearly accounts as unapplied surplus. Such surplus or such portion of it as the Governing Body may determine shall be invested to the credit of the School Fund upon such securities as from time to time may be sanctioned for the investment of cash or funds under the control of the Court of Chancery.

40. The Governing Body may apply such surplus to the Foundation of Scholarships or Exhibitions or Prizes, to the improvement of School Buildings, to provide pensions for Masters on retirement, to the maintenance of the Chapel Services, or to such other objects in connection with the School as they shall from time to time determine.

Common Seal.

41. The Governing Body shall from time to time make rules for the safe custody of the common seal.

42. The common seal shall not be affixed to any writing or document except by the order of the Governing Body, and in the presence of at least one member of the Governing Body.

43. A copy of every document or writing, sealed with the common seal, shall be entered in a register to be kept for that purpose.

Appointments to Ecclesiastical Benefices.

44. All persons who have done good service to the Hospital or to Charterhouse School, and also all persons who have been educated at the School, whether on the Foundation or not, shall be capable of being appointed to any Ecclesiastical Benefice, the patronage of which is vested in the Governors.

Repeal of Existing Statutes.

45. All Statutes and Regulations relating to Charterhouse School, and existing at the time of the passing of the "Public Schools Act, 1868," shall, from and after the approval of these Statutes by Her Majesty in Council, be repealed.

Privy Council Office, November 27, 1872.

NOTICE is hereby given, that a Petition has been presented to Her Majesty in Council from certain Inhabitant Householdors of the town of West Hartlepool, in the county Palatine
No. 23924. E

of Durham, praying that Her Majesty in Council, under the Act 5 and 6 William IV, cap. 76, and any Acts amending the same, will be pleased to grant to that town a Royal Charter, by which the powers and provisions of the Municipal Corporations Act, 5 and 6 William IV, cap. 76, may be extended to the inhabitants of the said town, within the limits to be set forth in such Charter; and notice is hereby further given, that Her Majesty has been pleased, by Her Order in Council of the 27th day of November, 1872, to order that the said Petition be taken into consideration by a Committee of the Lords of Her Majesty's Most Honourable Privy Council, on the 8th day of January, 1873.

*Colonial Office, Downing Street,
November 28, 1872.*

The Queen has been graciously pleased to appoint Henry Oswald, Esq., of the Colony of British Honduras, to be an Ordinary Member of the Third Class, or Companions of the Most Distinguished Order of Saint Michael and Saint George.

Whitehall, November 27, 1872.

The Queen has been pleased to direct Letters Patent to be passed under the Great Seal of the United Kingdom of Great Britain and Ireland, constituting and appointing the Right Honourable George Joachim Göschen; Admiral Sir Alexander Milne, G.C.B.; Rear-Admiral John Walter Tarleton, C.B.; Rear-Admiral Frederick Beauchamp Paget Seymour, C.B.; and Robert Adam Philips Haldane, Earl of Camperdown; to be Her Majesty's Commissioners for executing the office of Lord High Admiral of the said United Kingdom of Great Britain and Ireland, and the Dominions, Islands, and Territories thereunto belonging.

Whitehall, November 27, 1872.

The Queen has been pleased to issue a Commission under Her Majesty's Royal Sign Manual to the effect following:—

VICTORIA, R.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, to Our right trusty and well-beloved Councillor Roundell, Baron Selborne, Our Chancellor of Great Britain; Our right trusty and well-beloved Councillor Hugh McCalmont, Baron Cairns; Our right trusty and well-beloved Councillor William Page, Baron Hatherley; Our right trusty and well-beloved Councillor James Plaisted, Baron Penzance; Our right trusty and well-beloved Councillor Sir Alexander James Edmund Cockburn, Baronet, Chief Justice of Our Court of Queen's Bench; Our right trusty and well-beloved Councillor Sir William Bovill, Knight, Chief Justice of Our Court of Common Pleas; Our right trusty and well-beloved Councillor Sir Fitz-Roy Kelly, Knight, Chief Baron of Our Court of Exchequer; Our right trusty and well-beloved Councillor Sir William Erle, Knight; Our right trusty and well-beloved Councillor Sir Robert Joseph Phillimore, Knight, Doctor of Civil Law, Judge of Our High Court of Admiralty of England; Our right trusty and well-beloved Councillor George Ward Hunt; Our right trusty and well-beloved Councillor Hugh

Culling Eardley Childers, Chancellor of Our Duchy of Lancaster; Our right trusty and well-beloved Councillor Sir William Milbourne James, Knight, a Judge of Our Court of Appeal in Chancery; Our right trusty and well-beloved Councillor Sir Montague Edward Smith, Knight, a Member of the Judicial Committee of Our Privy Council; Our right trusty and well-beloved Councillor Sir Robert Porrett Collier, Knight, a Member of the Judicial Committee of Our Privy Council; Our right trusty and well-beloved Councillor Acton Smee Ayrton, First Commissioner of Works and Public Buildings; Our trusty and well-beloved Sir George Willshire Bramwell, Knight, one of the Barons of Our Court of Exchequer; Our trusty and well-beloved Sir Colin Blackburn, Knight, one of the Justices of Our Court of Queen's Bench; Our trusty and well-beloved Sir John Richard Quain, Knight, one of the Justices of Our Court of Queen's Bench; Our trusty and well-beloved Sir John Duke Coleridge, Knight, Our Attorney-General; Our trusty and well-beloved Sir George Jessel, Knight, Our Solicitor-General; Our trusty and well-beloved Sir John Burgess Karslake, Knight, one of Our Counsel Learned in the Law; Our trusty and well-beloved Charles Shapland Whitmore, Esquire, one of Our Counsel Learned in the Law; Our trusty and well-beloved Henry Cadogan Rothery, Esquire, Registrar of Our High Court of Admiralty of England; Our trusty and well-beloved George Moffatt, Esquire; Our trusty and well-beloved William Gandy Bateson, Esquire; Our trusty and well-beloved John Hollams, Esquire; and Our trusty and well-beloved Francis Dobson Lowndes, Esquire, greeting;

Whereas We did, by Warrants under Our Royal Sign Manual, bearing date respectively the eighteenth day of September and the twenty-second day of October, one thousand eight hundred and sixty-seven, and the twenty-fifth day of January, one thousand eight hundred and sixty-nine, authorize and appoint you the said Hugh MacCalmont, Baron Cairns, together with the several other persons named in the said Warrants, or any six or more of them, to be Our Commissioners to enquire into the operation and effect of the present constitution of Our High Court of Chancery of England of England, Our Superior Courts of Common Law at Westminster, Our Central Criminal Court, Our High Court of Admiralty of England, the Admiralty Court of Our Cinque Ports, Our Courts of Probate and Divorce for England, the Courts of Common Pleas of Our Counties Palatine of Lancaster and of Durham respectively, and the Courts of Error and of Appeal from all the said Courts, and also into various other matters relating to the Administration of Justice, in the first of such Warrants particularly set forth:

And whereas, on the twenty-fifth day of March, one thousand eight hundred and sixty-nine, Our said Commissioners submitted to Us their first report:

And whereas We deemed it expedient that the scope of the said Commission should be enlarged, and for that purpose We did, by Warrant under Our Royal Sign Manual, bearing date the ninth day of October, one thousand eight hundred and sixty-nine, authorize and appoint you, the said William Page, Baron Hatherley, together with the several other persons named in the said Warrant, or any six or more of them, to inquire into the various matters relating to the administration of Justice in the said Warrant set forth:

And whereas, on the third day of July, one thousand eight hundred and seventy-two, Our said Commissioners submitted to Us their second report:

And whereas We have deemed it expedient that the scope of the said Commission should be further enlarged, and that the said Commissioners should be authorized and appointed to enquire whether it would be for the public advantage to establish Tribunals of Commerce for the cognizance of disputes relating to commercial transactions, or to any and what classes of such transactions, and if so, in what manner, and with what jurisdiction such Tribunals ought to be constituted, and in what relations, if any, they ought to stand to the Courts of Ordinary Civil Jurisdiction, or any of them:

And whereas, with reference to the subjects on which the said Commissioners have not yet made any final report, and which include the several Courts of Criminal Jurisdiction throughout the country, and the arrangements as to the assizes, and with reference also to the said new subjects of enquiry to be hereby entrusted to Our said Commissioners, it is expedient that the Chief Justice of Our Court of Queen's Bench, the Chief Justice of Our Court of Common Pleas, the Chief Baron of Our Court of Exchequer, and Our Solicitor-General, should be added to Our said Commission.

Now know ye that We, reposing great trust and confidence in your zeal, discretion, and integrity, have authorized and appointed, and do by these presents authorize and appoint you, the said Roundell, Baron Selborne; Hugh MacCalmont, Baron Cairns; William Page, Baron Hatherley; James Plaisted, Baron Penzance; Sir Alexander James Edmund Cockburn; Sir William Bovill; Sir Fitz-Roy Kelly; Sir William Erle; Sir Robert Joseph Phillimore; George Ward Hunt; Hugh Culling Eardley Childers; Sir William Milbourne James; Sir Montague Edward Smith; Sir Robert Porrett Collier; Acton Smee Ayrton, Sir George Willshire Bramwell; Sir Colin Blackburn; Sir John Richard Quain; Sir John Duke Coleridge; Sir George Jessel; Sir John Burgess Karslake; Charles Shapland Whitmore; Henry Cadogan Rothery; George Moffatt; William Gandy Bateson; John Hollams; and Francis Dobson Lowndes, or any six or more of you, to make diligent and full inquiry into the operation and effect of the present constitution of Our High Court of Chancery of England, Our Superior Courts of Common Law at Westminster, Our Central Criminal Court, Our High Court of Admiralty of England, the Admiralty Court of the Cinque Ports, Our Courts of Probate and Divorce for England, the Courts of Our Counties Palatine of Lancaster and of Durham, Our County Courts, Our Courts of Quarter Sessions, and all other Our Inferior and Local Courts, both Civil and Criminal, in England and Wales, and the Courts of Error and of Appeal from all the said several Courts; and into the operation and effect of the present separation and division of Jurisdictions between the said several Courts; and also into the operation and effect of the present arrangements for holding the sittings in London and Middlesex, and the holding of sittings, assizes, and Sessions respectively in England and Wales, and of the present division of the Legal Year into Terms and Vacations; and generally into the operation and effect of the existing Laws and arrangements for distributing and transacting the Judicial Business of the said Courts respectively, as well in Court as in Chambers, with a view to ascertain whether any and what

changes and improvements, either by uniting and consolidating the said Courts, or any of them, or by extending or altering the several jurisdictions or assigning any matters or causes now within their respective cognizance to any other jurisdiction or by altering the number of Judges in the said Courts, or any of them, or empowering one or more Judges in any of the said Courts to transact any kind of business now transacted by a greater number, or by altering the mode in which the business of the said courts, or any of them, or of the sittings, assizes, and sessions, is now distributed or conducted, or otherwise may be advantageously made, so as to provide for the more speedy, economical, and satisfactory dispatch of the Judicial business now transacted by the same Courts, and at the sittings, assizes, and sessions respectively. And also to make inquiry whether it would be for the public advantage to establish Tribunals of Commerce for the cognizance of disputes relating to commercial transactions, or to any and what classes of such transactions, and if so, in what manner, and with what jurisdiction such Tribunals ought to be constituted, and in what relations, if any, they ought to stand to the Courts of Ordinary Civil Jurisdiction, or any of them; and also to make enquiry into the Laws relating to Juries, especially with reference to the qualification, summoning, nominating, and enforcing the attendance of Jurors, with a view to the better, more regular, and more efficient conduct of Trials by Jury, and the attendance of Jurors at such Trials.

And further We empower you, or any six or more of you, to make enquiries as to the duties of the several Officers, Clerks, and other persons of, or connected with, the said Courts, or any of them, their salaries, fees, and emoluments, with a view to ascertain whether any, and if any, what alterations may advantageously be made therein.

And for the better discovery of the truth in the premises, We do, by these presents, give and grant to you, or any six or more of you, full power and authority to call before you, or any six or more of you, such and so many of the Officers and Clerks of Our said Courts, and all such other persons as you shall judge necessary, by whom you may be informed of the truth in the premises, and to inquire of the premises by all other lawful ways and means whatsoever.

And We do hereby give and grant unto you, or any six or more of you, full power and authority to cause all or any of the Officers and Clerks of any of Our said Courts to bring and produce before you, or any six or more of you, all rolls, records, orders, books, papers, or other writings belonging to any of Our said Courts, or to any of the Officers within the same.

And Our further will and pleasure is, that you do, within nine calendar months after the date of this Our Commission, or as soon as the same can conveniently be done (using all diligence) certify unto Us in Our Court of Chancery, under the hands and seals of you, or any six or more of you, what you shall have done in the premises.

And We further will and command that this, Our Commission, shall continue in full force and virtue, and that you, Our said Commissioners, or any six or more of you, shall, and may from time to time proceed in the execution thereof, and of every matter and thing therein contained, although the same be not continued from time to time by adjournment.

And for your assistance in the due execution of this Our Commission, We have made choice of Our trusty and well-beloved Robert Alexander Fisher, Esquire, Barrister-at-Law, to be Secretary

to this Our Commission; and to attend you, whose services and assistance We require you to use from time to time as occasion shall require.

Given at Our Court at *St. James's*, the twenty-fifth day of *November*, one thousand eight hundred and seventy-two, in the thirty-sixth year of Our reign.

By Her Majesty's Command,
H. A. BRUCE.

Whitehall, November 28, 1872.

The Queen has been pleased to present the Reverend William Leslie Davidson to the church and parish of Bourtoie, in the presbytery of Garioch, and county of Aberdeen, vacant by the death of Doctor James Bissett.

Foreign Office, November 9, 1872.

The Queen has been graciously pleased to appoint Robert Wilkinson, Esq., now British Vice-Consul at Poti, to be Her Majesty's Vice-Consul at Port Said.

Foreign Office, November 29, 1872.

The Queen has been pleased to approve of Don Carlos E. Soto as Consul-General in England for the Oriental Republic of the Uruguay.

The Queen has also been pleased to approve of Don José Antonio de Lavalle as Consul in the Island of Hongkong, and of Don Ricardo Espejo y Chaparro as Vice-Consul at Glasgow for His Majesty the King of Spain.

The Queen has also been pleased to approve of Senor John Berger Spence as Consul at Manchester for the United States of Venezuela.

Foreign Office, November 29, 1872.

[The following to be substituted for the Notification which appeared in the Gazette of August 30, 1872.]

Foreign Office, August 29, 1872.

The Queen has been graciously pleased to appoint Robert R. Purvis, Esq., to be Her Majesty's Vice-Consul at Padang (Island of Sumatra).

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 "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 Frederick Dundas, Esq., late a Member serving in this present Parliament for the county of Orkney and Shetland, 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 28th day of November, 1872.

HENRY BRAND, Speaker.

Crown Office, November 27, 1872.

MEMBER returned to serve in the present PARLIAMENT.

City of Londonderry.

Charles Edward Lewis, of No. 28, Hamilton-terrace, St. John's Wood, Middlesex, Esq., in the place of the Right Honourable Richard Dowse, who has accepted the Office of one of the Barons of Her Majesty's Court of Exchequer in Ireland.

(M. 12430.)

Marine Department, Board of Trade,

Whitehall Gardens, November 26, 1872.

THE Board of Trade have received from the Secretary of State for Foreign Affairs the following translation of a Notice relating to yellow fever at Pernambuco:—

(Translation.)

Health Department for the Port of Pernambuco, October 8, 1872.

SIR,
Some cases of yellow fever having appeared during the last few days amongst the crews of vessels anchored in this port, I have ordered that the existence of the disease shall be declared in all the bills of health issued by this office.

(Signed) DR. PEDRO DE ALLACHY DE LOBO MOSCOZO,
Inspector.

Admiralty, 29th November, 1872.

The undermentioned promotions have this day taken place:—

Commanders:

Charles George Frederick Knowles,
James George Mead,
William Henry Maxwell,

to be Captains in Her Majesty's Fleet, with seniority of 29th November, 1872.

Lieutenants:

Basil Edward Cochrane,
James Dudley Ryder Hewitt,
George Weightman Hand,
Seymour Spencer-Smith,
Albert Hastings Markham,

to be Commanders in Her Majesty's Fleet, with seniority of 29th November, 1872.

[The following Appointment is substituted for that which appeared in the Gazette of the 22nd instant.]

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

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

COAL MINES REGULATION ACT, 1872.

35 and 36 Vic., c. 76.

IN pursuance of the above-mentioned Act, I, the Right Honourable Henry Austin Bruce, one of Her Majesty's Principal Secretaries of State, hereby direct that the following fees shall be paid in respect of Certificates of Managers of Mines:—

	£	s.
By an applicant for examination for a certificate of competency	2	0
By an applicant for a certificate of service for registration	0	5
For a copy of a certificate, whether of competency or of service	0	5

(Signed) H. A. Bruce.

Whitehall, November 27, 1872.

NOTICE TO MARINERS.

(No. 110.)—JAPAN—NIPON—SOUTH COAST.

Temporary Light at Matoya.

THE Japanese Government has given Notice, that from the 1st September, 1872, a temporary light would be exhibited from the lighthouse on Tomio Saki (Anori-Saki), southern head of the entrance to Matoya harbour.

The light is a *fixed* white light, elevated 102 feet above the level of the sea, and in clear weather should be seen from a distance of 10 miles.

The tower is 46 feet high, built of wood, octagonal shaped, and painted white; it is situated on the eastern extreme of the point. Position, lat. 34° 22' N., long. 136° 54' 45" E.

By command of their Lordships,

Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
9th November, 1872.

This notice affects the following Admiralty Charts:—Kamchatka to Chusan Islands, No. 2459; Nipon Island, &c., No. 2347; and Matoya harbour, No. 107; also Japan Lights List, No. 208.

NOTICE TO MARINERS.

(No. 111.)—GULF OF MEXICO—GALVESTON BAY.

Alteration in Bolivar Point Light.

THE United States' Government has given Notice, that from the 15th day of November, 1872, the following alteration will be made in Bolivar point light, north side of the entrance to Galveston Bay.

A new light will be exhibited from a tower recently erected about half a mile W.S.W. from the present lighthouse, and on the site of the lighthouse which was formerly destroyed.

The light is a *fixed* white light of the third order, elevated 117 feet above the level of the sea, and in clear weather should be seen from a distance of 17 miles.

The tower is built of iron, painted black and white in horizontal bands. Position, lat. 29° 22' N, long. 94° 45½' W.

(The bearing is magnetic. Variation 9° easterly in 1872.)

By command of their Lordships,

Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
16th November, 1872.

This Notice affects the following Admiralty Charts:—West Indies, No. 392d; Texas Coast, No. 1639; and Galveston Bay, No. 2831.

COAL MINES REGULATION ACT, 1872.

35 & 36 Vict. c. 76.

Certificates of Service.

The fee to be paid by an applicant for a Certificate of Service is five shillings.

Any person desirous to obtain a Certificate of Service as Manager of a mine should forthwith make to the Secretary of State an application, accompanied by a Statement in manner hereunder set forth, and enclosing a Post Office Order for the fee of five shillings in favour of F. S. Leslie, Esq., Chief Clerk, Home Office, made payable at Charing Cross Post Office.

Those who have already presented an application should renew it in the prescribed form :—

FORM OF APPLICATION FOR A CERTIFICATE OF SERVICE.

SIR,

I BEG to apply for a Certificate of Service as manager of a mine, and enclose a Post Office Order for the sum of, five shillings, and a Statement containing information upon the required particulars.

I am, Sir,

Your obedient Servant,

To

The Right Hon. the Secretary of State
for the Home Department.

STATEMENT to be written on paper of Foolscap Size, and to accompany the Application for Certificate of Service.

- | | |
|---|----|
| 1. Name and address of applicant for Certificate of Service. | 1. |
| 2. Full postal address of applicant. | 2. |
| 3. The name of the mine in which (if any) the applicant is acting. | 3. |
| 4. The name of the district of the Inspector in which (if in any) the applicant is acting. | 4. |
| 5. Place of birth of applicant. | 5. |
| 6. Time of birth of applicant. | 6. |
| 7. Length and nature of previous service of applicant. | 7. |
| 8. Name and address of any person to whom reference may, if necessary, be made for verification of these particulars. | 8. |

day of

(Signed)

Certificates of Competency.

The fee of an applicant for examination for a Certificate of Competency as Manager of a mine is £2.

Any person desirous of being examined must make an application not earlier than the 25th December, , to the Secretary of State in the form hereunder set forth, enclosing therein a Post Office Order for the fee of £2 in favour of F. S. Leslie, Esq., Chief Clerk, Home Office, made payable at the Charing Cross Post Office. The applicant will then receive from the Home Office an authority to present himself for examination before the examiners appointed for the district.

FORM OF APPLICATION FOR EXAMINATION FOR CERTIFICATE OF COMPETENCY.

Date _____

(Full postal address) _____

SIR,

I beg to inform you that I am desirous of presenting myself to be examined by the examiners for the district of _____ for a Certificate of Competency as manager of a mine, and I enclose a Post Office Order for the sum of £2.

I am,

Sir,

Your obedient Servant,

To the Right Hon.
the Secretary of State for the Home Department.

Notice relating to District Boards for appointing Examiners for Managers' Certificates of Competency.

Whereas in pursuance of the Coal Mines Regulation Act, 1872, the Secretary of State for the Home Department has determined that a board for appointing examiners for managers' certificates of competency shall be constituted for each district in charge of an inspector of mines, and accordingly is about to appoint as members of the board of each district—

- (a) Three persons being owners of mines to which the above-mentioned Act applies in the district;
- (b) Three persons employed in or about a mine to which the said Act applies in the district, not being owners, agents, or managers of a mine; and
- (c) Three persons practising as mining engineers, agents, or managers, or coal viewers in the district.

Notice is hereby given that any person desirous to recommend to the Secretary of State a person or persons qualified to serve on the board of any district should, before the 16th December, communicate to the inspector of the district* the following particulars:—

1. The name, occupation, and address of the person recommending, and a description of the persons, if any, on whose behalf the recommendation is made;
2. The name, occupation, and address of the person recommended;
3. In which of the three capacities above mentioned the person recommended is qualified to serve on the board.

Home Office,

Whitehall, 29th day of November, 1872.

** Districts, Names, and Addresses of H.M. Inspectors of Mines.*

DISTRICT.	NAME.	ADDRESS.
Scotland, Western Division.	W. ALEXANDER, Esq.	Glasgow.
South Staffordshire and Worcester- shire.	JAS. P. BAKER, Esq.	Wolverhampton.
Monmouth, Gloucester, Somerset, and Devon.	LIONEL BROUGH, Esq.	Clifton.
North and East Lancashire	JOSEPH DICKINSON, Esq.	Pendleton, Manchester.
Derby, Nottingham, Warwick, and Leicester.	THOMAS EVANS, Esq.	Belper.
West Lancashire, the Wigan and St. Helen's Districts, and North Wales.	PETER HIGSON, Esq.	Swinton, Manchester.
Scotland, Eastern Division	RALPH MOORE, Esq.	Glasgow.
Northumberland, Cumberland, and Durham north of the Wear.	GEO. WM. SOUTHERN, Esq.	Newcastle-on-Tyne.
South Wales	THOMAS E. WALES, Esq.	Swansea.
West Riding of Yorkshire	FRANK N. WARDELL, Esq.	Wath near Rotherham.
South Durham	JAMES WILLIS, Esq.	Old St., Durham.
North Staffordshire, Shropshire, and Cheshire.	THOMAS WYNNE, Esq.	Stone.

NOTICE TO MARINERS.

(No 112).—UNITED STATES—MASSACHUSETTS—CAPE COD.

Flashing Light, Provincetown Harbour.

THE United States' Government has given Notice, that from the 20th day of November, 1872, a light would be exhibited from a light-house recently erected at Wood End, near the entrance to Provincetown Harbour, Cape Cod.

The light is a *flashing red* light, the flash being shown *every fifteen seconds*, elevated 45 feet above the sea, and in clear weather should be seen from a distance of 11 miles.

The illuminating apparatus is dioptric or by lenses, of the fifth order.

The tower, 41 feet high, is built of brick and painted dark brown. Approximate position, lat. 42° 1' N., long. 70° 11' W.

By command of their Lordships,
Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
25th November, 1872.

This Notice affects the following Admiralty Charts:—Halifax to Delaware, No. 2670; Bay of Fundy to Block Island, No. 2492; Fletcher's Neck to Cape Cod, No. 2482; and Cape Cod or Provincetown Harbour, No. 2879.

NOTICE TO MARINERS.

(No. 113.)—IRELAND, NORTH-EAST COAST—LOUGH LARNE.

Alteration in Larne Light.

THE Commissioners of Irish lights have given Notice, that from the 17th day of December, 1872, the following alteration will be made in Larne light, Lough Larne:—

A sector of *red* light will be exhibited between the bearings W.S.W. and S.W. by W., to mark the reef extending from Barr point. The centre of the sector of red light appears also over Hunter rock. In clear weather the red sector of light should be seen from a distance of 9 miles.

(All bearings are magnetic. Variation 24° Westerly in 1872.)

By command of their Lordships,
Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
25th November, 1872.

This Notice affects the following Admiralty Charts:—Irish channel, No. 1825a; Larne to Bloody Foreland, No. 46; and Lough Larne, No. 1237; also Irish Lights List, No. 470; and Sailing Directions for the Coast of Ireland, Part I, page 151.

NOTICE OF INTENDED DISTRIBUTION OF NAVAL PRIZE MONEY.

Department of the Accountant-General of the Navy and Comptroller of Navy Pay, Admiralty, November 25, 1872.

NOTICE is hereby given to the Officers, Seamen, and Marines, and to all persons interested therein, that the distribution of the amount awarded to the Officers and crew of Her Majesty's Ship "Valorous," for the capture of the schooner "S. G. Marshall," on the 31st July, 1870, will commence on Friday, the 6th proximo, in the Prize Branch of the Department of the "Accountant-General of the Navy, Admiralty, Somerset House."

Personal applications by persons entitled to share, and by agents and other persons holding

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

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

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

	£.	s.	d.
Flag	5	17	1
Captain	16	19	6
Second class	3	5	11
Third class	2	16	5
Fourth class	1	17	7
Fifth class	1	2	8
Sixth class	0	18	10
Seventh class	0	13	2
Eighth class	0	7	6
Ninth class	0	3	9
Tenth class	0	1	10

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant and convey to the Incumbent of the vicarage of New Saint George, Stalybridge, in the county of Lancaster, and in the diocese of Manchester, and to his successors, Incumbents of the same vicarage, all that piece or parcel of land and hereditaments with the appurtenances thereunto belonging, particularly described in the schedule hereunto annexed, and now vested in us, to have, and to hold the said piece or parcel of and and hereditaments with the appurtenances, to the use of the said Incumbent and his successors for ever.

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

(L.S)

Schedule.

All that piece or parcel of land, situate within the parish of Ashton-under-Lyne, in the county of Lancaster, containing on the north and south sides thereof respectively fifty-seven yards and twenty inches, on the east side thereof eighty-three yards and thirty inches, and on the west side thereof eighty four yards and twelve inches, and containing in the whole four thousand eight hundred and forty square yards of superficial measure or thereabouts, be the same more or less, bounded on the north side thereof by and extending seven yards into a street called Warrington-street, on the southerly side thereof by and extending four yards into a street called Kinder-street, on the east side thereof, partly by land now or formerly belonging to the Earl of Stamford and Warrington, and partly by

the westerly end of a street called Union-street, and on the westerly side thereof by and extending seven yards into a street called Duke-street, which said piece or parcel of land is delineated and coloured red upon the plan hereunto annexed.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby grant and appropriate out of our common fund to the vicarage of Saint Leonard, Balderstone, in the county of Lancaster, and in the diocese of Manchester, one capital sum of one thousand and five hundred pounds sterling, to be applicable towards defraying the cost of providing a new parsonage or house of residence for the said vicarage, according to plans and a specification to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Saint Leonard, Balderstone.

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby grant to the Incumbent of the vicarage of All Saints, Nova Scotia, Blackburn, the county of Lancaster, and in the diocese of Manchester, and to his successors, Incumbents of the same vicarage, one yearly sum or stipend of two hundred and fifteen pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the eighteenth day of October, in the year one thousand eight hundred and seventy-two, and to be receivable in equal half-yearly portions on the first day of May and on the first day of November in each and every year: And we do also hereby grant and appropriate, out of our said common fund, to the said vicarage one capital sum of one thousand and five hundred pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage, according to plans and a specification approved or to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend of two hundred and fifteen pounds, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of two benefactions, consisting respectively of a dwelling-house and premises and of a portion of certain corn rents in lieu of tithes, amounting to forty-nine pounds sixteen shillings and five pence per annum, both of which benefactions have been permanently secured to the vicarage of Saint John, Wembley, in the county of Middlesex, and in the diocese of London, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, grant to the Incumbent of the said vicarage of Saint John, Wembley, and to his successors, to meet such benefactions, one yearly sum or stipend of fifty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the day of the publication of these presents in the London Gazette, and to be receivable in equal half-yearly portions on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

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

(L.S.)

NOTICE is hereby given, that a separate building, named Congregational Chapel, situated at Ravensthorp, in the parish of Mirfield, in the county of York, in the district of Dewsbury, being a building certified according to law as a place of religious worship, was, on the 16th day of November, 1872, registered for the solemnization of marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 22nd of November, 1872.

W. Carr, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the New English Baptist Chapel, situate at Orchard-place, London-road, in the parish of Neath, in the county of Glamorgan, in the district of Neath, being a building certified according to law as a place of religious worship, was, on the 22nd 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 Tabernacle Chapel, situate in Water-street, in the parish of Neath, in the county of Glamorgan aforesaid, now disused.

Witness my hand this 24th of November, 1872.

James Kemphorne, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Gwawr, situated at Aberaman, in the parish of Aberdare, in the county of Glamorgan, in the district of Merthyr Tydfil, being a building certified according to law as a place of religious worship, was, on the 22nd 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 25th of November, 1872.

Frank James, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Westmorland Road United Presbyterian Church, situated at Westmorland-road, in the township of Elswick, in the county of Newcastle-upon-Tyne, in the district of Newcastle-upon-Tyne, being a building certified according to law as a place of religious worship, was, on the 26th 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 Clavering Place Chapel, in the parish of Saint John, Newcastle-upon-Tyne, now disused.

Witness my hand this 27th of November, 1872.
George Forster, Superintendent Registrar.

NOTICE is hereby given, that an agreement authorized by 18 and 19 Vict., c. 63, s. 13, for the dissolution of a Friendly Society, called the United Beckley Friendly Society, held at the Abingdon Arms Inn, Beckley, in the county of Oxford, was transmitted to the Registrar of Friendly Societies in England on the 22nd day of November, 1872.

A. K. Stephenson, Registrar of Friendly Societies in England.
London, 28th day of November, 1872.

Ilfracombe Gas Company and Ilfracombe Gas and Coal Company.

PURSUANT to "The Ilfracombe Gas Act, 1872," notice is hereby given, that, as on the 1st day of October, 1872, the Ilfracombe Gas and Coal Company sold and transferred to the Ilfracombe Gas Company, and the Ilfracombe Gas Company purchased of the Ilfracombe Gas and Coal Company the entire undertaking of the Ilfracombe Gas and Coal Company, and all their pro-

perty, real and personal, and whether in possession or in action (except only cash in the hands of the Ilfracombe Gas and Coal Company, and debts due to them on the said 1st day of October, 1872), upon the terms of the agreement set forth in the schedule to the said Act, and of the said Act, and that for the purpose of completion of such sale and purchase, the Ilfracombe Gas Company, as on the said 1st day of October, 1872, issued to the Board of Directors of the Ilfracombe Gas and Coal Company, or as they directed, the 424 shares of Class A, and 85 shares of Class C respectively mentioned in the said Act as fully paid up shares, as the consideration for such sale and purchase, and the Ilfracombe Gas and Coal Company did by deed duly executed by their Directors and Trustees, dated the 1st day of October, 1872, and duly stamped for denoting the payment of the proper stamp duty, payable by law in respect of such purchase and conveyance thereunder, convey to the Ilfracombe Gas Company free of all debts, except a certain mortgage debt of one thousand six hundred pounds therein mentioned, the entire undertaking of the Ilfracombe Gas and Coal Company, and all their property, real and personal, and whether in possession or in action (except as aforesaid). And by the same deed the Ilfracombe Gas Company assumed all the liabilities of the Ilfracombe Gas and Coal Company (except only debts other than the said mortgage debt of one thousand six hundred pounds due from the Ilfracombe Gas and Coal Company up to the said 1st day of October, 1872), and indemnified the said Ilfracombe Gas and Coal Company, and all the shareholders thereof, against the same.—Dated this 25th day of November, 1872.

W. R. Gould, one of the Directors of the Ilfracombe Gas Company.

Tho. D. Wivell, one of the Directors of the Ilfracombe Gas and Coal Company.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 27th day of November, 1872.

ISSUE DEPARTMENT.

£				£			
Notes Issued	...	...	36,999,515	Government Debt	...	...	11,015,100
				Other Securities	...	...	3,984,900
				Gold Coin and Bullion	...	...	21,999,515
				Silver Bullion	...	...	—
			<u>£36,999,515</u>				<u>£36,999,515</u>

Dated the 28th day of November, 1872.

Frank May, Deputy Chief Cashier.

BANKING DEPARTMENT.

£				£			
Proprietors' Capital	...	...	14,553,000	Government Securities	...	...	13,259,873
Rest	...	...	3,168,141	Other Securities	...	...	19,496,236
Public Deposits (including Ex-				Notes	...	...	12,384,570
chequer, Savings Banks, Com-				Gold and Silver Coin	...	...	678,928
missioners of National Debt, and							
Dividend Accounts)	...	...	8,690,235				
Other Deposits	...	...	19,031,821				
Seven day and other Bills	...	...	376,407				
			<u>£45,819,607</u>				<u>£45,819,607</u>

Dated the 28th day of November, 1872.

Frank May, Deputy Chief Cashier.

SUPPLEMENT TO

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

The undermentioned Parties having omitted to transmit their Accounts in proper time to be inserted in the Gazette of Tuesday, the 26th day of November, 1872.

Name, Title, and Principal Place of Issue.			Average Amount.
			£
Llandovery Bank, Lampeter Bank, and Llandilo Bank	Llandovery ...	D. Jones and Co. ...	31,126

W. H. COUSINS, Registrar of Bank Returns.

Inland Revenue, Somerset House, November 23, 1872.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 27th November, 1872.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces	Ounces.	Ounces.	Ounces	Ounces.
Germany... ..	13,487	...	13,487	4,000	...	4,000
Belgium	5,540	...	5,540	65,020	2,800	67,820
France	36,373	...	36,373	164,400	...	164,400
Australia ... ..	...	6,052	6,052	...	18,370	18,370
United States	110,000	2,500	112,500	2,640	74,888	77,528
Other Countries	1,186	214	1,400	17,684	3,100	20,784

Aggregate of the Importations } registered in the Week ... }	166,586	8,766	175,352	253,744	99,158	352,902
Declared Value of the said } Importations }	£ 662,792	£ 35,030	£ 697,822	£ 63,561	£ 24,789	£ 88,350

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Germany... ..	...	102,000	...	102,000	...	...	...	...
Holland ... ..	...	...	...	...	...	...	56,600	56,600
Belgium ... ..	...	...	...	...	...	...	160,400	160,400
France ... ..	...	...	...	...	...	...	16,000	16,000
Spain ... ..	...	...	...	...	...	...	87,200	87,200
Egypt	332	...	...	332	...	...	287,020	287,020
West Coast of Africa	38	13	...	51	...	172	...	172
Cape of Good Hope	9,250	...	...	9,250	...	...	...	...
Other Countries	800	...	...	800	1,100	...	...	1,100
Aggregate of the Exportations } registered in the Week ... }	10,420	102,013	...	112,433	1,100	172	607,220	608,492
Declared Value of the said } Exportations }	£ 41,666	£ 408,050	£ ...	£ 449,716	£ 275	£ 50	£ 151,805	£ 152,130

Statistical Department, Custom House, London,
November 28, 1872.

S. SELDON,
Principal.

1871.—ACCOUNT, shewing the whole Amount of the DEBTS and ASSETS of the COLONIAL BANK, at the Close of the year 1871; and shewing also the Amount of its NOTES payable on Demand, which had been in Circulation during every Month of that Year; together with the Amount of SPECIE, distinguishing each kind, and other ASSETS immediately available in every such Month for the Discharge of such Notes.

(Published pursuant to Royal Charter of Incorporation.)

DEBTS.			ASSETS.		
	\$			\$	
1. Circulation	1,865,998	80	1. Specie	896,181	54
2. Other Liabilities	13,485,072	68	2. Other Assets	17,890,254	08
Total Debts	15,351,071	48	Total Assets	18,786,385	62

1871.	Circulation		Gold Coins.		Silver Coins.		Other Assets.	
	\$		\$		\$		\$	
January	1,566,107	—	218,283	—	828,947	10	7,294,382	41
February	1,669,486	40	312,863	78	681,584	03	7,388,620	74
March	1,757,577	40	367,702	44	683,676	62	7,343,018	82
April	1,873,490	—	342,566	50	500,611	59	7,451,594	58
May	1,924,114	20	349,687	16	738,944	82	7,214,541	65
June	1,956,700	60	429,537	64	544,472	92	6,976,110	43
July	1,955,578	20	387,038	10	727,867	20	6,900,836	19
August	1,832,204	60	367,260	82	821,820	75	6,727,186	87
September	1,785,892	60	342,773	36	712,089	68	6,755,640	02
October	1,781,481	—	357,447	42	712,323	97	6,696,695	67
November	1,765,203	60	330,899	58	764,805	66	6,755,940	65
December	1,865,998	80	304,306	62	560,214	86	6,718,606	64

By order of the Court of Directors,

C. A. Calvert, Secretary.

London, 28th November, 1872.

RETURN of the Aggregate Average Amount of the LIABILITIES and ASSETS of the BANK of AUSTRALASIA, as well in England as in the Australasian Colonies, from the 17th day of October, 1871, to the 15th day of April, 1872.

(Published pursuant to the Royal Charter of Incorporation).

	£	s.	d.		£	s.	d.
Bills in Circulation not bearing Interest	561,778	10	8	Coin and Bullion	900,433	15	1
Notes in Circulation not bearing Interest	312,993	2	7	Landed property of the Corporation	197,308	10	4
Bills and Notes in Circulation bearing Interest	—			Bills of other Banks	31,000	9	11
Balances due to other Banks	—			Balances due from other Banks	—		
Cash deposited not bearing Interest	1,250,288	14	0	Debts due to the Corporation, including Notes, Bills, and Government Securities	4,424,823	17	5
Cash deposited bearing Interest	1,851,160	3	6				
Total Liabilities of the Corporation	£3,976,215	10	9	Total Assets of the Corporation	£5,553,566	12	9

Wm. Milliken, Secretary.

London, November 25, 1872.

Wm. McArthur, Chairman.

The London Street Tramways Company.

(Bye-Laws of the London Street Tramways Company.)

WHEREAS by Section 81 of the London Street Tramways Act, 1870, it is enacted that, subject to the provisions of that Act, the London Street Tramways Company may from time to time make regulations for preventing the commission of any nuisance in or upon any carriage, or in or against any premises belonging to them; for regulating the travelling in or upon any car-

riage belonging to them; and by the said 81st section it is further enacted that, for better enforcing the observance of all or any of such regulations, it shall be lawful for the said Company to make bye-laws for all or any of the purposes aforesaid, and from time to time repeal or alter such bye-laws and make new bye-laws, provided that such bye-laws be not repugnant to the laws of that part of the United Kingdom where the same are to have effect.

And by the said 81st section of the said Act it is enacted that any such bye-law may impose

reasonable penalties for offences against the same, not exceeding 40s. for each offence, with or without further penalties, for continuing offences not exceeding for every continuing offence 10s. for every day during which the offence continues, but all bye-laws shall be so framed as to allow in every case part only of the maximum penalty being ordered to be paid.

Now in exercise of the said powers so given by the said Act, subject to the approval of the Board of Trade, the London Street Tramways Company make and ordain the the following bye-laws.

1. The regulations hereinafter set forth shall extend and apply to each and all of the carriages and premises belonging to the Company, and with respect to which the Company have statutory powers to make regulations and bye-laws.

2. No person (other than a servant of the Company), shall enter or depart from any carriage of the Company by the front or driver's platform, at any time, except while such carriage shall be standing still at a terminus of the tramways. And every person (other than a servant of the Company), entering or departing from any carriage at any time, except while such carriage shall be standing still at a terminus of the tramways, shall do so by the conductor's or aft platform, and not otherwise. And any person offending against this bye-law is hereby subjected to a penalty not exceeding 40s.

3. Every person smoking in the interior of any carriage of the Company, is hereby subjected to a penalty not exceeding forty shillings; and any person offending against this bye-law is liable, in addition to incurring the above penalty, to be summarily removed from the carriage.

4. Any person found in or upon a carriage of the Company in a state of intoxication, and any person swearing or using obscene or offensive language, or committing any nuisance in or upon or against any carriage, or wilfully interfering with the comfort of any passenger, is hereby subjected to a penalty not exceeding forty shillings, and may be summarily removed from the carriage.

5. Any person who wilfully cuts, tears, or soils the cushions or the linings, or removes or defaces any number plate, printed notice, or writing on the panels, or breaks or scratches any window of or otherwise wilfully damages any carriage of the Company, is hereby subjected to a penalty not exceeding forty shillings, in addition to the amount of any damage for which such person may be liable.

6. Any person desirous of traveling by any carriage of the Company, and any passenger whose dress or clothing is, or in the opinion of the conductor of the carriage, may be likely to soil or injure the linings or cushions of the carriage, or the dress or clothing of any passenger, or shall be offensive to passengers, shall not be at liberty to enter, travel, or remain in the interior of the carriage, and any such person or passenger who shall enter, travel, or remain in any carriage after having been requested by the conductor not to enter or travel in, or to get out of the interior of such carriage, shall not comply with such request, is hereby subjected to a penalty not exceeding twenty shillings, and may be prevented from entering, or removed from, the interior of the carriage.

7. Every passenger shall, upon demand of the conductor or other duly authorised officer of the Company, pay to such officer the fare legally demandable by him for the journey between the point at which such passenger entered or got upon any carriage of the Company and the point

of destination of such passenger; and in default of such payment is hereby subjected to a penalty not exceeding forty shillings, and may be summarily removed from the carriage.

8. Every passenger shall show his ticket to the conductor or any duly authorised servant of the Company whenever required to do so for any purpose. Any passenger failing or refusing to show or deliver up his ticket as aforesaid, shall be required to pay the fare from the place where the carriage by which such passenger is conveyed started on that journey to the point of destination of such passenger, and, in default of payment thereof, is hereby subjected to a penalty not exceeding forty shillings, and may be summarily removed from the carriage.

9. Any passenger who shall not be an artisan, mechanic, or daily labourer, within the true intent and meaning of the Acts of Parliament relating to the Company, and who shall unlawfully claim or pretend to be an artisan, mechanic, or daily labourer as aforesaid, or use or attempt to use a ticket, intended for such artisans, mechanics, and daily labourers is hereby subjected to a penalty not exceeding forty shillings, and shall in addition be liable to pay the full passenger fare demandable of such passenger.

10. Any person desirous of taking, putting, or carrying in any carriage any personal or other luggage (including the tools of artisans, mechanics, and daily labourers), shall, if so requested by the conductor or other duly authorised officer of the Company, place such luggage on the driver's platform, and shall not take, put, or convey the same in the interior or on the roof of the carriage, and any person offending against this bye-law is hereby subjected to a penalty not exceeding forty shillings, and may be summarily removed from the carriage.

11. No passenger or other person not being a servant of the Company shall be permitted to travel on the steps or platforms of any carriage or stand either on the roof or in the interior, or sit on the outside rail on the roof of any carriage, and any person persisting in so doing after having been warned to desist by the conductor or other duly authorised servant of the Company, is hereby subjected to a penalty not exceeding forty shillings, and may be summarily removed from the carriage.

12. Any person entering, or getting upon, or remaining in or on any carriage after having been warned by the conductor or other duly authorised servant of the Company that he or she is in excess of the number of passengers which the carriage is constructed to carry, and requested not to do so, is hereby subjected to a penalty not exceeding forty shillings, and if in or on the carriage may be summarily removed therefrom.

13. Any person entering, or getting upon, or leaving, or attempting to enter, get upon, or leave any of the carriages of the Company while they are in motion, is hereby subjected to a penalty not exceeding forty shillings.

14. Any person other than a passenger holding or hanging on by or to any part of any carriage of the Company is hereby subjected to a penalty not exceeding forty shillings.

15. No dog or other animal shall be suffered to accompany any passenger in or on any carriage of the Company, if in the opinion of the conductor of the carriage the conveyance of such dog or other animal is or will be offensive or an annoyance to other passengers; and any person taking a dog or other animal into any carriage of the Company after having been requested not to do so by the conductor, or other duly authorised servant of the Company, and any person who

shall have taken any dog or other animal into any carriage, and shall not put the same out of the carriage upon being requested to do so by such conductor or servant as aforesaid, is hereby subjected to a penalty not exceeding forty shillings, and may be summarily removed from any such carriage.

16. Any person travelling in or on any carriage of the Company with loaded fire-arms shall be liable to a penalty not exceeding forty shillings.

17. Any person wilfully obstructing or impeding any officer or servant of the Company in the execution of his duty upon or in connection with the tramways, and any person aiding or assisting therein, is hereby subjected to a penalty not exceeding forty shillings.

18. These bye-laws will come into force on the 1st day of January, 1873.

Sealed with the Corporate Seal of the London Street Tramways Company this 22nd day of November, 1872. (L.S.)

The Corporate Seal of the London Street Tramways Company was affixed in the presence of

J. BARBER GLENN, Secretary.

Ashurst, Morris, and Co., 22, Abingdon-street, Westminster, Solicitors to the Company.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
3496. Inventions.

NOTICE is hereby given, that the petition of James Cook Morton, of the city of Boston, and State of Massachusetts, in the United States of America, praying for letters patent for the invention of "improvements in means or apparatus for coupling or connecting together passenger or other carriages or trucks on railways," was deposited and recorded in the Office of the Commissioners on the 22nd day of November, 1872, and a complete specification accompanying such petition was at the same time filed in the said office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
3502. Inventions.

NOTICE is hereby given, that the petition of Thomas Augustus Howland, Gentleman, and Charles Gerald McKnight, Doctor of Medicine, both of Providence, Rhode Island, United States of America, now of No. 8, Southampton-buildings, London, praying for letters patent for the invention of "improvements in the manufacture of gas, and in apparatus therefor," was deposited and recorded in the Office of the Commissioners, on the 22nd day of November, 1872, and a complete specification accompanying such petition was at the same time filed in the said Office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
3509. Inventions.

NOTICE is hereby given, that the petition of Alexander Baumann, of Heilbronn, in the Kingdom of Wurtemberg, in the Empire of Germany, praying for letters patent for the invention of "improvements in the construction of steam engines," was deposited and recorded in the Office of the Commissioners on the 23rd day of November, 1872, and a complete specification accompanying such petition was at the same time filed in the said Office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
3510. Inventions.

NOTICE is hereby given, that the petition of George Haseltine, of the "International Patent Office," Southampton-buildings, London, Doctor of Laws, praying for letters patent for the invention of "an improved lever and screw press,"—a communication to him from abroad by George Bryant Boomer, of Syracuse, New York, United States of America,—was deposited and recorded in the Office of the Commissioners on the 23rd day of November, 1872, and a complete specification accompanying such petition was at the same time filed in the said office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
Inventions.

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

2635. To William Edward Newton, of the office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, for the invention of "improved apparatus for automatically regulating and governing the speed of engines and machinery, and to be placed between the machine to be actuated and the engine driver."—A communication to him from abroad by Marie Joseph Denis Farcot, Jean Joseph Leon Farcot, Michel Basile Abel Farcot, and Joseph Etienne Eloi Chateau, all of St. Ouen, in the Republic of France.

On his petition recorded in the Office of the Commissioners, on the 4th day of September, 1872.

2672. To Edward Withy and William Gibson, both of West Hartlepool, in the county of Durham, for the invention of "improvements in puddling furnaces and in preparing iron for being operated upon therein and charging such improvements in preparing for and charging being applicable in connection with cupolas vibratory and refinery furnaces."

On their petition recorded in the Office of the Commissioners, on the 9th day of September, 1872.

2780. To Josiah Mason, of Birmingham, in the county of Warwick, Manufacturer, for the invention of "improvements in metallic pens and penholders."

On his petition recorded in the office of the Commissioners, on the 19th day of September, 1872.

2842. To Josiah Mason, of Birmingham, in the county of Warwick, Manufacturer, for the invention of "improvements in the manufacture of metallic pens, and in presses or machines for the manufacture of metallic pens and penholders, parts of which improvements may also be applied to the manufacture of the metallic parts of penholders and to wood screws."

On his petition, recorded in the Office of the Commissioners on the 26th day of September, 1872.

3018. To George Smith, of Preston, in the county of Lancaster, Cotton Spinner, and John Lewty, of the same place, Manager, for the invention of "an improved self-acting nose peg used in mules for spinning."

On their petition, recorded in the Office of the Commissioners on the 14th day of October, 1872.

3112. To Edward Samuel Eyraud and John Bosley Warren, of Bristol, in the city of Bristol, for the invention of "an improved method of

constructing and working railways in which compressed air is to be the motive power employed."

3121. And to James George Langham the younger and Charles Maynard Owen, both of Uckfield, in the county of Sussex, Gentlemen, for the invention of "improvements in railways and railway rolling stock."

On both their petitions, recorded in the Office of the Commissioners on the 22nd day of October, 1872.

3165. To John Partington, Boiler Maker, and David Riley, Manufacturer, both of Thornton-road, Bradford, in the county of York, for the invention of "a new or improved steam generator or boiler."

On their petition, recorded in the Office of the Commissioners on the 25th day of October, 1872.

3248. To Benjamin Walter Davis, of Kennington-lane, Kennington, in the county of Surrey, Engineer, and Joseph Pardoe, of Whitefriars, in the city of London, Machine Printer, for the invention of "improvements in the construction of cylinder printing machines."

3254. And to John Weems, of Johnstone, in the county of Renfrew, North Britain, Engineer, for the invention of "improvements in gas meters, part of which is also applicable to gas generators."

On both their petitions, recorded in the office of the Commissioners, on the 2nd day of November, 1872.

3290. To Ernest Grether, of Manchester, in the county of Lancaster, Merchant, for the invention of "improvements in machinery, or apparatus for sizing and dressing yarn."

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

3313. To John Smith, of Castle-fields, Shrewsbury, in the county of Salop, Civil Engineer and Architect, for the invention of "improvements in fire-grates and chimneys."

On his petition, recorded in the Office of the Commissioners on the 8th day of November, 1872.

3382. To Edward Alfred Cowper, of No. 6, Great George-street, Westminster, in the county of Middlesex, Engineer, for the invention of "improvements in separating the fibres of materials producing paper pulp, and apparatus therefor."

On his petition, recorded in the Office of the Commissioners on the 13th day of November, 1872.

3402. To Daniel Kemp West and Walter West, both of Crown-place, Kentish-town-road, in the county of Middlesex, Civil Engineers, for the invention of "improvements in apparatus for pressing cotton and other materials, and for securing bales, part of which invention is applicable to other machinery."

3404. To John Clayton Mewburn, of 169, Fleet-street, in the city of London, Patent Agent and Consulting Engineer, for the invention of "improvements in apparatus for purifying boiler feed water."—A communication to him from abroad by Monsieur Farinaux, of Lille, France.

3406. To Edward Thomas Hughes, of the firm of Hughes and Son, Patent Agents, 123, Chancery-lane, London, for the invention of "improved arrangements and apparatus for weighing the contents or loads of wagons or other vehicles having springs."—A communication to him from abroad by Oscar Systemans, Merchant, of 34, Rue du Progrès, Brussels.

3408. To Thomas Marsh, of Ashton-under-Lyne, in the county of Lancaster, for the invention of "improvements in apparatus for lubricating the spindles employed in machinery for preparing, spinning, and doubling cotton and other fibrous substances."

3412. To Gustav Alsing, Civil Engineer, 3, Bank-place, Preston, Lancashire, for the invention of "certain improvements in the treatment of nightsoil and other refuse matter."

3414. And to Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "improvements in machinery for moulding indiarubber and other plastic materials."—A communication to him from abroad by Manuel Léopold Jonas Lavater, of Paris, France.

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

3416. To Benjamin Miller, of Sheaf Works, Hunslet-road, Leeds, in the county of York, Machinery Merchant, for the invention of "improvements in machinery or apparatus for punching, cutting, shearing, and planing iron or other metals."

3418. To Archibald Turner, of Leicester, Elastic Fabric Manufacturer, for the invention of "improvements in the manufacture of elastic fabrics."

3419. To Thomas James Smith, of the firm of Robertson, Brooman, and Company, of 166, Fleet-street, in the city of London, Patent Agents, for the invention of "improvements in apparatus for facilitating the stoppage of carriages, carts, and other vehicles upon common roads."—A communication to him from abroad by J. Delbanco, of the city of Hamburg.

3420. To John Zuill Kay, of the firm of Thomas Edington and Sons, of the Phoenix Iron Works, Glasgow, in the county of Lanark, North Britain, for the invention of "improvements in and connected with pipe joints."

3421. To Thomas Bagley, of Birmingham, in the county of Warwick, Varnish Maker, for the invention of "a new or improved varnish."

3422. To John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, for the invention of "improvements in refrigerating or freezing apparatus, parts of which improvements are applicable for regulating the flow of fluids generally."—A communication to him from abroad by Jean Baptiste Java Mignon, and Stainslas Henri Rouart, both of Paris, in the Republic of France, Engineers.

3424. To Edward Thomas Hughes, of the firm of Hughes and Son, Patent Agents, 123, Chancery-lane, London, for the invention of "improvements in elastic goring for boots and shoes."—A communication to him from abroad by Charles Winslow, of Boston, in the county of Suffolk, and State of Massachusetts, United States of America.

3425. To George Hostell Chinnock, of Brooklyn, New York, United States of America, Manufacturer, for the invention of "improvements in sheet-metal cans."

3427. To Richard Brooker Jackson, of the firm of Farrow and Jackson, Mechanical Engineers, of Great Tower-street, in the city of London, for the invention of "improvements in racks for bottles."

3429. And to David Cockburn, of Glasgow, in the county of Lanark, North Britain, Boiler

Maker, for the invention of "improvements in the construction of barrows."—A communication to him from abroad by William Barr, of the city of Jersey, in the State of New Jersey, United States of America.

On their several petitions, recorded in the Office of the Commissioners on the 16th day of November, 1872.

3431. To Thomas Blocksage, of Dukinfield, in the county of Chester, Brick Manufacturer, for the invention of "improved means for promoting the combustion of fuel, or for lessening the production of smoke in fire-grates or stoves."

3432. To Edward Primerose Howard Vaughan, F.C.S., of 54, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "improvements in drawing pens."—A communication to him from abroad by Eugène Daguin, residing at Paris, in the Republic of France.

3433. To William Rose, of Sheffield, in the county of York, Joiner, for the invention of "improvements in hollows and rounds and bead and moulding planes."

3434. To Charles Douglas Chauncy, of Camberwell, in the county of Surrey, for the invention of "improvements in apparatus for cleaning out the grooves of tramway rails."

3435. To Joseph Foster, of Preston, in the county of Lancaster, Engineer and Iron founder, for the invention of "improved feeding and delivery apparatus, applicable to printing and folding machines."

3436. To James Weir, of Liverpool, in the county of Lancaster, Engineer, for the invention of "improvements in apparatus to be used as a safety valve, or in connection with other safety valves."

3437. To Heinrich Edward Wagner, of Copitz, near Dresden, in the Empire of Germany, but at present of No. 20, Southampton-buildings, Chancery-lane, in the county of Middlesex, for the invention of "improvements in paper and parchment."

3440. To Frederick John Cheesbrough, of 15, Water-street, Liverpool, in the county of Lancaster, for the invention of "an improved skate fastening."—A communication to him from abroad by Edward Lawson Fenerty, of Halifax, Nova Scotia, in the Dominion of Canada.

3441. To Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "improvements in walking sticks."—A communication to him from abroad by Nicolas Alphonse Aubertin and Louis Joseph Hannart, both of Paris, France.

3442. To Samuel William Worssam, of King's-road, Chelsea, in the county of Middlesex, for the invention of "improvements in machinery for the manufacture of parquetry."

3443. To James Lee Norton, of No. 17, New Bridge-street, Blackfriars, for the invention of "improvements in machinery for drying wool, hay, straw, and other materials, and for bread and biscuit baking."

3444. And to Joseph Tall, of Lawson-street, in the borough of Southwark, Builder and Contractor, for the invention of "improvements in constructing the floors and other parts of buildings, and in warming and ventilating the same."

On their several petitions recorded in the Office of the Commissioners on the 18th day of November, 1872.

3445. To Robert Hornby, of Marchmont-street, in the county of Middlesex, Manufacturer, for

the invention of "improvements in treating fatty materials in combination with various kinds of pitch, alkalies, and oil, also in the treatment of animal, vegetable, and mineral oils for lubricating purposes."

3446. To Carl Dietrich Julius Seitz, of Edinburgh, North Britain, Analytical Chemist, for the invention of "an improved apparatus for, and method of, treating wood and other similar substances for the manufacture of halfstuff and paper."

3447. To Henry Gosvenor, of No. 1, Bridge-water-square, in the city of London, Wholesale and Export Stationer, for the invention of "improvements in the manufacture of bookbinders cloth and imitation leather."

3448. To William Robert Sykes, of Nunhead, in the county of Surrey, and Frank Richard Francis, of New Kent-road, in the same county, for the invention of "improvements in working railway signals, in registering the arrivals and departures of trains, and in the means or apparatus employed therein, part of which invention is applicable to other registering purposes."

3449. To Robert Davison, of 1, London-street, in the city of London, Civil Engineer, for the invention of "improvements in brewing apparatus."

3450. To Richard Snape, of Radcliffe, in the county of Lancaster, Overlooker, for the invention of "certain improvements in looms for weaving."

3451. To Charles Ladislas Siecimoski, of 1, Taplow-cottages, Balham, in the county of Surrey, for the invention of "improvements in the preparation of autographic tracing paper, and in the fluid employed in connection with the same."

3453. To James Riley, of Shoreditch, in the county of Middlesex, for the invention of "improvements in roofs, and other parts of buildings."

3454. To Jaspar Masters Pyne O'Callaghan, of 35, Southampton-buildings, in the county of Middlesex, Master Mariner, for the invention of "improvements in means or apparatus for lowering and raising ships' boats."

3455. And to Edward Sang, of Edinburgh, in the county of Mid Lothian, North Britain, for the invention of "improvements in spinning machinery."

On their several petitions, recorded in the office of the Commissioners on the 19th day of November, 1872.

3459. To Peter Kirk, of Workington, in the county of Cumberland, Iron Manufacturer, for the invention of "improvements in apparatus to be employed in connexion with rolling mills to facilitate the handling and expedite the rolling of masses of metal."

3461. To Alexander Fraser, of Edinburgh, in the county of Mid Lothian, North Britain, Printer, for the invention of "improvements in apparatus for composing types."

3463. To Edmund George Johnson, of the firm of S. Mordan and Company, of City-road, in the county of Middlesex, Machinists, for the invention of "an improved apparatus for perforating, piercing, or punching paper, cardboard, and other materials, especially applicable to the cancelling of or producing indications on railway tickets and other passenger tickets."

3465. To Samuel Hemingway, of Bradford, in the county of York, Dry Soap Manufacturer, for the invention of "a new or improved means or apparatus for packing dry soap, starch, corn-

flour, baking powder, mustard, tea, coffee, or any other article in a powder or granulated state."

3468. To Jacques Antoine Creuzé de Latouche, of Paris, France, Civil Engineer, for the invention of "improvements in ordnance and other fire-arms, and in apparatus connected therewith, part or parts of such improvements being applicable to other purposes."
3469. To Alfred Dockray, of Leeds, in the county of York, Machine Maker, for the invention of "improvements in machinery or apparatus for roving, spinning, twisting, and laying fibrous material."
3470. To William George Brunner, of Glasgow, in the county of Lanark, North Britain, Partner of the firm of Brunner Brothers and Company, for the invention of "an improved process for annealing and cleansing the surfaces of iron or other metals."—A communication to him from abroad by Messieurs Schulz and Heyl, of Berlin, in the Empire of Germany.
3471. To Stephen Bourne, of Headstone Drive, Harrow, in the county of Middlesex, Gentleman, for the invention of "improvements in, or applicable to, screw and other bolts, spindles, and shafts, and in nuts, knobs, or handles and fasteners suitable to be used with bolts, spindles, or shafts."
3473. And to Charles Weightman Harrison and Alfred Horatio Harrison, both of High Holborn, in the county of Middlesex, Gentlemen, for the invention of "improvements in apparatus for charging or impregnating atmospheric air with vapour of hydrocarbon liquids."
- On their several petitions recorded in the Office of the Commissioners on the 20th day of November, 1872.
3474. To Silvanus Frederick Van Choate, of Boston, Massachusetts, United States of America, now of No. 8, Southampton-buildings, London, Telegraphic Engineer, for the invention of "improvements in the mode of, and apparatus for, telegraphing."
3476. To Charles James Appleton, of the city of Hamilton, in the county of Wentworth, Province of Ontario, Dominion of Canada, Machinist, for the invention of "improvements in sewing machines."
3478. To Charles William Siemens, of No. 3, Great George-street, Westminster, in the county of Middlesex, for the invention of "improvements in furnaces and apparatus for melting, refining, and working out glass."—The result partly of a communication made to him from abroad by Frederick Siemens, of Dresden, in the Kingdom of Saxony, and partly of an invention and discovery made by himself.
3482. To Ernst Pfeiffer, of Walbrook-buildings, in the city of London, Merchant, for the invention of "an improved lock or fastening for bags, satchels, and other like articles."—A communication to him from abroad by Messieurs Huppe and Bender, of Offenbach on the Main.
3484. To Alexander McKenzie, of Little Windmill-street, Haymarket, in the county of Middlesex, Coach Builder, for the invention of "improved apparatus for operating the moving heads of carriages."
3486. To John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, for the invention of "improvements in seed or grain separators."—A communication to him from abroad by Andrew Hunter and Egbert Halsey Osborn, both of Quincy, county of Adams, State of Illinois, United States of America.
3488. To Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "improvements in breech loading fire arms."—A communication to him from abroad by Sante Marelli and Agostino Marelli, both of Milan, in the Kingdom of Italy.
3490. And to William Brookes, of 62, Chancery-lane, London, in the county of Middlesex, Patent and Registration Agent, for the invention of "improvements in joining the ends of pipes or tubes."—A communication to him from abroad by Louis Alexandre Farjon, of Brussels, in the Kingdom of Belgium, Civil Engineer.
- On their several petitions, recorded in the Office of the Commissioners on the 21st day of November, 1872.

PATENTS WHICH HAVE BECOME VOID.

A LIST of the Letters Patent for Inventions which have become void by reason of the non-payment of the additional Stamp Duty of £50, before the expiration of the third year from the date of such Patents, pursuant to the Act of the 16th Vic., c. 5, sec. 2, for the week ending the 23rd day of November, 1872.

3314. Thomas Marshall, of 29, Clyde-place, in the city of Glasgow, Painter and Decorator, for an invention of "a new or improved composition for the prevention of fouling of ships' bottoms and other articles in continuous or frequent contact with water."—Dated 17th November, 1869.
3317. Ernest Bazin, of Angers, Maine-et-Loire, France, Engineer, Armand Ruiz, of No. 1, Rue d'Argenson, in the city of Paris, Banker, and Edouard Le Pelletier, of No. 55, Rue Lepic, in the city of Paris aforesaid, Banker, for an invention of "improvements in spinning looms and in the spindles employed therein."—Dated 17th November, 1869.
3321. Gustave Baron d'Adelswärd, of No. 37, Boulevard Bonne Nouvelle, in the city of Paris, Engineer, for an invention of "improved apparatus for the removal of dross out of blast furnaces."—Dated 18th November, 1869.
3322. John Woodward, of Queen's Foundry, New Islington, Ancoats, in the city of Manchester, in the county of Lancaster, Engineer, for an invention of "improvements in gas and water or other liquid meters."—Dated 18th November, 1869.
3324. Camille Faure, of the Patent Office, 67, Strand, in the city of Westminster, Civil Engineer, for an invention of "improvements in galvanic batteries."—Dated 18th November, 1869.
3330. Thomas Llewellyn, of Great Portland-street, in the county of Middlesex, Machinist, for an invention of "an improved construction of cutter, applicable to the squaring, planing, grooving, and rabbetting of wood."—Dated 18th November, 1869.
3331. Sam Mendel, of Manchester, in the county of Lancaster, Merchant, for an invention of "an improved mode of packing bales of cotton and other fabrics."—Dated 19th November, 1869.
3334. Thomas Evans Lundy and John Lingard Dunham, both of No. 166, City-road, in the county of Middlesex, Engineers, for an invention of "new or improved means of communication between passengers in cabs, private carriages, omnibuses, tramroad cars, and other like vehicles, and the drivers or conductors thereof."—Dated 19th November, 1869.

3335. George Frederick Cornelius, of Great Queen-street, in the city of Westminster, Manufacturing Chemist, for an invention of "improvements in the manufacture of paint and varnish."—Dated 19th November, 1869.
3336. Robertson Clews, Foreman, in the employment of Messrs. Thomson, Shepherd, and Briggs, of Dundee, in the county of Forfar, North Britain, for an invention of "improvements for weaving textile fabrics."—Dated 19th November, 1869.
3337. Richard Kerr Miller and Abraham Burbury Herbert, both of Edinburgh, in the county of Mid Lothian, North Britain, for an invention of "improvements in pumps."—Dated 19th November, 1869.
3339. William Newton MacCartney, of Glasgow, in the county of Lanark, North Britain, for an invention of "an improved railway carriage for passengers."—Communicated to him from abroad by Edward Robbins, of Cincinnati, Ohio, United States of America.—Dated 19th November, 1869.
3340. William Bayliss and Moses Bayliss, of the firm of Bayliss, Jones, and Bayliss, of Monmore Green, Wolverhampton, in the county of Stafford, and Cannon-street, in the city of London, Iron Hurdle and Fencing Manufacturers, for an invention of "certain improved means for making or producing cast iron earth screws for the lower parts of fence, telegraph, and other posts or supports, and which said improvements are also applicable for other purposes."—Dated 19th November, 1869.
3342. Ira Hayford and Joseph Frost Paul, of Boston, in the county of Suffolk and State of Massachusetts, United States of America, for an invention of "certain improvements in the mode of laying or constructing wooden pavements for streets, &c., as well as a new and useful process for preparing wood for pavements."—Dated 20th November, 1869.
3346. Henry Wilson, of Stockton-on-Tees, in the county of Durham, for an invention of "improvements in lubricating apparatus for steam engines, steam hammers, and other mechanism in which steam is the motive power."—Dated 20th November, 1869.
3347. Giuseppe Betti, of Milan, in Italy, for an invention of "improvements in steam boilers."—Dated 20th November, 1869.
3354. David Morgan, of Burntisland, North Britain, Locomotive Superintendent, for an invention of "improvements in the manufacture of lubricating oil or grease."—Dated 20th November, 1869.
3358. William Robert Lake, of the International Patent Office, Southampton-buildings, London, Consulting Engineer, for an invention of "improvements in machinery for distributing type."—Communicated to him from abroad by Orren Lee Brown, of Boston, Massachusetts, United States of America.—Dated 20th November, 1869.
3359. John Hazell Fraser, of the firm of John Fraser and Sons, of Bromley-by-Bow, in the county of Middlesex, Engineers and Boiler Manufacturers, for an invention of "improvements in boilers."—Dated 20th November, 1869.
3361. Sir John Macneill, Knight, of Kensington, in the county of Middlesex, for an invention of "improvements in lucifer match and fusee boxes or cases, and in frictional surfaces for igniting lucifer matches and fusees."—Dated 20th November, 1869.
3364. Robert Wilson, of Patricroft, near Manchester, in the county of Lancaster, Engineer, for an invention of "improvements in the construction of hydraulic presses and other hydraulic machinery."—Dated 22nd November, 1869.
3368. John Bottomley, of Bradford, in the county of York, Agent, and Sidney Emsley, of Oaken-shaw Mills, Low Moor, near Bradford aforesaid, Worsted Spinner, for an invention of "improvements in spinning fibrous substances."—Dated 22nd November, 1869.
3372. George Ritchie, of Tyrwhitt-road, Lewisham-road, in the county of Kent, and John Ritchie, of No. 9, Stonefield-street, Barnsbury, in the county of Middlesex, for an invention of "improvements in tents, weather protectors, sun shades, and umbrellas."—Dated 22nd November, 1869.
3373. John Thomlinson, of No. 5, Abbey-street, Carlisle, for an invention of "improvements in the manufacture of cements."—Dated 22nd November, 1869.
3374. John Brookes, of 33, Sherlock-street, Birmingham, in the county of Warwick, for an invention of "improvements in fastenings, applicable to ladies stays, gloves, boots, and other similar articles."—Dated 22nd November, 1869.
3376. Henri Adrien Bonneville, of the British and Foreign Patent Offices, 18, Chaussée d'Antin, Paris, in the Empire of France, and 10, Sackville-street, Piccadilly, in the county of Middlesex, Patent Agent, for an invention of "a new and improved steam-boiler supply cock."—It is a communication from Alfred Dervaux, a person resident at Tourcoing in the Empire of France, Civil Engineer.—Dated 23rd November, 1869.
3379. Samuel Greene Arnold, of Providence, Rhode Island, United States of America, now of No. 8, Southampton-buildings, London, for an invention of "improvements in saws and saw-teeth, and in machinery for manufacturing the same."—Dated 23rd November, 1869.
3380. Joseph Eustache Crocé-Spinelli, of Paris, Rue de Rome, No. 40, Civil Engineer, for an invention of "improvements in means and apparatus for propelling and steering vessels."—Dated 23rd November, 1869.
3381. Edwin Round, of Sheffield, in the county of York, Silver Plate Manufacturer, for an invention of "an improved indicator for marking games of skill or chance, or other like purposes."—Dated 23rd November, 1869.
3382. William Edward Gedge, of the firm of John Gedge and Son, of No. 11, Wellington-street, Strand, in the county of Middlesex, Patent Agent, for an invention of "an improved system of hydraulic traction on railways and other roads."—Communicated to him from abroad by Giovanni Cavalli, of Turin, Italy.—Dated 23rd November, 1869.
3383. Henry Franklin Shaw, of West Roxbury, in the county of Norfolk, State of Massachusetts, United States of America, for an invention of improvements in cutters for mowing machines."—Dated 23rd November, 1869.
3384. Andrew Nairn, of Leith, in the county of Mid Lothian, North Britain, Engineer, for an invention of "improvements in steam carriages for common roads, and in part applicable to railway locomotives."—Dated 23rd November, 1869.
3387. Henry Christian Löbnitz, of the firm of Henderson, Coulborn, and Company, Engineers and Shipbuilders, of the town and county of Renfrew, North Britain, for an invention of

"improvements in motive power engines."—
Dated 23rd November, 1869.

A LIST of the Letters Patent for Inventions which have become void by reason of the non-payment of the additional Stamp Duty of £100, before the expiration of the seventh year from the date of such Patents, pursuant to the Act of the 16th Vict., c. 5, sec. 2, for the week ending the 23rd day of November, 1872.

2976. Thomas Bridges Heathorn and Joseph Henry George Wells, of 12, North-street, in the city of Westminster, for an invention of "improvements in gun carriages."—Dated 20th November, 1865.

2985. George Smith and Charles Ritchie, both of No. 134, Upper Thames-street, in the city of London, for an invention of "improvements in brushes for hair dressing and other uses, also in brooms and apparatus for cleaning, preparing, painting, coating, and smoothing surfaces."—Dated 20th November, 1865.

2987. William Clark, of 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, for an invention of "improvements in bleaching feathers."—Communicated to him from abroad by Adolphe Pierre Viol and Césaire Pierre Dufiot, Feather Manufacturers, both of 29, Boulevard St. Martin, Paris.—Dated 20th November, 1865.

2991. Frederic Pope, of No. 60, Mark-lane, in the city of London, for an invention of "improvements in locks."—Communicated to him from abroad by William Hodson and James Hutson, both residing at Janesville, in the State of Wisconsin, in the United States of America.—Dated 21st November, 1865.

2993. Alexandre Calley St. Paul de Singay, Director-General of the Société Anonyme des Mines et Fonderies de Zinc de la Vieille Montagne, of 29, Boulevard St. Martin, Paris, for "an invention of improvements in the manufacture of sulphur by the reduction of the sulphurous acid accruing from the roasting of sulphuretted ores, and in apparatus for the same."—Dated 21st November, 1865.

3000. Cowper Phipps Coles, of Ventnor, in the Isle of Wight, Captain in the Royal Navy, for an invention of "improvements in protecting the bottoms and sides of ships and other structures exposed to the action of sea water."—Dated 22nd November, 1865.

3004. Samuel Hunter, of Newcastle-on-Tyne, Gentleman, for an invention of "improvements in anchors."—Dated 22nd November, 1865.

3009. Theophilus Redwood, of No. 19, Montague-street, Russell-square, in the county of Middlesex, for an invention of "improvements in the preservation of animal substances, such improvements being especially useful when these substances are intended for use as food."—Dated 23rd November, 1865.

3011. John Ellis the younger, of the city and county of Bristol, Stay Manufacturer, for an invention of "an improvement or improvements in the manufacture of stays and bodices."—Dated 23rd November, 1865.

3012. William Robinson Mulley, Surveyor to Lloyd's Register of Shipping, Plymouth, for an invention of "improvements in planking or sheathing iron ships and iron framed ships."—Dated 23rd November, 1865.

Board of Trade—Session 1873.

Norwich, Aylsham, and Cromer Tramways.

(Application for Provisional Order to empower the East Norfolk Tramway Company, Limited, to Lay Down and Work Tramways between Norwich and Cromer.)

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 East Norfolk Tramway Company (Limited), hereinafter called "the Company," for a Provisional Order to authorise them to make, form, and lay down, maintain and work; the following tramways in the county of Norfolk, or some or one of them, with all necessary and proper sidings, passing places, rails, plates, stations, works, and conveniences, connected therewith, that is to say:—

A Tramway (No. 1) commencing in the parish of Saint Clement's Without, in the city of Norwich, by a junction with the Norwich and Taverham Tramway at a point on the Aylsham and Cromer turnpike road, measured in a northerly direction from opposite the entrance gate to the Green Hills public-house, for the length of 31 yards, passing thence in a northerly direction along the said turnpike road to Aylsham, and terminating in the latter parish in a yard belonging to Henry Scott, Esquire, at a point about 1½ chains south of the southern end of Red Lion-street.

The centre line of the proposed Tramway No. 1 will at its commencement be about 9 feet 6 inches from and to the westward of the imaginary centre line of the road. It will then gradually for about 1½ chains approach the imaginary centre line of the road until it attains a distance of 4 feet 6 inches therefrom, and will then run parallel with and on the west side of such imaginary centre line until it reaches within about 2 chains of its termination; it will then gradually approach and cross the imaginary centre line of the road, and terminate at the point in the yard of Henry Scott, Esquire, hereinbefore described.

A Tramway (No. 2), commencing in the parish of Aylsham by a junction with the said Tramway No. 1 at a point on the Aylsham and Cromer turnpike road about 2 chains south of the south end of Red Lion-street, passing thence in a northerly direction along Red Lion-street, and continuing along the aforesaid turnpike road to Cromer, and terminating in that parish at a point in the coalyard occupied by Henry Sandford, Esquire, at the eastern end of the said parish of Cromer.

The centre line of the proposed Tramway No. 2 will at the commencement of the tramway be about 4 feet 6 inches from and to the westward of the imaginary centre line of the road, which distance it will keep throughout its entire length, except through Red Lion-street, where it will be in some instances at a distance of 3 feet 9 inches from the imaginary centre line, where at a point about 1 chain northward of the Ingworth tollgate the centre line of the tramway will, for the length of 1 chain, gradually approach and reach the imaginary centre line of the road, and thence continue on the centre of the road on a line corresponding with such imaginary centre line for a distance of about 10 chains, until the road crosses the bridge over the River Bure. It will then for a distance of about ½ a chain gradually diverge from and to the eastward of the imaginary centre line of the road until it attains a distance of about 6 feet therefrom. From thence it will gradually approach such imaginary centre line until it is distant about 4 feet therefrom, and con-

tinue at such distance for about 5 miles, until it reaches a point about 6 chains southward of the New Inn, at Roughton. It will then for about 1 chain gradually approach and attain the imaginary centre line of the road, and thence for about 1 chain gradually diverge to the westward thereof, until it attains a distance of about 4 feet from and to the westward of such imaginary centre line, and thence continue parallel with such imaginary line until it reaches a point about 2 furlongs 6 chains south of the milestone indicating $\frac{1}{4}$ of a mile from Cromer Church, on the side of the Aylsham and Cromer turnpike road. The tramway will then diverge from the turnpike road in a north-westerly direction through some fields belonging to Benjamin Bond Cabbell, Esquire, for the direction of about 3 furlongs; the tramway will then run in an easterly direction for about another 3 furlongs; it will then approach and cross the imaginary centre line of the said turnpike road at a distance of about $2\frac{1}{2}$ furlongs from its termination, and bear to the right or to the eastward of the imaginary centre line at a distance of about 4 feet therefrom, which distance it will keep until entering the coalyard as hereinbefore described.

A Tramway (No. 3) commencing in the parish of Aylsham by a junction with Tramway No. 2, at a point on the Aylsham and Cromer turnpike-road, about 11 yards south of the southern end of Red Lion-street, passing thence in a north-westerly direction into the market-place, and continuing in a north-easterly direction, and terminating by a junction with the said Tramway No. 2, at a point in Red Lion-street, about 5 chains from the commencement of the said Tramway No. 2.

The centre line of the proposed Tramway No. 3 will, at the commencement of the tramway, gradually diverge from the imaginary centre line in a westerly direction for the distance of nearly 2 chains; it will then take a northerly direction, which it will keep for the distance of about $1\frac{1}{2}$ chains, thence it will gradually approach the imaginary centre line in an easterly direction, until reaching its junction with Tramway No. 2, as hereinbefore described.

Each of the said intended tramways hereinbefore described will be constructed on a gauge of 4 feet $8\frac{1}{2}$ inches, or such other gauge as the Board of Trade shall approve and the Order prescribe; 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 an imaginary line drawn along the centre of the carriage way of the street, road, or other thoroughfare (by whatever name called or known) through or along which the respective tramways are intended to be made.

The intended Order will authorise the Company in connection with the said tramways to make, form, lay down, and maintain the following sidings or passing places, viz. :—

Siding A.

Tramway or passing place A, on the western side of the tramway in the parish of Horsham Saint Faith's, at or near the junction of the Horsham turnpike road.

Siding B.

Tramway or passing place B, on the eastern side of the tramway in the parish of Haynford, at or near the milestone indicating six miles from Norwich, on the Norwich and Aylsham turnpike road.

Siding C.

Tramway or passing place C, on the western side of the tramway in the parish of Marsham, at or near the junction of the Cawston-road with the Norwich and Aylsham turnpike road.

Siding D.

Tramway or passing place D, on the western side of the tramway in the parish of Erpingham, at or near the milestone indicating 14 miles from Norwich and 6 miles from Cromer.

Siding E.

Tramway or passing place E, on the western side of the tramway in the parish of Roughton, about 5 chains southward of the New Inn at Roughton.

All the said sidings or passing-places will, as far as practicable, be about 3 chains in length. The centre line of each such siding or passing-place will commence at a point on the centre line of the tramway, and gradually diverge therefrom until at the distance of about 1 chain, the centre line of the siding or passing-place will be 8 feet 6 inches from the centre line of the tramway, and will then continue parallel to such centre line for the distance of 1 chain, and then for the distance of another chain gradually approach and reach the centre line of the tramway.

The tramways and works proposed to be authorised by the Order will be made or pass from, in, through, or into the parishes, townships, and places following, or some of them, viz. :—The city of Norwich, St. Clement's Without, parish and hamlet of Hellesdon, parish of Horsham St. Faith's, Newton St. Faith's, Horsford, Haynford, Stratton Strawless, Hevingham, Marsham, Aylsham, Blickling, Ingworth, Erpingham, Alby, Thwaite, Hanworth, Roughton, Northrepps, and Cromer.

The proposed Order will contain power for effecting the objects, or some of the objects, and for conferring upon the Company the powers, or some of the powers following, viz. :—

To enable the Company for the purposes of their undertaking to widen, alter, and improve the bridge which carries the Aylsham and Cromer turnpike road over the river Bure.

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 enable the Company to levy tolls and charges for the use of the proposed tramways, such tolls and charges being levied either upon the carriages using the tramways, or in respect of passengers and other traffic conveyed upon the same, or in both manners, and to confer exemptions from the payments of tolls or charges, and to confer, vary, or extinguish other rights or privileges, and to enable the promoters to exercise the other powers granted by "The Tramways Act, Act, 1870," and the Provisional Order will incorporate with itself the said Act, and also so much of the Lands Clauses Consolidation Acts as relates to the purchase of lands by agreement.

To extend and apply (if thought desirable) to the tramways and works, to be authorised by the Order, the powers and provisions, or some of the powers and provisions of the "East Norfolk Tramway Order, 1872," and so far as may be necessary for the purposes of the Order to amend

or repeal the provisions, or some of the provisions of that Order.

Notice is hereby further given, that the space of 10 feet 6 inches between the outside of the foot-path on either side of the road, and the nearest rail of the Tramway cannot be afforded in the streets, roads, and places within the town of Aylsham.

Notice is hereby also given that a copy of this notice, as published in the London Gazette, together with the relative plans and sections, will be deposited for public inspection on or before the 30th day of November instant, with the town clerk of the city of Norwich, and the Clerk of the Peace for the county of Norfolk, with the Clerk of the Peace for the city of Norwich, and with the clerk of the Norwich Local Board of Health, at their respective offices in the said city; at the office of the Board of Trade, Whitehall, London; with the clerk of each of the aforesaid parishes through which the tramways will pass, at their respective residences; and at the office of the local authority of each district.

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 thereof, 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.

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, 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.

Dated this 20th of November, 1872.

Davidsons, Carr, Bannister, and Morriss,
70, Basinghall-street, London;

Abel Tillett, Norwich;
Solicitors for the Provisional Order.

In Parliament.—Session 1873

Brighton Central Railway.

(Incorporation of Company.—Construction of Railways from London, Brighton, and South Coast Railway to the foreshore of the Sea, opposite the Albion Hotel; Sea-wall or Embankment; Purchase of Lands; Special Powers as to underpinning and purchasing parts only of Houses, &c., and Sale or Lease of Superfluous Lands; Tolls; Running powers and facilities over Railways of, and Agreements with, London, Brighton, and South Coast Railway Company; Subscriptions by that Company and Corporation of Brighton; Application of their Funds and further Money powers to them; 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:—

1. To incorporate a Company for making and maintaining the railways (all in the county of Sussex) 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; and to confer upon the Company to be so incorporated (hereinafter called "the Com-

pany") all necessary and proper powers for effecting the objects hereinafter mentioned or some of them, that is to say:—

- (1.) A Railway (No. 1) wholly situate in the parish of Patcham, commencing by a junction with the main London and Brighton Line of the London, Brighton and South-Coast Railway, at or near the mile post thereon indicating three miles from Brighton, and terminating on the northern side of the public road (known as the West Wick-road), leading from the London and Brighton Turnpike Road, at a distance of 21 chains or thereabouts eastward from the junction of the said West Wick-road with the London and Brighton Turnpike Road, at the Patcham Toll-bar.
- (2.) A Railway (No. 2) commencing by a junction with the intended Railway No. 1, at the termination thereof as above described, and terminating in the parish of Brighton, at or near the junction of Church-street with Grand Parade, and which intended Railway (No. 2) will be made or pass from, in, through, or into the parishes of Patcham, Preston, and Brighton, or some of them.
- (3.) A Railway (No. 3) wholly situate in the parish of Brighton, commencing by a junction with the intended Railway No. 2, at the termination thereof as above described, and terminating on the foreshore of the sea at Brighton, at or near a point opposite or nearly opposite to the Hotel, situate at the south end of the Old Steyne, and called the Albion Hotel.
- (4.) A sea wall or embankment on the foreshore of the sea, and in the parish of Brighton, commencing in the existing sea wall on the south side of the King's-road, opposite, or nearly opposite to Market-street, and terminating in the existing sea wall, opposite or nearly opposite to the western end of the New Marine Aquarium; and the Bill will authorise and empower the Company to be thereby incorporated to enclose and reclaim from the sea so much of the sea shore as lies to the northward of the said intended sea wall or embankment.

2. To deviate laterally from the lines of the intended railways and 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 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 said intended Bill.

4. 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 said intended 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 underpin or otherwise secure or strengthen any house or building which may be rendered insecure or affected by any of the intended railways and works, and which houses and buildings, or the whole of which, may not be required to be taken or used for the purposes thereof.

6. To enable the Company to sell or lease any lands or property which they may acquire under the powers of the Bill, and which they may not require for the purposes of the intended railways and works, and to exempt the Company, so far as may be necessary or expedient, from the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

7. To enable the Company, anything in the Lands Clauses Consolidation Act, 1845, to the contrary notwithstanding, to purchase a part only of any house, building, or manufactory, the whole of which may not be required to be taken for the purposes of the Bill.

8. 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.

9. To empower the Company and all Companies and persons lawfully using or working the intended railways, or any or either of them, or any part or parts thereof respectively, upon and under such terms and conditions as may be agreed on or settled by arbitration, or provided in the Bill, to run over, work, and use with their engines and carriages, and for the purposes of traffic of every description, so much of the Main London and Brighton line of the London, Brighton, and South Coast Railway Company, as lies between the intended junction therewith (as hereinbefore described) of the intended Railway No. 1, and the Hassock's-gate Station on the said main line together with that station, and all platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, machinery, works, and conveniences of, or connected with the said portion of railway.

10. To require and compel the London, Brighton, and South Coast Railway Company, upon such terms and conditions as shall be agreed upon, or as shall be provided by the Bill, to book through and forward all passengers, goods, animals, carriages, and traffic (that word having in this notice the meaning assigned to it by the Railway and Canal Traffic Act, 1854) to or from, or over the whole or any part of their railways and the railways under their management or control, to and from the intended railways, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and if need be to alter and vary the tolls which the London, Brighton, and South Coast Railway Company are now authorised to receive, and take upon their railways, or the railways so under their management or control, and to confer, vary, or extinguish exemptions therefrom.

11. To empower the Company and the London, Brighton, and South Coast Railway Company (hereinafter called "the two Companies") 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 two Companies, or either of them, of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways of the two Companies or either of them; the supply and maintenance of engines, stock, and plant; the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the railways and works of the two Companies, or either of them, or any part thereof, and the employment of officers and servants, and to autho-

rise the appointment of joint committees for carrying into effect every for 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.

12. To empower the London, Brighton, and South Coast Railway Company and the mayor, aldermen, and burgesses of the borough of Brighton (in this notice called "the Corporation"), or either of them, to take and hold shares in and subscribe towards the undertaking of the Company, or any part thereof, and to guarantee to the Company interest, dividend, annual or other payments, on their shares, stock, and debentures, and for those purposes or any of the purposes of the Bill to empower the said Railway Company and the Corporation respectively to apply their respective corporate funds and revenue, and to raise further moneys by borrowing, and (as regards the said Railway Company) by the creation of new shares or stock, with or without any preference or priority in payment of interest or dividend, or other privileges attached thereto.

13. To vary or extinguish all rights and privileges inconsistent, or which would in any way interfere, with the objects of the intended Bill or such contracts, agreements, and arrangements aforesaid, and to confer other rights and privileges.

14. To amend or repeal, so far as may be requisite or desirable for any of the purposes of the Bill, the provisions or some of the provisions of the local and personal Act, 9 and 10 Vic., cap. 283, and all other Acts relating to or affecting the London, Brighton, and South Coast Railway Company, and 6 Geo. IV., cap. 179, 18 Vic., cap. 6; 24 and 25 Vic., cap. 39; and 33 and 34 Vic., cap. 100; and all other Acts relating to the Corporation or to the borough of Brighton.

15. And notice is hereby also given, that plans and sections of the proposed railways and works, with a book of reference to such plans, and an Ordnance map with the line 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 Sussex, at his office at Lewes, 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 his residence.

16. 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.

Ashurst, Morris, and Co., 6, Old Jewry
London, E.C.

Redhead, Richardson, O. Jones, Billson,
and *Co.*, 13, Southampton-street, Blooms-
bury, London, W.C., Solicitors for the
Bill.

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

In Parliament.—Session 1873.

Evesham, Redditch, and Stratford-upon-Avon Junction Railway.

(Incorporation of Company; Construction of Railways; Compulsory Purchase of Lands, Tolls, Compulsory Facilities and Working and other Arrangements with and other Provisions affecting the Evesham and Redditch, the East and West Junction, the Midland, and the Great Western Railway Companies; Running Powers to Midland Railway Company; Running Powers over Evesham and Redditch and East and West Junction Railways; Amendment of Acts.)

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

1. To incorporate a Company (hereinafter called "the Company") with the following, or some of the following, among other powers (that is to say):—

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

(1.) A Railway (No. 1) commencing in the parish of Salford Priors, in the county of Warwick, by a junction with the Evesham and Redditch Railway, at a point about 10 chains northward (measuring along the said railway) from the post on such railway, denoting the distance of $6\frac{1}{2}$ miles from Evesham, and terminating by a junction with the authorised line of the East and West Junction Railway, in the parish of Old Stratford, in the county of Warwick, in a field in that parish, numbered 101 on the deposited plans of that railway, referred to in "The East and West Junction Railway Act, 1864," which intended railway will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Salford Priors, Bidford, Temple Grafton, Binton, Luddington, Shottery, Stratford-upon-Avon, and Old Stratford, all in the county of Warwick.

(2.) A Railway (No. 2) wholly situate in the parish of Salford Priors, in the county of Warwick, commencing by a junction with the hereinbefore-described Railway (No. 1), in a field known as the Big-meadow, in the occupation of Robert Adkins, at a point about 13 chains, measured in an easterly direction from the post above mentioned on the said Evesham and Redditch Railway, denoting the distance of $6\frac{1}{2}$ miles from Evesham, and terminating by a junction with the said Evesham and Redditch Railway, at a point about 15 chains southward (measuring along the said railway) from the said post on that railway.

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

4. To purchase, by compulsion or otherwise, lands, houses, and property for the purposes of the said intended railways and works and of the Bill.

5. To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, and property so proposed to be purchased, or which would in any manner impede or interfere with the construction, main-

tenance, or use of the said intended railways and works.

6. To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike and other roads, foot-paths, railways, tramways, streams, and rivers, with which it may be necessary to interfere in the construction and use of the said railways and works.

7. To levy tolls, rates, and charges, for and in respect of the use of the said intended railways and works, and to grant exemptions from the payments of such tolls, rates, and charges, also to alter existing tolls, rates, and charges, and to confer, vary, and extinguish, other rights and privileges.

8. To enable the Company on the one hand and the Evesham and Redditch Railway Company and the East and West Junction Railway Company, the Midland Railway Company, and the Great Western Railway Company (hereinafter called "the four Companies"), or any or either of them on the other hand, from time to time to enter into and carry into effect contracts and agreements in respect of the construction, maintenance, working, management, and use by the contracting Companies of their respective railways and works, or any part or parts thereof respectively, and the supply and maintenance of engines, carriages, machinery, and rolling stock, and other stock and plant, and in respect of the conduct, management, collection, transmission, accommodation, and delivery of traffic of all descriptions coming from or destined for their respective railways, or any part or parts thereof respectively, and the fixing, levying, dividing, and apportioning of the tolls and charges arising from such traffic, and the tolls, charges, or other consideration to be paid for such user, or otherwise, and the employment of officers and servants, and the appointment of joint committees for carrying into effect any such contracts and agreements, and to exercise such other powers as may be found desirable in reference to the purposes aforesaid, or any of them.

9. To authorise and empower the Midland Railway Company to run over, work, and use with their engines and carriages, and for the purposes of traffic of every description, the railways to be authorised by the Bill, or one of them, or some part or parts thereof respectively, upon terms and conditions to be agreed or settled by arbitration or otherwise, or to be defined in the Bill.

10. To empower the Company, and any other Company or Companies or persons working or lawfully using the said intended railways, or any part thereof, either by agreement or otherwise, to run over, work, and use with their engines and carriages, and for the purposes of their traffic of every description, the railways, sidings, stations, platforms, offices, sheds, water, water-engines, signals, points, works, and conveniences, of every description, of the Evesham and Redditch Railway Company, and of the East and West Junction Railway Company, or either of them, upon such terms and conditions as may be agreed or settled by arbitration or otherwise, or defined in the Bill, and to alter or vary the tolls, rates, and charges which those Companies are now authorised to take upon their respective railways.

11. Provision will also be made in the Bill requiring and authorising the four Companies, or some or one of them, to grant all proper and reasonable facilities for the transmission upon and along their railways, or some part or parts thereof respectively, of all traffic (that word being used in the same sense as that in which it is used in "The Railway

and Canal Traffic Act, 1854"), which having passed over the said intended railways, or any part thereof, or which, for the purpose of being conveyed on and along the said intended railways, or any part thereof, may be tendered to them for transmission along their own railways, or any part thereof, subject to such rights and regulations, and upon payment of such tolls, rates, and charges as shall, in case of disagreement be settled by arbitration or otherwise, or as may be fixed and determined in and by the Bill.

12. The Bill will vary or extinguish all existing rights and privileges which would interfere with its objects, and it will, so far as may be necessary, amend or repeal the powers and provisions, or some of the powers and provisions of "The Evesham and Redditch Railway Act, 1863," and "The East and West Junction Railway Act, 1864," "The East and West Junction Railway (Capital) Act, 1866," "The East and West Junction Railway (Diversion of Roads) Act, 1866," and "The East and West Junction Railway (Extension of Time) Act, 1871," and the local and personal Acts 7 and 8 Vict., caps. 18 and 59, and all other Acts, relating to the Midland Railway Company, and 5 and 6 Will. IV., cap. 107, 26 and 27 Vict. caps. 113 and 198, and all other Acts relating to the Great Western Railway Company.

13. And notice is also hereby given, that on or before the 30th day of November instant duplicate plans and sections describing the line, situation, and levels of the proposed railways and works, and the lands, houses, and property in or through which they will be made, together with a book of reference to such plans containing the names of the owners or lessees, or reputed owners or 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, 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, in the said county, and that on or before the same day a copy of so much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place in or through which the said railways 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.

14. 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.

Ashurst, Morris and Co., 6, Old Jewry, E.C., and 22, Abingdon-street, Westminster, Solicitors for the Bill.

Charles Jones, Alcester, Local Agent.

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

Broadstairs Pier.

(Application for Provisional Order for Powers to Erect a Pier at Broadstairs, and to levy Tolls, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, by

the Broadstairs Pier Company (Limited), to make a Provisional Order, pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," and to confer on the Company the following powers, that is to say:—

To construct and maintain a pier and landing-place, with all proper works, approaches, toll houses, toll gates, and other conveniences connected therewith, for the embarking and landing of passengers, and for other purposes, at Broadstairs, in the parish of St. Peter the Apostle, in the county of Kent, commencing at a point on the mainland 35 yards, or thereabouts, from the south-east corner of Chandos Green, and extending seaward for a distance of 1,000 feet, or thereabouts.

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

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

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed pier and works, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Kent, at his office at Maidstone, at the Custom House, Ramsgate, and at the Office of the Board of Trade, Whitehall-gardens, London.

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

Dated this 20th day of November, 1872.

C. N. Longcroft, 43, Lincoln's-inn-fields, London, Solicitor.

In Parliament.—Session 1873.

South Shropshire Railways.

Incorporation of Company; Construction of Railways to certain Mines in the Parishes of Pontesbury, Westbury, Worthen, Wentnor, and Shelve, in the County of Salop; Traffic Arrangements with Shrewsbury and Welshpool, London and North-Western, and Great Western Railway Companies; 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 for the following, or some of the following, among other purposes:—

To incorporate a Company (hereinafter referred to as "the Company") and to enable the Company to make and maintain the Railways following in the County of Salop, or some or one of them, or some part or parts thereof respectively, with all needful stations, approaches, sidings, works, and conveniences, connected therewith respectively (that is to say):—

1. A Railway (No. 1) commencing in the Parish of Westbury by a junction with the Minsterley Branch of the Shrewsbury and Welshpool Railway at a point about ninety yards measured in a Northerly direction along that Branch from the mile post indicating Nine miles from Shrewsbury, and terminating in the Parish of Worthen at a point in a field on the Eastern side of the Public House known as the Fox, about Twenty-five yards measured in a South Easterly direction from the

South East corner of the said Public House; which intended Railway will be made or pass from, in, through, or into the several Parishes, Townships, Chapelries, extra-parochial and other places following, or some of them (that is to say), Westbury, Minsterley, Wagbeach or Wagbatch, Hogster or Hogstow, Worthen, and Hope.

2. A Railway (No. 2) commencing in the said Parish of Worthen by a junction with the intended Railway No. 1, at the termination thereof before described, and terminating in the same Parish, opposite the Public House known as the Sun, near the Roman Gravel Mine, in a Garden belonging to Mrs. Rogers, and in the occupation of George Jones; which said Railway No. 2 will be made or pass from, in, through, or into the several Parishes, Townships, and extra-parochial and other places following, or some of them (that is to say), Worthen, Hogster or Hogstow, Hope, Bromlow, Meadowtown, Shelve, and Hyssington.

3. A Railway (No. 3) commencing in the said Parish of Worthen by a junction with the intended Railway (No. 1) at the termination thereof, and with Railway (No. 2) at the commencement thereof before described, and terminating in the parish of Wentnor in a field belonging to or reputed to belong to Lady Charlotte Lyster, and in the occupation of John Hotchkiss, on the southern side of the Bog Farm House, and between and abutting upon the public road and the Bog Farm Homestead; which said Railway No. 3 will be made or pass from, in, through, or into the several Parishes, Townships, extra parochial and other places following, or some of them (that is to say), Worthen, Hope, Hogster or Hogstow, Shelve, Pennerley or Penally, and Wentnor.

4. A Railway (No. 4) commencing in the said parish of Worthen by a junction with the intended Railway No. 1, before described, at a point in a field belonging to or reputed to belong to Charles Spencer Lloyd, Esquire, and in the occupation of Jane Powell, and terminating at a point in the parish of Westbury, in a field adjoining the north-eastern side of the public road, on the western side of the Smelting Works of the Snailbeach Mine Company Limited, and in the occupation of Joseph Venables Lovett, Esquire; belonging to or reputed to belong to the Marquis of Bath, which said Railway No. 4 will be made or pass from, in, through, or into the several parishes, townships, extra parochial and other places following, or some of them (that is to say), Worthen, Hogster or Hogstow, Minsterley, and Westbury.

5. A Railway (No. 5) commencing in the said parish of Westbury, at a point in a field adjoining and on the north-western side of the Minsterley Branch Railway, about three hundred and fifty yards measured in a northerly direction along that branch from the Booking Office at the Minsterley Station, and terminating in the parish of Pontesbury, at a point in a field situated between and adjoining the stream flowing from Minsterley to the River Rea and the Minsterley Branch Railway, and to the northward of and adjoining the road leading from Mealhurst or Malehurst to Pontesbury, which intended Railway No. 5 will be made or pass from, in, through, or into the several parishes, townships, and extra parochial and other places following or some of them, that is to say, Minsterley, Westbury, Mealhurst or Malehurst, Boycott, and Pontesbury.

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, or any of them: to deviate from the lines of Railway to any extent within the limits of deviation to be shown on the

plans deposited as hereinafter mentioned; to purchase and take lands, houses, buildings, and other property compulsorily or by agreement for the purposes of the said intended Railways and works, and to vary and extinguish all rights and privileges in any manner connected with such lands, houses, and buildings, and other property, and to confer, vary, or extinguish other rights and privileges; to alter, cross, stop up, and divert, whether temporarily or permanently, all turnpike or other roads, highways, railways, tramways, watercourses, drains, and sewers within the said parishes, townships, and extra parochial or other places as it may be necessary to cross, divert, alter, or stop up for the purposes of the Bill; to levy tolls, rates, charges, and duties for or in respect of the said intended Railways and works; to alter existing tolls, rates, charges, and duties, and to confer exemptions from the payment of tolls, rates, charges, and duties, and to confer, vary, and extinguish other rights and privileges.

To enable the Company on the one hand, and the Shrewsbury and Welshpool, the London and North-Western, and the Great Western Railway Companies, or any or either of them, on the other hand, from time to time to enter into and carry into effect contracts and agreements for or with respect to the working, use, management, and maintenance of the said intended Railway and works, or any part or parts thereof respectively, the supply of rolling stock and plant, and of officers and servants for the conduct of the traffic of the intended Railways, and with respect to the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of traffic coming from over or destined for the said intended Railways and the Railways of the said other Companies, and the division and appropriation of the receipts arising from that traffic, and to confirm any agreement already made or which previously to the passing of the Bill may be made between the said Companies touching any of the matters aforesaid or in reference thereto.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge, as far as may be requisite for all or any of the foregoing purposes, the powers and provisions of the Acts relating to the Shrewsbury and Welshpool, the London and North-Western, and the Great Western Railway Companies, or any or either of them.

On or before the 30th day of November instant duplicate plans and sections describing the lines, situation, and levels of the proposed lines of Railway, 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 be deposited for public inspection with the Clerk of the Peace for the County of Salop, at his office, at Shrewsbury; 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 Railways and works are intended to be made, or in which any lands or houses intended to be taken are situate, together with a copy of this Notice, will be deposited with

the Parish Clerk of each such parish, at his residence, and as to any extra-parochial place with the Clerk of some parish immediately adjoining thereto, 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 11th day of November, 1872.

Saml. Harley Kough, Shrewsbury and Church Stretton; *J. B. Batten*, 32, Great George Street, Westminster: Solicitors.

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

In Parliament.—Session 1873.

East and West Metropolitan Junction and Cannon-Street Railway.

(Incorporation of Company; Construction of Railways from the Metropolitan District Railway at Cannon-Street to the Metropolitan Railway at Aldgate, the East London Railway, and to the North London Railway at Bow. Traffic Arrangements; Agreements with Corporation of London, Commissioners of Sewers, Metropolitan Board of Works, &c.; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to incorporate a Company (hereinafter called "the Company"), and to authorise them to carry into effect the following, or some of the following, purposes (that is to say):

To make and maintain the Railways following, with all proper works, stations, approaches, and conveniences connected therewith respectively, videlicet:

1. A Railway (hereinafter referred to as Railway No. 1) commencing in the parish of St. Botolph, Aldgate, Without, in the City of London, and county of Middlesex, by a junction with the authorised line of the Metropolitan Railway (Tower-hill Extension) at a point about 14 yards north-west of the north-western side of Meeting House-yard, and about five yards north-east of the north-eastern side of that part of Gravel-lane which runs between Harrow-alley and Meeting House-yard, and terminating in the parish of St. Mary, Whitechapel, in the county of Middlesex, near the centre of the Whitechapel-road, at or near the point where the authorised line of the East London (Thames Tunnel) Railway crosses or is intended to cross through or under that road, at or about the place where East Mount-street joins the said road; which intended Railway No. 1 will pass through or into the following parishes and places, or some of them, videlicet, St. Botolph, Aldgate, Without, in the City of London, and St. Botolph, Aldgate Without; and St. Mary, Whitechapel, in the county of Middlesex.

2. A Railway (hereinafter referred to as Railway No. 2), commencing in the parish of Saint Mary, Whitechapel, in the county of Middlesex, by a junction with Railway No. 1, at the termination thereof above described, near the centre of Whitechapel-road, at or near the place where East Mount-street joins that road, thence passing under and near the centre of the Whitechapel, Mile-end, and Bow-roads respectively, and terminating in the parish of Bow, otherwise St. Mary, Stratford, Bow, in the county of Middlesex, at a point in Bow-road, about seven yards southward from the northern side of that

road; and about 12 yards westward of the centre of the North London Railway, where it crosses under the same road; which intended Railway No. 2 will pass through, or into the following parishes and places, or some of them, videlicet: St. Mary, Whitechapel; the hamlet of Mile-end, Old Town, in the parish of St. Dunstan, Stepney, otherwise Stebonheath; St. Mary, Stratford, Bow; and St. Leonard, Bromley; all in the county of Middlesex.

3. A Railway commencing in the parish of St. Nicholas Cole Abbey, in the City of London, by a junction with the Metropolitan District Railway at a point about 33 yards south-west of the corner formed by the meeting of the north side of Old Fish-street and the east side of Friday-street, and terminating in the parish of St. Mary, Whitechapel, by a junction with the above-described Railway No. 1, at a point in or near the centre of Whitechapel High-street, about 60 yards westward of the junction of Leman-street with Whitechapel High-street; which intended Railway will pass through or into the following parishes and places, or some of them, viz.:—St. Nicholas Cole Abbey, St. Mary Mounthaw, St. Nicholas Olave, St. Margaret Moses, St. Mildred, Bread-street, St. Mary Aldermary, Holy Trinity the Less, St. James Garlick Hythe, St. Thomas the Apostle, otherwise Great St. Thomas Apostle, St. Antholin, St. Michael, College-hill; St. John the Baptist upon Walbrook, St. Mary Bothaw, St. Swithin, London Stone, St. Laurence Pountney, St. Mary Abchurch, St. Martin Orgars, St. Michael, St. Clements Eastcheap, St. Leonard Eastcheap, St. Margaret, St. Andrew Hubbard, St. Benet Gracechurch, St. Margaret Patten, St. Dionis Backchurch, St. Gabriel, All Hallows Staining, St. Dunstan in the East, St. Katherine Coleman, St. Katherine Cree, St. James, Duke-place, and St. Botolph, Aldgate Without, in the City of London, and St. Mary, Whitechapel, and St. Botolph Aldgate Without, in the county of Middlesex.

4. A Railway (to complete the north-eastern and north-western portion of the inner circle of the Metropolitan Railway system of London) commencing in the parish of St. Mary, Whitechapel, by a junction with Railway No. 1, before described, at a point in the Whitechapel-road opposite to the end of the new street in continuation of Commercial-road East, now in course of construction, thence proceeding in the line of a proposed new street from the Holborn Viaduct to Whitechapel, and terminating in the parish of St. Giles Without, Cripplegate, by a junction with the Metropolitan Railway at or near Moorgate-street Station; which intended Railway will pass through or into the following parishes and places, or some of them, viz.:—St. Mary, Whitechapel; in the county of Middlesex; St. Botolph; Aldgate Without, St. Botolph, Bishopsgate, St. Ethelburga, Bishopsgate, St. Stephen, Coleman-street, St. Allhallows, London-wall, and St. Giles Without, Cripplegate, all in the City of London.

To deviate laterally from the lines, and vertically from the levels 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 pipes on either side thereof.

To purchase and take lands, houses, and other property and easements in and over lands, by compulsion or agreement, for the purposes of the said intended railways and works, and to vary,

repeal, or extinguish all existing rights and privileges in any manner connected with such lands, houses, and property which would impede or interfere with the construction, maintenance, or use of the said intended railways, works, or any of them, and to confer other rights and privileges.

To cross, alter, divert, or stop up, either temporarily or permanently, all roads, streets, highways, thoroughfares, railways, tramways, aqueducts, bridges, canals, streams, drains, sewers, telegraphs, water-courses, gas and water pipes, with which it may be necessary to interfere in the construction or maintenance of the said intended railways and works, and to use the under surface of any such road, street, highway, or thoroughfare.

To authorise the Company to underpin or otherwise secure buildings or works which may be rendered insecure by any of the authorised works of the Company, and which the Company do not desire to purchase for the purposes of their works.

To levy tolls, rates, and charges for, or in respect of, the use of the said intended railways and works, and for the conveyance of passengers, animals, minerals, and goods, and to grant exemptions from such tolls, rates, and charges, and to confer other rights and privileges.

The intended Act will authorise the Company and the Corporation of the City of London, the Commissioners of Sewers for the City of London, and the Metropolitan Board of Works, or either of them, 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 of streets, subways, sewers, drains, and other works, and he payments to be made by either of the parties towards the construction, maintenance, and use of any such approaches, accesses, communications, streets, subways, sewers, drains, and works.

The intended Act will also enable the Company and the South-Eastern Railway Company, the North London Railway Company, the London and North-Western Railway Company, the East London Railway Company, the Metropolitan Railway Company, and the Metropolitan District Railway Company, or either of those Companies, to enter into agreements with respect to the working, maintenance, management, and use of the intended railways 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; and the Act will authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid.

To 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.:—"The Metropolis Local Management Acts, 18 and 19 Vic., cap. 120; 19 and 20 Vic., cap. 112; 20

and 21 Vic., cap. 104; 25 and 26 Vic., cap. 102; and 26 and 27 Vic., cap. 68;" "The Metropolis Improvement Act, 1863;" and any other Acts relating to the City of London or the Metropolitan Board of Works, and the local management of the metropolis; and also the local and personal Acts following—6 Will. IV., cap. 75, and all other Acts relating to the South Eastern Railway Company; 9 and 10 Vic., cap. 396, and all other Acts relating to the North London Railway Company; 8 and 9 Vic., cap. 36, and all other Acts relating to the London and North-Western Railway Company; "The East London Railway Act, 1865," and all other Acts relating to the East London Railway Company; 16 and 17 Vic., cap. 186, and all other Acts relating to the Metropolitan Railway Company; "The Metropolitan District Railway Act, 1864," and all other Acts relating to the Metropolitan District Railway Company.

On or before the 30th day of November, 1872, duplicate plans and sections of the said intended railways and works, together with books of reference to the plans and a map showing the general course and direction of the said proposed railways, 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 Middlesex, at his office at 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 a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes and places in or through which the said intended railways and works are proposed to be made, or in which any lands proposed to be taken are situate: and a copy of this notice will be deposited as follows:—with respect to the parishes within the City of London, with the parish clerk of each such parish at his residence; as regards the hamlet of Mile-end Old Town, in the parish of St. Dunstan, Stepney, with the vestry clerk of the said hamlet, at his office at Mile-end; as regards the parishes of St. Botolph, Aldgate Without, in the county of Middlesex, and St. Mary, Whitechapel, with the clerk of the Whitechapel District Board, at his office in Great Alie-street, Whitechapel; and as regards the parishes of St. Leonard, Bromley, and St. Mary, Stratford, Bow, with the clerk of the Poplar District Board of Works, at his office at East India-road, Poplar.

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 15th day of November, 1872.

Charles Baylis, 30, Poultry, London, E.C., Solicitor for the intended Act.

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

In Parliament—Session 1873.

The Talsarn Company.

(Incorporation of Company; Power to make Railway, and construct and maintain same, and acquire and work Mineral Property; Junction with the Nantlle Railway, and working arrangements; Power to raise capital and subscribe for Shares in other Companies, and for certain Companies to subscribe for Shares in the Company.)

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, under the name of the Talsarn Company (hereinafter referred to as "the Company," and to enable the Company to make and maintain the Railway hereinafter mentioned, with all needful works, stations, bridges and conveniences connected therewith respectively; and to enable the Company to acquire quarries or other mineral property, and to work the same (that is to say):—

A Railway in the several parishes of Llanllyfni and Llandwrog, in the county of Carnarvon, commencing in the said parish of Llanllyfni, by a junction with the present Nantlle Railway, in a field No. 20 on the plan of the said proposed Railway, and numbered 1481 on the Tythe Map of the said parish of Llanllyfni at 11 chains 50 links distance west of the existing Nantlle Station of the said Nantlle Railway, and terminating on the rubbish bank of the Talsarn Slate Quarry, in the parish of Llandwrog, in the said county of Carnarvon, the property of John Robinson, Esq., and in the occupation of the Talsarn Slate Company, Limited, at a point 100 links north-east of the present terminus of the lower incline of the Vron Tramroad.

To enable the Company to form junctions and communications where necessary with the rails of the London and North Western Railway Company, or Carnarvonshire Railway Company, and to regulate such junctions and the use thereof and to deviate from the proposed lines of railway to any extent within the limits of deviation to be shown upon the deposited plans; to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, drains, sewers, navigations, rivers, streams and watercourses, so far as may be necessary, in constructing and maintaining the said railways and works; to purchase lands, houses and other property, compulsorily for the said intended railways and works, and to levy tolls, rates and charges in respect thereof, and to exercise other rights and privileges.

To enable the said Company to raise money by shares, or by stock, or by borrowing, and to attach to such shares or stock any preference, or priority of dividend, and any advantage which the Bill may define, and to apply the same moneys to the purposes of the said railways and works, and in the acquisition and working of mineral property.

To authorize any Company, limited or otherwise, carrying on or working quarries or other mineral property, to subscribe for and hold shares in the said undertaking, or otherwise contribute towards the cost of the said undertaking out of their corporate funds.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, as it will incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act 1863," "The Lands Clauses Consolidation Act 1845," "The Lands Clauses Consolidation Acts Amendment Act 1860," "The Railways Clauses Consolidation Act 1845," and "The Railways Clauses Consolidation Act 1863," and will confer on the Company all other rights and privileges necessary for carrying into effect the objects of the Act.

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 a published map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County of Carnarvon, at his office at Carnarvon, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the Parish Clerk of each such parish at his residence, and in the case of any extra-parochial place, with the Clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated this 14th day of November, 1872.

<i>Miller and Miller</i> , 6, Sherborne Lane, London.	} Solicitors for the Bill.
<i>J. Newall</i> , 26, Great George Street, Westminster.	
	} Parliamentary Agent.

In Parliament.—Session 1873.

The Southern Railway Company.

Extension to Cashel—New Works—Further Powers.

(Construction of Extension of Southern Railway to Cashel—Construction of Deviation or Extension of Railway near Thurles Station—New Works—Power to run over portion of the Line of the Great Southern and Western Railway Company, and to use the Thurles and Limerick Junction Stations of that Company—Powers to the Great Western Railway Company (of England), the Waterford and Limerick Railway Company, and the Great Southern and Western Railway Company, to enter into Traffic and Working, and other Agreements, with the Southern Railway Company, and to authorise the two first-named Companies to subscribe to the Share Capital of and guarantee a Minimum Dividend by the Company—Power to the Grand Jury and certain Baronies in the County of Tipperary to guarantee a Minimum Dividend on the Capital of the Authorised Colliery Branch Railway of the Southern Company and of the proposed Extension to Cashel—Increase of Capital—Creation of Preference Shares or Stock—Extension of Time for Purchase of Land and Completion of the authorised Railways of the Southern Company—Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill or Bills to enable the Southern Railway Company, hereinafter called "the Company," to effect the objects and purposes following, or some of them (that is to say):—

1. To enable the Company to make and maintain the railways hereinafter mentioned, or some of them, or some parts thereof, with all necessary works, stations, and approaches (that is to say):—

A Deviation or Extension Railway (No. 1), wholly in the parish of Thurles and county of Tipperary, commencing by a junction with the railway of the Company authorised by

the "Southern Railway Act, 1865," now in course of construction, hereinafter called the "Main Line," at or near a point on that Main Line in the townland of Commons, in said parish and county, distant one hundred and six chains from a point on such southern fence, distant one chain from the eastern boundary wall of the Thurles Station Railway grounds, measured in an easterly direction along such fence, the southern fence of the public road leading from the town of Thurles to the down platform of the Thurles Railway Station of the Great Southern and Western Railway Company, measured in a southerly direction, and terminating in the townland of Garrynicleehan, at the aforesaid fence.

A railway (No. 2), wholly in the county of Tipperary, commencing by a junction with the Main Line at or near a point on that authorised Main Line in the townland of Farranaleen, in a field in the possession of representatives of Patrick Anglim, distant five chains or thereabouts from the south side of the public road forming the northern boundary of the townland of Farranaleen, and terminating in the city of Cashel, at a point on the east side of the lane which divides Ashwell's Lot from Waller's Lot, and distant from the southern boundary wall of the Bridewell eight chains, or thereabouts, measured along the said lane in a southerly direction from the said boundary wall.

2. The said proposed Railway (No. 1), and works connected therewith, will pass, or be made from, through, or in the several parishes, townlands, and places following (that is to say): Commons, Garrivecleheen, and Stradavoher, in the parish of Thurles and said county.

3. The said proposed Railway (No. 2), and works connected therewith, will pass, or be made from, through, or in the several parishes, and townlands following (that is to say): Farranaleen, Ballyvadin, Rathcool, Ballyvadin, Knockbrit, Kilconnell, Curraghtarsna, Magorban, Mocklershill, Monameagh, Brickendown, Ballyfowloo, Rathordan, St. Patrick's Rock, Waller's Lot, Cooper's Lot, Ashwell's Lot, Green, St. John Baptist, Cashel, all said townlands, parishes, and places being situated in the county of Tipperary.

4. The Bill will empower the Company to cross, divert, alter, or stop up, either temporarily or permanently, roads, railways, bridges, telegraphs, drains, sewers, pipes, rivers, streams, and water-courses, so far as may be necessary for the construction or maintenance of the said intended Railways and works.

To deviate from the line of the said intended Railways both vertically and and horizontally. To purchase lands, houses, and other property compulsorily and by a greement, for the purposes of the said intended Railways and works, and to levy tolls, rates, and charges therefor, and for and in respect of the traffic thereon. To confer exemption from and abatement of tolls, rates, and charges; to exercise other rights and privileges, and to vary and extinguish any rights and privileges which may be inconsistent with the object of the said intended Act.

5. To enable the Company to make and enter into working and traffic agreements with the said Great Western Railway Company and the Waterford and Limerick Railway Company for the use, working and maintenance

of the Railways of the Company authorised, or to be authorised, by the intended Act, and to enable one or both of those Companies to subscribe to the share capital of the Company created, or to be created, and to guarantee a minimum dividend thereon, or on portion thereof, and to authorise the Great Western Railway Company to guarantee a minimum dividend on such portion of such share capital as the Waterford and Limerick Railway may subscribe for or guarantee, and to enable the latter Company and the Company, in consideration thereof, to enter into special traffic arrangements with the Great Western Railway Company as to abatements, allowances, division of profits or otherwise.

6. To enable the Company to increase their capital and raise such further capital as may be necessary for the completion of their proposed new Railways and works, and to attach a preferential interest to portion of the capital which the Company are or may be authorised to create, and to enable the Company to borrow on mortgage or debentures.

7. To enable the Grand Jury of the South Riding of the county of Tipperary to guarantee a minimum dividend upon the cost of, or portion of the cost of, constructing the said Colliery Branch Railway and the proposed extension to Cashel, and to charge such guarantee upon the baronies of Slievardagh and Middlethird, in the county of Tipperary, or upon some, or portion of such baronies, and for such purposes to levy baronial and county cesses and rates if necessary.

8. To empower the Company and the Waterford and Limerick Railway Company to run over, use, and work the Railways, stations, works, approaches, and conveniences of the Great Southern and Western Railway Company upon that portion of their line between Thurles and the Limerick Junction, including their Thurles and Limerick Junction Stations, or portion thereof, upon such terms and conditions as may be prescribed in the intended Act, or as shall be approved of by Parliament.

9. To enable the Company, the Great Western Railway Company, the Waterford and Limerick Railway Company, and the Great Southern and Western Railway Company, or either of them, from time to time to enter into agreements with respect to the conduct and interchange of the traffic on the Railways of said Companies respectively, and of the payments to be made, abatements to be allowed, and the conditions to be performed in respect of such traffic coming from or destined for the Railways of the Company and of the contracting Companies, and the division and apportionment of the revenue arising from such traffic, or for the payment of any fixed or contingent rent or other consideration. To enable the Great Western and Waterford and Limerick Railway Companies, or either of them, to appoint one or more directors of the Company, and to authorise the appointment of a joint committee or joint committees of management for carrying into effect any agreement or agreements which may be entered into touching any of the matters aforesaid.

10. To require the said Great Western Railway Company, the Waterford and Limerick Railway Company, the Great Southern and

Western Railway Company, and the Company, and the persons using or working the Railways of those Companies respectively, to receive, book through, take over, forward, accommodate, and deliver, on and from their respective Railways, and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description coming from or destined for the Railways of either of such Companies, upon such terms and conditions, and at such rates, as may be prescribed in and by the intended Act, or approved of by Parliament, and if need be to alter the the tolls and charges which those Companies respectively are authorised to take and receive, and to confer exemptions from such tolls and charges.

11. To extend the time for the purchase of land and completion of the Railways authorised to be purchased and made by "The Southern Railway Act, 1865," "The Southern Railway (Deviation and Branches) Act, 1866," and "The Southern Railway (Additional Powers) Act, 1871."

12. To enable the Town Commissioners of Cashel and landowners, whether having limited interests or being otherwise under disability or not, whose lands may be situated upon the line of, or in the vicinity of, the authorised and intended railways, and which will be "permanently improved" by their construction, to subscribe to the capital of the Company, and charge such subscription and the payment thereof upon such land, and to enable such owners to convey such land to the Company free of charge, or in exchange for the Company's shares or stock in the manner to be prescribed by the intended Act.

13. The intended Act will incorporate all, or some, or portion of the following Acts (that is to say):

"The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;"

"The Railways Clauses Consolidation Act, 1845;"

"The Railways Acts (Ireland), 1851, 1860, and 1864;"

"The Railways Clauses Act, 1863;"

"The Companies Clauses Consolidation Act, 1845;" and

"The Companies Clauses Acts, 1863 and 1869;" and "The Improvement of Land Act, 1864;"

And any other Acts varying or amending same.

14. The intended Act will alter, vary, amend, enlarge, or repeal all or some of the powers and provisions of the Acts relating to the respective undertakings of the Companies above mentioned, and any other Acts that may in any way interfere with the powers sought by the said Bill, and, inter alia, the following Acts, viz.:—

Relating to the Southern Railway Company: "The Southern Railway Act, 1865;" "The Southern Railway (Deviation and Branches) Act, 1866;" "The Southern Railway (Additional Powers) Act, 1871."

Relating to the Great Western Railway: The 5 and 6 Wm. 4, cap. 107; "The South Wales Railway Consolidation Railway Act, 1865;" "The Great Western Railway (West-Midland Amalgamation) Act, 1863;" and all other Acts relating to the Great Western Railway Company.

Relating to the Waterford and Limerick Railway Company: The 8 and 9 Vic., cap. 131; 10 and 11 Vic., cap. 231; 13 and 14 Vic., cap. 29; 14 and 15 Vic., cap. 110; 18 and 19 Vic., cap. 73 and 76; 23 and 24 Vic., cap. 160; 25 and 26 Vic., cap. 191; 27 and 28 Vic., cap. 236; 29 and 30 Vic., cap. 272; 31 and 32 Vic., cap. 81.

Relating to the Great Southern and Western Railway Company: The 7 and 8 Vic., cap. 100; 8 and 9 Vic., cap. 124; 9 and 10 Vic., caps. 196, 197, 198, and 209; 10 and 11 Vic., cap. 93; 14 and 15 Vic., cap. 80; 15 and 16 Vic., cap. 24; 16 and 17 Vic., cap. 142; 17 and 18 Vic., cap. 132; 20 and 21 Vic., caps. 1, 162, and 85; 24 and 25 Vic., caps. 147 and 148; 28 and 29 Vic., cap. 43; 29 and 30 Vic., caps. 57 and 144; and 34 and 35 Vic., cap. 103.

15. 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 intended Act, together with a book of reference to such plans, containing the names of the respective or reputed owners, lessees, and occupiers of such lands, houses, and other property, and also an Ordnance Map, with the lines of the intended railways delineated thereon, so as to show their general course and direction, and a copy of this notice, will, on or before the 30th November, 1872, be deposited for public inspection with the Clerk of the Peace for the county of Tipperary, at his office in the court-house, Clonmel; and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each of the several parishes in or through which the said intended railways and works respectively 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 clerks of the Poor-law Unions within which such parishes are respectively situate, that is to say—with the clerk of the Clonmel Union, at his office in the Clonmel Union Workhouse; and with the clerk of the Cashel Union, at his office in the Cashel Union Workhouse, Cashel; and with the clerk of the Thurles Union Workhouse, at the office in the Thurles Union Workhouse, Thurles, all in the county of Tipperary; and on or before the 21st day of December next printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 6th day of November, 1872.

B. Kernaghan, Solicitor to the Company, Dublin, and 70, Bishopsgate-street Within, London.

In Parliament—Session 1873.

Aberystwyth Gas.

(Incorporation of Aberystwyth Gas and Coke Company; Dissolution of that Company or Partnership; usual Powers for maintenance of Works; and for manufacture and supply of Gas, &c.; compulsory purchase of Land; Money powers; Amendment of Act, &c.)

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

1. To dissolve the Aberystwyth Gas and Coke Company or Association (hereinafter called "the

Company"), and to re-incorporate the shareholders or members thereof by the same or some other name, and to transfer to and vest in the new Company to be incorporated by the Bill all the rights, powers, and privileges, lands, buildings, works, tenements, capital, stock, claims, demands, and all other the property real and personal of the Company, together with all the debts, duties, and liabilities, contracts, and engagements of the Company.

2. To cancel and annul the deed of settlement or co-partnership and any deeds of trust or other deeds under which the Company are at present acting or relating to their undertaking or affairs.

3. To confer upon the new Company powers for supplying with gas for public and private lighting and for other purposes, and for lighting the borough of Aberystwyth and the several townships and places of Vaenor-Issa, Ucha'yndre, and Issayndre, all in the parish of Llanbadarnfawr, in the county of Cardigan, or some of these places, or some parts thereof respectively.

4. To authorize the new Company to manufacture, sell and dispose of coal, gas, coke, tar and the several matters and things producible from the residual products arising, resulting or obtainable from the manufacture of gas, and for that purpose to maintain, improve and extend the existing gas works and premises of the Company, which are situate upon a piece of land held under lease from Sir Pryse Pryse and the Mayor and burgesses of Aberystwyth, or one of them, in the town, borough or liberties of Aberystwyth, and bounded on the north by houses and premises fronting to Mill-street, on the south by the public open sewer, on the east by the road leading from Lewis-terrace to the new slaughter-house, and on the west by the tannery and premises belonging or reputed to belong to Richard James.

5. To enable the new Company to purchase by agreement, or if need be, compulsorily the freehold or reversion of the leasehold premises so held under Sir Pryse Pryse and the Mayor and burgesses of Aberystwyth or one of them.

6. To define, alter, authorize and regulate the capital of the Company, and of the new Company, and its distribution into shares, and its appropriation amongst the shareholders or proprietors, and to provide for the capitalization or conversion into capital of moneys raised or expended by the Company out of their undivided profits or otherwise.

7. To enable the new Company to raise additional capital by shares, stock, or by borrowing on mortgage, and to attach to the new capital or any part thereof such preferential dividend or other advantages as the Bill may define to provide a reserve fund for equalizing the dividends of the new Company, and to create a fund to meet special contingencies.

8. To authorize the new Company to manufacture, sell, hire, and let on hire gas metres, gas pipes, apparatus and fittings, and to acquire, hold and use patent rights, or to take licences to hold and use patent rights, for the manufacture and distribution of gas or the conversion and utilization of the residual products arising or obtainable from the manufacture of gas.

9. To enable the new Company to enter into contracts and agreements for the supply of gas with any local authority, corporation, bodies, or persons, and to confer all necessary powers upon all such local authorities, corporations, bodies, or persons, and to enable them to apply to the purposes of any such contract any funds or moneys which they have raised or may raise or over which they have control.

10. To enable the new Company to sell and

transfer their Gas Works, property, and undertaking to the Corporation of Aberystwyth or to the Aberystwyth Improvement Commissioners upon such terms and conditions as may be agreed upon, and to enter into contracts and agreements for such sale, and to confer upon the new Company all necessary rights, powers, and authorities for effectually carrying out any such sale or transfer and providing for the distribution of the purchase money or other consideration and incidental thereto.

11. To alter the existing rates, rents, and charges, and to enable the new Company to levy rates, rents, and charges for the supply of Gas for public or private lighting, and for gas meters, pipes, apparatus and fittings.

12. The Bill will incorporate with itself all or some of the provisions of "The Gas Works Clauses Acts, 1847 and 1871," "The Companies Clauses Consolidation Acts, 1845 and 1863," "The Lands Clauses Consolidation Acts, 1845, 1860 and 1869," and the Bill will confer on the new Company all powers, rights, and privileges necessary for carrying into effect the objects of the Bill, and it will vary or extinguish all existing rights and privileges which may interfere with those objects.

13. To alter, amend, vary, or repeal the Act, local and personal, of the 5th and 6th William IV. cap. 46, and "The Aberystwyth Improvement and Water Act, 1872."

14. Duplicate plans shewing the lands of which the freehold or reversion is intended to be taken compulsorily, with a book of reference thereto, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant be deposited with the Clerk of the Peace for the county of Cardigan, at his office at Aberystwyth, and copies of the same plan, book of reference, and notice will, on or before the same day, be deposited with the Parish Clerk of the parish of Llanbadarnfawr at his residence, and with the parish clerk of St. Michael's District Parish Church, in the borough of Aberystwyth, 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 12th day of November, 1872.

<i>Hugh Hughes,</i>	} Aberystwyth, {	Solicitors
<i>W. H. Thomas,</i>		for the Bill.
<i>Marriott, Jordan, and Cooper,</i>	} 3, Westminster Chambers, {	Parliamentary
London, S. W.,		Agents.

Board of Trade.—Session 1873.

East Suffolk Tramways; Lowestoft, Yarmouth, and Southwold Extensions.

(Application for Provisional Order for Power to construct Tramways.)

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, for a Provisional Order to authorise and empower the East Suffolk Tramways Company, Limited (hereinafter referred to as "the Company") to construct and maintain the tramways described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and convenient turn outs, passing places, stations, works, and conveniences (that is to say:—

Tramway No. 1, situate in the parish and town of Lowestoft, and in the parishes of Qulton and Blundeston-cum-Flixton, all in the county of Suffolk, commencing at the eastern end of Bevan-street, thence continuing in a westerly direction

along the said street, then turning into Raglan-street, and continuing in a northerly direction along the whole length of the said street into Beccles-road, thence turning into and continuing along Boston-road, and then turning to the left into and continuing along the Church-road, passing the parish church, and then into and along the Oulton-road, to a point opposite an inn commonly known as the Red House, then turning to the right, and proceeding along the road leading to Mutford-bridge and Oulton, and terminating at the point where the said road joins the London-road.

The centre line of the said Tramway No. 1 will coincide with the imaginary centre lines of the said streets and roads, excepting that in passing along Bevan-street it will be laid on the southern side of and at a distance of 4 feet 3 inches or thereabouts from the imaginary centre line of the said street, and that from the commencement of Raglan-street, for a distance of 9 chains or thereabouts, the same will be laid on the western side of and at a distance of 4 feet 6 inches from the said imaginary centre line, and will thence approach and coincide with the imaginary centre line, and that throughout Boston-road it will be laid on the western side of and at a distance of 4 feet 3 inches from the said imaginary centre line, and that from its point of entry into Church-road it will be laid for a distance of 14 chains or thereabouts on the south side of and at a distance of 5 feet 6 inches from the said imaginary centre line, whence it will approach and coincide with the said imaginary centre line to the junction of the said road with the Oulton-road, and will thence diverge to a distance of 4 feet 8 inches from and on the left side of the said imaginary centre line, and will so continue to its termination.

Tramway No. 2, commencing at the last mentioned termination of and by a junction with Tramway No. 1, and proceeding in a northerly direction along the turnpike road through some or all of the parishes or places of Blundeston-cum-Flixton, Lound, Hopton, and Gorleston, all in the said county of Suffolk, and terminating in the said last mentioned parish or place at a point 17 chains or thereabouts south of the junction of Church-lane with the High-street, by forming a junction there with the tramway of the East Anglian Tramway Company, Limited, authorised by "The Tramways Provisional Orders Confirmation Act, 1871."

The centre line of Tramway No. 2 will, at its commencement, and for a distance of 2 furlongs 5 chains and 20 links or thereabouts, be on the western side of and at a distance of 6 feet from the imaginary centre line of the road, and will thence approach and coincide with the said imaginary centre line for a distance of 2 furlongs 8 chains and 27 links or thereabouts, whence it will again diverge to a distance of 6 feet from and on the western side of the said imaginary centre line, and will so continue for a distance of 2 chains and 12 links or thereabouts, and will thence approach and coincide with the said imaginary centre line for a distance of 3 furlongs 2 chains and 20 links, whence it will again diverge to a distance of 6 feet from and on the western side of the said imaginary centre line, and will so continue for the distance of 1 chain and 33 links and will then approach and coincide with the said imaginary centre line for a distance of 2 furlongs 7 chains 12 links, thence again diverging to a distance of 5 feet 8 inches from and on the western side of the said imaginary line, and will so continue for a distance of 1 chain and 20 links or thereabouts, and will then again approach and

coincide with the said imaginary centre line for a distance of 7 chains and 20 links, thence again diverging to a distance of 5 feet 8 inches from and on the western side of the said imaginary centre line, and so continuing for a distance of 6 chains, and will then again approach and coincide with the said imaginary centre line for a distance of 8 chains 20 links, then again diverging to a distance of 5 feet 8 inches from and on the western side of the said imaginary centre line, and will so continue for a distance of 3 chains 60 links, and will then approach and coincide with the said imaginary centre line for a distance of 2 chains and 50 links, and will then again diverge to a distance of 5 feet 8 inches from and on the western side of the said imaginary centre line, and will so continue for a distance of 2 chains and 30 links, and will then again approach and coincide with the said imaginary centre line for a distance of 1 chain and 12 links, and will then again diverge to a distance of 6 feet from and on the western side of the said imaginary centre line, will so continue for a distance of 1 chain and 55 links, and will then again approach and coincide with the said imaginary centre line for a distance of 8 chains and 20 links, and will then again diverge to a distance of 5 feet 8 inches from and on the western side of the said imaginary centre line, and will so continue for a distance of 5 chains and 50 links, whence it will again approach the said imaginary centre line, with which it will coincide to its termination.

Tramway No. 3, commencing in the parish of Corton by a junction with Tramway No. 2, at a point about 2 chains from the commencement thereof, hereinbefore described, and passing thence along the turnpike road through the parishes of Corton and Gunton, both in the said county of Suffolk, and terminating in the last-mentioned parish at a point where the said road joins the parish of Lowestoft.

The centre line of Tramway No. 3 will throughout coincide with the imaginary centre line of the roads and streets through which it will pass.

Tramway No. 4, commencing in the parish and town of Lowestoft at a point opposite the pier on the southern side of the harbour at Lowestoft, and thence continuing along the London or turnpike road and passing through the parishes of Kirkley, Pakefield, Kessingland, and Wangford, and terminating in the said last-mentioned parish or place at a point opposite the Angel Inn, at Wangford, and forming a junction there with the tramway of the Lowestoft, Yarmouth, and Southwold Tramways Company (Limited), authorized by the "Tramways Orders Confirmation Act, 1872. (No. 3)."

The centre line of Tramway No. 4 will coincide with the imaginary centre line of the roads and streets through which it will pass till it reaches a point about 3 furlongs from the boundary of the parish of Pakefield, when it will gradually diverge to a distance of about 4 feet 8 inches from and on the southern side of the said imaginary centre line, and will so continue to a point opposite the cross roads in the village of Wreutham, whence it will again approach the said imaginary centre line with which it will coincide to its termination.

In each of the several instances hereinbefore specified of "divergence" or "approach" from or to the imaginary centre line of any street or road the same will be effected by a gradual divergence or inclination (as the case may be) of the centre line of the tramway for the distance of 1 chain from the imaginary centre line of the street or road to the distance therefrom stated to be reached, or from such latter distance back to the

imaginary centre line of the street or road, as the case may be.

It is proposed to lay the said tramways as a single line of rail along the said several roads and streets through which they will respectively pass, except where turn outs or passing places may be required to be constructed for the satisfactory working of the tramways, where a double line will be laid, subject to such restrictions as regards the position of such turn outs and passing places as the local authority or road authority may in each case approve, or as may be prescribed by the intended Order.

The tramways and works proposed to be authorized by the order will be made or pass from, in, through, or into the parishes, townships, and places following, or some of them (that is to say):—

Lowestoft, Oulton, Blundeston-cum-Flixton, Lound, Hopton, Gorleston, Corton, Gunton, Kirkley, Pakefield, Kessingland, Wrentham, and Wangford, all in the county of Suffolk.

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

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 the sides of the said streets or roads and the nearest rail of the tramway (that is to say):—

At a point about 17 chains south of the junction of Church-lane with High-street, at Gorleston, for the distance of about 150 feet, at a point where the boundary line of the parish of Gorleston, adjoining the parish of Hopton, crosses the London-road for a distance of about 265 feet, at a point in the parish of Hopton, about 1 furlong from the boundary of the parish of Lound, for a distance of about 125 feet, at a point in the parish of Blundeston-cum-Flixton, where the boundary of the parish of Lound crosses the London-road for the distance of about 300 feet, at a point where the Oulton-road joins the London-road for the whole distance of the latter road, to a point opposite the Great Eastern Railway Company's station at Lowestoft, and at a point about 3 furlongs from the boundary of the parish of Pakefield to a point opposite the cross roads in the village of Wrentham.

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 will contain powers for effecting the objects, or some of the objects, and for conferring on the Company the powers, or some of the powers following (that is to say):—

To enable the Company to levy tolls and charges, for the use of the proposed tramways, such tolls and charges being levied either upon the carriages using the tramways, or in respect of passengers and other traffic conveyed upon the same, or in both manners, and to confer exemptions from the payments of tolls or charges, and

to confer, vary, or extinguish other rights or privileges, and to enable the Promoters to exercise the other powers granted by "The Tramways Act, 1870."

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

To empower the Company on the one hand, and the East Anglian Tramway Company (Limited) and the Lowestoft, Yarmouth, and Southwold Tramways Company (Limited), or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, user, working, maintenance, and management of their respective undertakings, or some part or parts thereof respectively, the providing of rolling and working stock, the appointment, removal, and payment of officers and servants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, apportionment, and appropriation of rates, tolls, and charges upon their respective undertakings, and all incidental matters, and to sanction and give effect to contracts, agreements, and arrangements made or to be made with respect to any of the matters aforesaid.

To extend and apply, if thought desirable, to the tramways and works to be authorized by the order, the powers and provisions, or some of the powers and provisions, of "The East Anglian Tramway Order, 1871," and of "The Southwold and Halesworth Tramways Order, 1872," or one of them, and so far as may be necessary for the purposes of the Order to amend or repeal the provisions, or some of the provisions, of those Orders or either of them.

Notice is hereby also given, that a copy of this notice as published in the London Gazette, together with the relative plans and sections, will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace for the county of Suffolk, at his office, at Bury St. Edmund's; at the office of the Board of Trade, Whitehall, London; with the clerk of each of the aforesaid parishes through which the tramways will pass, at their respective residences; and at the office of the local authority of each district, parish, or place.

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 thereof, 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.

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, 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.

Dated this 20th November, 1872.

Davidsons, Carr, Bannister, and Morris,
70, Basinghall-street, London, Solicitors
for the Provisional Order.

In Parliament—Session 1873.

Caledonian Railway (Additional Powers).
(Construction of Railways, Pier, and other Works, Alteration of Road, and Acquisition of Lands in the counties of Lanark, Forfar, Renfrew, Stirling and Perth; Levying of Tolls and Rates thereon; Constitution of part thereof into a separate Undertaking; 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, pier or quay, alteration of road and other works hereinafter described, or some of them, or some portions thereof, and all proper stations, sidings, approaches, works and conveniences in connection therewith respectively, that is to say:—

A railway, hereinafter called Railway No. 1, commencing by a junction with the Motherwell branch of the Company's Clydesdale Junction Railway at a point about 220 yards eastward from the Uddingston station house on that branch, and terminating by a junction with the Cleland branch of the Company's Wishaw and Coltness Railway at a point about 660 yards, measuring along that branch, from the turnpike road bridge over the said Wishaw and Coltness Railway near Holytown station; which Railway No. 1, and works connected therewith, will be wholly situate in the parish of Bothwell and county of Lanark.

A railway, hereinafter called Railway No. 2, commencing by a junction with Railway No. 1 at a point about 320 yards southward from Mossend House, and about 180 yards north-westward from Mossend Farm Buildings, and terminating by a junction with the said Wishaw and Coltness Railway at a point about 350 yards northward from the turnpike road bridge over that railway near Holytown station; which Railway No. 2, and works connected therewith, will be wholly situate in the parish of Bothwell and county of Lanark.

A railway, hereinafter called Railway No. 3, commencing by a junction with the Motherwell branch of the Company's Clydesdale Junction Railway at a point about 40 yards south-eastward from the Fallside station house on that branch, and terminating at a point about 115 yards north-westward from the parish church of Bothwell; which Railway No. 3, and works connected therewith, will be wholly situate in the parish of Bothwell and county of Lanark.

A railway, hereinafter called Railway No. 4, commencing by a junction with the Company's Muirkirk branch at a point about 500 yards south-westward from Poniel Farm Buildings, and terminating by a junction with the Company's Lesmahagow line at a point about 130 yards southward from the bridge carrying the Glasgow and Carlisle turnpike road; at a point thereon between 24 and 25 miles from Glasgow, over the said Lesmahagow line; which Railway No. 4, and works connected therewith, will be situate in the parishes of Douglas and Lesmahagow, and county of Lanark.

A railway, hereinafter called Railway No. 5, commencing by a junction with the Company's Hamilton and Strathaven Railway at a point about 40 yards north-eastward from the bridge by which that railway is carried over the public road leading from High Blantyre by Hunthill to Barnhill, and terminating by a junction with the

Kilbride extension line of the Busby Railway Company at or near the termination of that line at East Kilbride; which Railway No. 5, and works connected therewith, will be situate in the parishes of Blantyre, Cambuslang and East Kilbride, and county of Lanark.

A railway, hereinafter called Railway No. 6, commencing by a junction with the branch railway authorised by and called Line No. 7 in "The Caledonian Railway (Lanarkshire and Midlothian Branches) Act, 1866," now in course of construction, at a point about 180 yards south-eastward from the Company's station house at Hamilton, and terminating at a point about 470 yards southward from the house called Maryfield, near Low Waters, on the turnpike road leading from Hamilton to Strathaven; which Railway No. 6, and works connected therewith, will be situate in the parish of Hamilton, burgh of Hamilton, and county of Lanark.

A railway, hereinafter called Railway No. 7, commencing by a junction with Railway No. 6 at a point about 100 yards north-westward from the point near the southern end of Low Waters where the turnpike road leading from Hamilton to Strathaven is joined by the public road passing Chantinghall, Little Bent and Ivygrove, and terminating at a point about 40 yards southward from the said point of junction of the said roads; which Railway No. 7, and works connected therewith, will be wholly situate in the parish of Hamilton and county of Lanark.

A railway, hereinafter called Railway No. 8, commencing by a junction with the Company's Hamilton and Strathaven railway at or near the bridge by which the turnpike road leading from Hamilton to Strathaven is carried over the said Hamilton and Strathaven railway, and terminating at a point about 550 yards eastward from Wakenwee and about 540 yards westward from Craigendhill Farm Buildings; which Railway No. 8, and works connected therewith, will be wholly situate in the parish of Hamilton and county of Lanark.

A railway, hereinafter called Railway No. 9, commencing by a junction with Railway No. 8, at the point hereinbefore described as the point of termination of that railway, and terminating at a point about 500 yards southward from East Drumloch Farm Buildings; which Railway No. 9, and works connected therewith, will be situate in the parishes of Hamilton and Glassford, and county of Lanark.

A railway, hereinafter called Railway No. 10, commencing by a junction with the Cleland Branch of the Company's Wishaw and Coltness railway at a point about 230 yards south-westward from Stevenston House, and terminating by a junction with the Company's main line of railway from Carlisle to Glasgow at a point about 290 yards westward from the mile post thereon indicating a distance of 84 miles from Carlisle; which Railway No. 10, and works connected therewith, will be situate in the parishes of Bothwell, Dalziel, Cambusnethan and Carlisle, and county of Lanark.

A railway, hereinafter called Railway No. 11, commencing by a junction with Railway No. 10 at a point near the village of Carfin, about 210 yards southward from Hattonhill Farm Buildings, and terminating by a junction with the Cleland branch of the Company's Wishaw and Coltness Railway, at a point about 210 yards westward from the turnpike road bridge over that branch near the Newarthill station thereon; which Railway No. 11, and works connected therewith, will be wholly situate in the parish of Bothwell and county of Lanark.

A railway, hereinafter called Railway No. 12, commencing by a junction with the Company's railway leading from their Wishaw and Coltness railway, near Holytown station, to the Motherwell branch of their Clydesdale Junction Railway, near Motherwell, authorised by and secondly described in "The Caledonian Railway (Branches and Amendment) Act, 1854," at a point about 700 yards southward from the turnpike road bridge over the said Wishaw and Coltness Railway, near Holytown station, and terminating by a junction with the Cleland branch of the said Wishaw and Coltness Railway at the point hereinbefore described as the termination of Railway No. 1; which Railway No. 12, and works connected therewith, will be wholly situate in the parish of Bothwell and county of Lanark.

A railway, hereinafter called Railway No. 13, being an alteration and improvement of the Company's existing railway called the Carmyllie Railway, and commencing by a junction with the Company's Dundee and Arbroath railway at a point about 150 yards north-eastward from the junction of the said existing Carmyllie Railway with the said Dundee and Arbroath Railway, called Elliot Junction, and terminating at a point about 260 yards southward from Slade Farm Buildings; which Railway No. 13, and works connected therewith, will be situate in the parishes of Arbirlot and Carmyllie, and county of Forfar.

A railway, hereinafter called Railway No. 14, commencing by a junction with the Company's Glasgow Paisley and Greenock Railway, at or near the bridge carrying the road leading from the turnpike road between Port-Glasgow and Greenock to Gibshill Quarry over the said Glasgow Paisley and Greenock Railway, and terminating at a point about 80 yards northward from the tollhouse on the said turnpike road at Cappielow; which Railway No. 14, and works connected therewith, will be situate in the parish of Greenock and the east parish of Greenock, or one of them, the burgh of Greenock, and county of Renfrew.

A railway, hereinafter called Railway No. 15, commencing by a junction with the Company's Glasgow Paisley and Greenock Railway, at a point about 310 yards westward from the bridge carrying the said Glasgow Paisley and Greenock Railway over the stream called Devol Burn, and terminating at a point about 40 yards north-eastward from the bridge carrying the road leading from the turnpike road between Port-Glasgow and Greenock to Gibshill Quarry over the said Glasgow Paisley and Greenock Railway; which Railway No. 15, and works connected therewith, will be situate in the parish of Greenock and the east parish of Greenock, or one of them, and county of Renfrew.

A railway, hereinafter called Railway No. 16, commencing by a junction with the Company's Grangemouth branch railway at a point about 230 yards westward from Eastend Farm Buildings, and terminating at a point about 160 yards south-westward from the bridge over the stream called Grange Burn, near the junction of that stream with the River Carron, which Railway No. 16, and works connected therewith, will be situate in the parishes of Falkirk, Bothkennar, and Polmont, and county of Stirling; and

A railway, hereinafter called Railway No. 17, commencing by a junction with the Greenock and Wemyss Bay Railway at or near the mile post thereon indicating a distance of three miles from Port-Glasgow junction, and terminating on Gourock Pier at a point about 20 yards north-eastward from the waiting room on that pier;

and also a pier or quay, with landing stages, rails, and other conveniences, commencing at a point about 50 yards northward from the junction of King-street and Shore-street, in the town of Gourock, and terminating in the Firth of Clyde at a point about 45 yards southward from the southern end of Gourock Pier; which railway No. 17, and pier or quay, and other works connected therewith, will be situate in the parish of Greenock, the west parish of Greenock, the parish of Innerkip, and the town of Gourock, or some of them, in the county of Renfrew, and in the Firth of Clyde in or ex adverso of the parish of Innerkip.

To empower the Company to carry the Statute Labour road leading from the ferry over the River Clyde, called the Float or Lampits Ferry, to the village of Pettinain, which at present is crossed on the level by the Company's main line of railway from Carlisle to Edinburgh and Glasgow, over the said main line by a bridge; and for that purpose to alter the line and levels of the said road from a point thereon about 80 yards north-eastward from the said level crossing to a point on the said road about 430 yards south-westward from the said level crossing; and to stop up and appropriate compulsorily the site of the said existing road between the said points or some part thereof; which alteration of road and works connected therewith, and the portion of road to be stopped up and appropriated as aforesaid will be wholly situate in the parish of Pettinain and county of Lanark.

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, pier, or quay, alteration of road and other works hereinbefore mentioned; which lands, houses, and other property are situate in the parishes of Bothwell, Douglas, Lesmahagow, Blantyre, Cambuslang, East Kilbride, Hamilton, Glassford, Dalziel, Cambusnethan, Carluke, and Pettinain, and the burgh of Hamilton, in the county of Lanark; the parishes of Arbirlot and Carmyllie, in the county of Forfar; the parish of Greenock, the east parish of Greenock, the west parish of Greenock, the parish of Innerkip, the burgh of Greenock, and the town of Gourock, in the county of Renfrew; the Firth of Clyde in or ex adverso of the said parish of Innerkip; and the parishes of Falkirk, Bothkennar, and Polmont, in the county of Stirling; or some of the said parishes and places; and also the following lands, or part thereof, and all houses and other property thereon, viz.:—

(1.) Certain land in the parish of Pettinain and county of Lanark, extending along and on both sides of the Company's main line of railway between Carlisle and Edinburgh, from a point at or near the southern end of the viaduct by which the said main line is carried over the River Clyde, near the Float or Lampits Ferry aforesaid, to a point about 870 yards, measuring along the said main line, south-eastward from the southern end of the said viaduct.

(2.) Certain land in the parish of Hamilton and burgh of Hamilton, in the county of Lanark, bounded on the north by Brandon-street, on the east by Quarry-street, and on the south and west by property already purchased by the Company.

(3.) Certain land in the parish of Bothwell and county of Lanark, extending along the southern side of the Motherwell branch of the Company's Clydesdale junction railway, near Uddingston station, from the western side of the turnpike road leading from Glasgow by Udding-

ston to Bothwell, to the eastern side of the Statute Labour road leading from Uddingston to Clydenek.

(4.) Certain land in the parishes of Bothkennar and Polmont and county of Stirling, and in the Firth of Forth in or ex adverso of the said parish of Polmont, lying along the right bank of the River Carron, between a point about 270 yards westward from the junction of the stream called Grange Burn with the said river and a point about 300 yards south-westward from the light-house at the junction of the said river with the Firth of Forth; and

(5.) Two pieces of land in the parishes of Perth, East Church of Perth, Middle Church of Perth, West Church of Perth and Saint Paul's, and the royal burgh of Perth, or some or one of those places, in the county of Perth—the one of the said pieces of land lying on the western side of the lines and sidings of the Company and of the Highland Railway Company, and on the eastern side of the road leading from the Long Causeway at Dovecotland, by Wellshill Cemetery, to the turnpike road from Perth to Crieff, and extending from about 100 yards northward from the junction of the first-mentioned road with the Long Causeway, to about 190 yards southward from the junction of the same road with the turnpike road leading from Perth to Crieff; and the other of the said pieces of land lying along the eastern side of the Company's Scottish North Eastern Railway, and on the western side of the Town Lead, and extending from the road or street between High-street and Dovecotland to near the Boot of Balhousie.

To empower the Company to deviate, in the construction of the said several railways, pier or quay, alteration of road 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, 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, pier or quay, alteration of road and other works; to levy and recover tolls, rates, duties and charges for the use of the said railways, pier or quay and works, and the conveyance of traffic thereon, and the loading and unloading, landing and embarking of passengers, animals, goods and minerals, as also upon vessels loaded or unloaded, or arriving at or departing from, or remaining at or otherwise making use of the said pier or quay; and to confer, vary and extinguish exemptions from the payment of tolls, rates, duties and charges.

To provide that the new or altered line of road hereinbefore described, and all other 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, pier or quay, alteration of road 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; 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 incorporate with the Bill, with such alterations as may be considered expedient, certain portions of "The Harbours, Docks, and Piers Clauses Act, 1847," and to confer upon the Company powers of management of and control over the proposed pier or quay, and works and conveniences connected therewith, and the adjacent portions of the Firth of Clyde, within limits to be specified in the said Bill, and such powers as may be necessary or convenient for the lighting, watching, regulation and police thereof, and for securing free access for vessels thereto and right to be thereat or alongside thereof.

To empower the Company to raise money for the purposes of the said railways, pier or quay, alteration of road 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, with respect to the whole or any separate portion or portions of the money so to be raised, 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 constitute, or to empower the Company if they think fit to constitute, the proposed Railway No. 17, and the pier or quay and other works connected therewith, a separate undertaking of the Company; and to provide that the capital to be raised for such separate undertaking, and the moneys, if any, to be borrowed by mortgage, debenture stock, or otherwise on the security thereof, and the revenues to be derived therefrom, shall be kept separate from the capital raised and to be raised for, and the moneys borrowed and to be borrowed on the security of the other undertaking or undertakings of the Company; and that such separate undertaking and its capital and revenues, and the shareholders of such capital, shall not be liable for or chargeable with the mortgages, bonds, debenture stock, debts, liabilities, or engagements of the Company issued or incurred, or which may be issued or incurred in respect of their other undertaking or undertakings; and that the other undertaking or undertakings of the Company, and the capital and revenues thereof, and the shareholders of such capital, shall not be liable for or chargeable with the mortgages, debenture stock, debts, liabilities, or engagements which may be issued or incurred in respect of such separate undertaking; and that the profits of the said separate undertaking shall belong to the shareholders thereof, and that such shareholders shall not be entitled as such to participate in the profits of any other undertaking or undertakings of the Company.

To authorise the Company and the subscribers to the capital of the said separate undertaking to make and carry into effect agreements with respect to the construction, maintenance, and

working of the said Railway No. 17, and the pier or quay and other works connected therewith, and as to the application of the capital and revenues of the said separate undertaking, and to provide for carrying such agreements into effect, and to confirm all or any such agreements which may have been entered into.

To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, watercourses, sewers, drains, gas and water pipes, telegraphic apparatus, and other property hereinbefore mentioned, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid, and to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto.

To amend, and so far as necessary for any of the purposes aforesaid to repeal the provisions of the several Acts hereinafter mentioned, that is to say:—"The Caledonian Railway Act, 1845," and the several other Acts relating to the Company, and to the undertakings belonging to, or held in lease, or worked by them, passed respectively in the sessions of Parliament held in the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, and the 35th and 36th years of the reign of Her present Majesty; "The Caledonian Railway (Greenock and Gourock Extensions) Act, 1866;" "The Caledonian Railway (Abandonment, &c.) Act, 1869;" "The Clyde Lighthouses Act, 1871;" "The Clyde Navigation Consolidation Act, 1858;" the local and personal Act, 47 George III, session 2, chapter 45, and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the Company or the said undertakings, the Harbour of Gourock, the Clyde Lighthouses, the Clyde Navigation, or the Lanarkshire Statute Labour roads.

And notice is further given that plans and sections describing the lines, situation, and levels of the said railways, pier, or quay, alteration of road, and other works proposed to be constructed as aforesaid, and the lands, houses, and other property which may be taken for the purposes thereof, and plans describing the other lands, houses, and property in respect of which compulsory powers for the acquisition thereof are proposed to be applied for as aforesaid, together with books of reference to the said several 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 Glasgow, Hamilton, Airdrie, and Lanark respectively of the principal sheriff clerk of the county of Lanark; in the offices at Dundee and Forfar respectively of the principal sheriff clerk of the county of Forfar; in the offices at Paisley and Greenock respectively of the principal sheriff clerk of the county of Renfrew; in the offices at Stirling and Falkirk respectively of the principal sheriff clerk of the county of Stir-

ling; and in the office at Perth of the principal sheriff clerk of the county of Perth; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes before mentioned, and to the royal burgh of Perth, and to the portions of the Firths of Clyde and Forth in or ex adverso of the parishes of Innerkip and Polmont as aforesaid respectively, with a copy of this notice, will, on or before the said 30th day of November, be deposited for public inspection as follows, that is to say:—So far as respects each such parish, and the portion of Firth, if any, in or ex adverso thereof, as aforesaid, with the schoolmaster, or, if there be no schoolmaster, with the session clerk of such parish, at the usual place of abode of such schoolmaster or session clerk; and so far as respects the royal burgh of Perth, with the town clerk of that burgh at his office in Perth.

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.

Holywell Waterworks.

(Amend or Repeal of the "Holywell Water Order, 1871," and Incorporation of Company Powers to Purchase Lands, Construction of Works,—Supply of Water to Holywell Town, Brynford, Greenfield, Whelstone, Bagillt-fawr, Bagillt-fechan, and neighbourhood,—Arrangements for Sale or Lease to or Amalgamation with other Companies and Persons,—Power to levy Rates, &c.,—Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on or before the 23rd day of December next, for a Provisional Order, pursuant to "The Gas and Water Works Facilities Act, 1870," for the following, or some of the following, among other purposes:—

To amend or repeal the "Holywell Water Order, 1871," and to incorporate the shareholders or undertakers therein together with such other persons and corporations as may become shareholders in the undertaking of the Company.

To incorporate a Company (hereinafter called the Company), to confer on the Company the powers, or some of the powers, following:—

To abstract water from the public well called "Saint Winifred's Well," situate on the east side of Greenfield-street, in the said town of Holywell, with pipes or otherwise to a storage Basin or reservoir to be constructed in a field situate on the west side of Greenfield-road, in the township of Greenfield, in the parish of Holywell, in the county of Flint, called or known by the

To enable the undertakers to supply Water for trading, domestic, and other purposes to the inhabitants, public bodies, and other persons within the districts, parishes, townships, hamlets, or other places following, or some of them, that is to say—Holywell, Brynford, Greenfield, Whelstone, Bagillt-fawr, and Bagillt-fechan, in the county of Flint.

To enable the undertakers to construct and maintain the works hereinafter 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 and conveniences, that is to say:—

name of Coed Cae Bach or Factory Field, the property of Sir Piers Mostyn, Baronet, in the occupation of the Revd. John Pugh, and abutting on the north side of the tramroad leading from Greenfield to the Grange Quarries; and to construct such reservoir, and also erect engine-house and boiler-house with offices upon part of the said field: The quantity of water to be taken by the undertakers from the said Saint Winifred's Well shall not exceed one million five hundred thousand gallons per week, and that the same shall be taken by the undertakers from the said well by pipes only, without sinking any shaft or doing anything calculated to injure the sources of supply of the said Saint Winifred's Well; such weekly quantity of one million five hundred thousand gallons shall be drawn by the undertakers from the said well on Sundays only, that is to say, between the hours of midnight on Saturday and midnight on the ensuing Sunday.

Also to construct a reservoir and to erect an engine-house on the premises situate on the west side of the said Greenfield-street, and called "The Barracks," the property of the Earl of Denbigh, and in the holding of the Rev. John Pugh and John Hancock Wolstenholme, and their under-tenants.

Also to construct a reservoir in a field situate on the south-west side of Whitford-street, opposite Gerddi Beuno, the property of the Earl of Denbigh, and in the occupation of Mr. John Jones. Also, to lay raising and service mains from said engine-house to the said reservoir and back to Whitford-street, across lands, belonging to the Earl of Denbigh, Philip Pennant Pennant, Esquire, and Sir Piers Mostyn, Baronet, and in the several occupations of Mr. Samuel Williamson, Mr. Thomas Owens, Reverend John Pugh, and said John Jones.

To lay service pipes along the streets and roads within the said district.

The said works will be wholly situate in the parish of Holywell, and in the townships of Holywell, Brynford, Greenfield, Whelston, Bagillt-fawr, and Bagillt-fechan, in the county of Flint.

To construct and maintain in the said parish and townships, approaches, roads, and ways, embankments, mains, pipes, culverts, cuts, drains, sluices, engines, filter beds, wells, tanks, valves, weirs, meters, and all other works and appliances and conveniences necessary in connection with the before-mentioned, works and for collecting, pumping, cleansing, storing, purifying, and distributing the water so to be collected, pumped, and distributed. To enable the undertakers to deviate from the line of works both vertically and horizontally.

To lay down and maintain pipes, culverts, and other works in, over, under, or across, and to cross, break open, alter, divert, or stop up for the purposes of the said intended works either temporarily or permanently any turnpike roads, highways, footpaths, private roads, streets, bridges, canals, towing paths, railways, tramways, sewers, drains, rivers, streams, brooks, and watercourses in the said parish and townships before mentioned.

To purchase and take by agreement any lands, houses, springs, streams, wells, waters, and other hereditaments requisite or desirable for the purpose aforesaid, and to acquire way-leaves, water-leaves, and easements in or over the same, and to confer, vary, or extinguish any rights or privileges connected therewith, which would in any way interfere with the objects and purposes of the

undertaking, and the objects and purposes of the said Bill.

To exercise all such powers, rights, and privileges as are usually conferred upon Water Companies, or which may be necessary or expedient for carrying into execution any of the objects and purposes of the undertaking and the objects and purposes of the said intended Act.

To make proper provisions for the prevention of waste, illegal use, obstruction or misuse, or wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto.

To demand, take, and recover rates, rents, and charges, and to grant exemptions therefrom, and to make special contracts, agreements, and charges for the supply of water, and to confer other rights and privileges.

To enable the undertakers to purchase from any person or persons, and from any Corporation or Corporations, and to enable such persons or Corporations respectively, to sell to the undertakers and waterworks now existing, or which may hereafter be erected, and to enable the undertakers to maintain and carry on the same respectively, and to enable the undertakers to sell their own undertaking, or any waterworks hereafter to be acquired by them to any person or persons, Corporation or Corporations, and to enable such persons or Corporations to purchase, maintain, and to carry on the same respectively.

To incorporate with the intended Act all or some of the powers and provisions of "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Amendment Act, 1860;" "The Companies Clauses Act, 1845;" "The Companies Clauses Act, 1863;" "The Waterworks Clauses Act, 1847;" "The Waterworks Clauses Act, 1863;" and also such parts of "The Railways Clauses Consolidation Act, 1845," as relates to roads and the temporary occupations, and to other matters as may be deemed expedient.

Duplicate plans and sections showing the line or situation and levels of the intended works, and the lands in or through which the same will be made, and the limits of supply of the undertaking, will, together with a copy of this notice, as advertised and published in the London Gazette, be deposited on or before the 30th day of November instant, in the office of the Clerk of the Peace for the county of Flint, at his office at Mold; and at the office of the Board of Trade, Whitehall, London; and printed copies of the Draft Provisional Order may on and after the 23rd day of December, 1872, be obtained at the office of the Solicitor, Well-street, Holywell, at the price of one shilling each copy.

Printed copies of the said Provisional Order, when settled and made by the Board of Trade, will be deposited for public inspection in the office of the Clerk of the Peace for the said county of Flint, at his office at Mold; and at the office of the Board of Trade, Whitehall, London; and printed copies of the said Provisional Order, when settled and made, will also be deposited at the office of the Solicitor, Well-street, Holywell, and will then be furnished to all persons applying for them, at the price of one shilling for each copy.

And notice is hereby further given, that all persons desirous of making any representation to the Board of Trade, or of bringing before the said Board any objections against 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 day of January, 1872; and that copies of such representations or objections must at the same time be

sent to the Promoters of the undertaking addressed to the office of William Davies, Solicitor, Well-street, Holywell.

Dated this 18th day of November, 1872.

Wm. Davies, Solicitor to the Promoters, Well-street, Holywell.

J. and F. Baines, 11, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1873.

Kingsbridge Railway.

(Revival and Extension of Powers for Compulsory Purchase of Lands and Completion of Works, and other Purposes—Acquisition of other Lands—Cancellation of Agreements with the South Devon Railway Company and Substitution of others in lieu thereof—Traffic Arrangements—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Kingsbridge Railway Company (hereinafter called the Company) for leave to bring in a Bill and to pass an Act for the following or some of the following among other purposes, that is to say:—

To revive and extend, both as to the compulsory purchase of lands and for the completion of works, wholly or in part the powers granted by "The Kingsbridge Railway Act, 1864" (hereinafter called the Act of 1864), and "The Kingsbridge Railway (Deviations) Act, 1866" (hereinafter called the Act of 1866), with respect to the Kingsbridge Railway, as authorized by the said Acts of 1864 and 1866 respectively, and to confer upon the Company all necessary powers to make, complete, and maintain the said railway, which railway is now partly constructed, and the portion of said railway authorized by the Acts of 1864 and 1866, in respect of which such new and extended powers are intended to be applied for is

A railway commencing in the parish of West Alvington, in the county of Devon, by a junction with the line of railway authorized by the Act of 1864, in a field numbered 73 on the plans referred to in the Act of 1864, and terminating in the parish of South Brent by a junction with the South Devon Railway at or near a point three chains or thereabouts east of the booking office of the Brent Station on that railway.

The railway and works will pass from, along, through, or into the several parishes, townships, and extra-parochial places following, or some of them, all in the county of Devon, viz.: Kingsbridge, West Alvington, Churchstow, Charleton, Loddiswell, Woodleigh, Morley otherwise Morleigh, Diptford, North Huish otherwise North Hewish, Ughorrough, and South Brent.

To enable the Company to divert the public roads numbered respectively 73 and 85 on the deposited plans referred to in the Act of 1864, in the parish of Diptford, between a point in the first-mentioned roads 30 yards or thereabouts east of the centre line of railway as authorized, and a point on the secondly-mentioned road 30 yards or thereabouts east of the said centre line of railway; and also to divert the public road numbered 93 on the said deposited plans in the parish of North Huish, between a point where the bridge on that road crosses the river Avon and a cottage and garden numbered 92 on the said plans, and also to divert the road numbered 54 on the said deposited plans, in the parish of North Huish, between a point of 30 yards or thereabouts south-east of a cottage numbered 67 B on the said plans, and a point on that road 3 chains or thereabouts from the east corner of a road numbered 59 on the said deposited plans, and also to divert the said road numbered 54 from a point 3 yards

or thereabouts north-west of Bickham Bridge, and a point to meet the last-mentioned diversion in a field numbered 63 on the plans, 30 yards or thereabouts west of a point on the centre line of railway, measuring 8 miles 17 chains or thereabouts from West Alvington its commencement, and also to divert a road numbered 97 on the said deposited plans in the parish of Loddiswell, and numbered 5 on the said plans in the parish of North Huish, between a point 2 chains or thereabouts west of the centre line of railway and a point 5 chains or thereabouts north-west of Gara Bridge.

To enable the Company to construct the railway authorized by the Act of 1864 across and on the level of the road numbered 55 on the said deposited plans in the parish of Loddiswell, and to construct the railway authorized by the Act of 1866 across and on the level of the public road numbered 27 on the said deposited plans, in the parish of West Alvington, and to alter the levels of the existing roads for that purpose.

To alter the level of the authorized line of railway in the parishes of Woodleigh and Loddiswell, between the points on the said deposited plans of 1864, measuring 3 miles and 63 chains or thereabouts, and 4 miles and 14 chains or thereabouts from West Alvington.

And also to alter the level of the said line in the parishes of Woodleigh and Loddiswell, between the points on the said deposited plans, measuring 5 miles and 48 chains or thereabouts and 5 miles and 64 chains or thereabouts, from West Alvington. And also to alter the level of the said line in the parishes of Loddiswell, Woodleigh, and Morleigh, between the points on the said deposited plans, measuring 5 miles and 72 chains or thereabouts, and 6 miles and 6 chains or thereabouts, from West Alvington. And also to alter the level of the said line in the parishes of Woodleigh, Loddiswell, North Huish, and Diptford, between the points on the said deposited plans, measuring 6 miles and 41 chains or thereabouts and 6 miles and 55 chains or thereabouts, from West Alvington. And also to alter the level of the said line in the parishes of Diptford and North Huish, between the points measuring 7 miles or thereabouts and 7 miles and 20 chains or thereabouts, from West Alvington. And also to alter the level of the said line in the parish of North Huish, between the points on the said deposited plans, measuring 7 miles and 57 chains, or thereabouts, and 8 miles and 2 chains, or thereabouts, from West Alvington. And also to alter the level of the said line in the parish of North Huish, between the points on the said deposited plans, measuring 8 miles and 15 chains, and 9 miles and 18 chains from West Alvington.

To cancel and put an end to and to extinguish and destroy all rights, interests, privileges, and obligations under certain heads of arrangement for the management, maintenance, repair and working by the South Devon Railway Company of the proposed Kingsbridge Railway, dated the 3rd day of June, 1864, signed by Thomas Woolcombe, John Elliot, and Samuel Cornish, and confirmed by the Act of 1864, and under certain supplemental heads of arrangements between the Company and the said South Devon Railway Company for the management, maintenance, repair, and working by the South Devon Railway Company of the Kingsbridge Railway, including the proposed deviations thereof, under the hand of the said Thomas Woolcombe, and under the seal of the Company, and confirmed by the Act of 1866.

To confirm, sanction, make binding, and give effect to any contracts or agreements entered

into, or which may hereafter be entered into, between the Company and the South Devon Railway Company for the working, use, management, and maintenance of the railway and works of the Company, or any part or parts thereof, and the management, interchange, regulation, working, and direction of the traffic upon or over the said railway and works, or some part or parts thereof, and the collection, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the said railway and works, or any part or parts thereof, and to vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts or arrangements, and to confer other rights and privileges.

To stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, footways, streets, railways, tramways, aqueducts, canals, streams, rivers, navigations, mill leats, and weirs within the aforesaid parishes, townships, extra-parochial and other places, or any of them, which it may be necessary to cross, stop up, alter, or divert by reason or for the purposes of the railway and works, or any of them, or of the intended Act.

To levy tolls, rates, and duties upon and in respect of the railway and works, and to grant exemption from the payment of tolls, rates, and duties.

To purchase and take lands and houses by compulsion or agreement for the purposes of the railway and works, and lands and houses for increased station accommodation, and the general purposes of the Company in the parish of South Brent, and to vary, repeal, or extinguish all existing rights, claims, and privileges connected with such lands and houses, or which may have arisen under the said Acts of 1864 and 1866, and all other rights and claims and privileges which would in anywise impede or interfere with the construction, maintenance, and use of the railway and works, and to confer, vary, and extinguish other rights and privileges.

To alter, amend, enlarge or repeal, so far as may be needful, the powers and provisions of the Acts (local and personal) 7 and 8 Vict. cap. 68; 9 and 10 Vict. caps. 335 and 402; 10 and 11 Vict. cap. 242; 14 and 15 Vict. cap. 53; 20 and 21 Vict. cap. 8; 23 and 24 Vict. cap. 10; 25 and 26 Vict. cap. 128; and 28 and 29 Vict. caps. 131 and 225; and the other Acts relating to the South Devon Railway Company, and the Act of 1864 and the Act of 1866, relating to the Company, and any other Acts relating to or affecting the Company or the South Devon Railway Company.

And notice is hereby further given that, on or before the 30th day of November instant, plans and sections of the railway and works to be sanctioned by the said Bill, and of the lands and houses which may be taken for the purposes thereof, and plans of the lands intended to be taken for the general purposes of the Company, together with a book of reference to such plans respectively, an ordnance map with the lines of the intended railways delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office in Exeter, in the said county, and that on or before the said 30th day of November a copy of so much of the said plans and sections and book of reference as relates to the several parishes in or through which the intended railway and works are proposed to be made, or in which the lands, houses, and pro-

perty proposed to be taken are situated, 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 in case of any extra-parochial place, with the parish clerk of some adjoining parish, at his place of abode.

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

Dated this 13th day of November, 1872.

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

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

Carlisle Citadel Station.

(Construction by the London and North Western and Caledonian Railway Companies, or the Citadel Station Committee, of New Lines of Railway and connecting Lines, and of a Street and other Works in and near the Citadel Station at Carlisle; Acquisition of Lands for purposes thereof, and for Station purposes; Enlargement of Citadel Station; Shutting up, Discontinuance, Alteration, and Appropriation of certain existing Roads, Streets, Lanes, Courts, Passages, Bridges, and portions of Railway; Relinquishment of certain authorised portions of North British Railway; Transference of certain of proposed Lines to North Eastern, and Maryport and Carlisle Railway Companies respectively; Alteration of Rights and Interests of the several Companies and Committee above-named, and of the Midland, North British, Glasgow and South Western, and Lancaster and Carlisle Railway Companies, in the several Passenger and Goods Stations at Carlisle, and Lines, Works, and Accommodation connected therewith; Management thereof; Provisions for Payment of Cost of proposed Works, or part thereof, or of interest thereon, or other consideration in respect thereof, by the several Companies abovenamed respectively; Arrangements and Agreements between those Companies and the said Committee, or some of them, and between the London and North Western and Caledonian Railway Companies or the said Committee and the Corporation of Carlisle; Additional Capital; Powers to levy Tolls, Rates, and Charges; 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 London and North Western Railway Company and the Caledonian Railway Company (hereinafter called "the two Companies"), or the Citadel Station Committee (hereinafter called "the Committee"), to make and maintain the several railways and other works hereinafter described, or some of them, or some portions thereof, and all proper works and conveniences in connection therewith respectively, that is to say:—

(1.) A railway, hereinafter called Railway No. 1, commencing by a junction with the main line of the Lancaster and Carlisle Railway, at or near the signal house at Upperby Junction, near Carlisle, and terminating in the Citadel Station at Carlisle, at a point on the existing main line of railway passing through that station, opposite

or nearly opposite to the book stall on the platform of the said station.

(2.) A railway, hereinafter called Railway No. 2, commencing by a junction with the main line of the Caledonian Railway near the southern end of the bridge by which that railway is carried over the River Caldew, and terminating at the point hereinbefore described as the termination of Railway No. 1.

(3.) A railway, hereinafter called Railway No. 3, commencing by a junction with the main line of the Caledonian Railway at the point hereinbefore described as the commencement of Railway No. 2, and terminating at a point about 175 yards, measuring in a south-easterly direction along the line of the Port-Carlisle Canal Branch of the North Eastern Railway, from the centre of the bridge by which that branch is carried over the River Caldew.

(4.) A railway, hereinafter called Railway No. 4, commencing by a junction with the said Port-Carlisle Canal Branch, at a point about 130 yards, measuring in a westerly direction along that branch, from the centre of the bridge by which the London-road is carried over the said branch, and terminating at the point hereinbefore described as the termination of Railway No. 3.

(5.) A railway, hereinafter called Railway No. 5, commencing by a junction with the main line of the Lancaster and Carlisle Railway, at the point hereinbefore described as the commencement of Railway No. 1, and terminating by a junction with Railway No. 4, at a point about 35 yards southward from St. Nicholas Level Crossing, being the place where the Lancaster and Carlisle Railway crosses the said Port-Carlisle Canal Branch on the level.

(6.) A railway, hereinafter called Railway No. 6, commencing by a junction with Railway No. 4, at a point about 17 yards, measuring in a southerly direction along St. Nicholas-road or street from the centre of the bridge by which that road or street is carried over the said Port-Carlisle Canal Branch, and terminating by a junction with Railway No. 1, at or near the southern side of the bridge by which the Lancaster and Carlisle Railway is carried over Crown-street, in Carlisle.

(7.) A railway hereinafter called Railway No. 7, commencing by a junction with Railway No. 1, at a point about 20 yards to the southward of the centre of the bridge by which St. Nicholas-road or street is carried over the Lancaster and Carlisle Railway, and terminating at or near the southern end of the local goods shed of the London and North Western Railway Company, near Crown-street, in Carlisle.

(8.) A railway, hereinafter called Railway No. 8, commencing by a junction with the Maryport and Carlisle Railway, at a point about 120 yards, measuring in a southerly direction along that railway, from the mile-post thereon, indicating a distance of 27 miles from Maryport, and terminating by a junction with Railway No. 1 at the point hereinbefore described as the termination of Railway No. 6.

(9.) A railway, hereinafter called Railway No. 9, commencing by a junction with Railway No. 8, at a point about 50 yards north-westward from the place hereinbefore described as St. Nicholas Level Crossing, and terminating at or near the south-eastern corner of the goods shed of the Maryport and Carlisle Railway Company, near Crown-street, in Carlisle.

(10.) A railway, hereinafter called Railway No. 10, commencing by a junction with the Maryport and Carlisle Railway at the point herein-

before described as the commencement of Railway No. 8, and terminating by a junction with Railway No. 4 at a point about 50 yards westward from the western end of the Maryport and Carlisle Railway Company's engine shed at Carlisle.

(11.) A railway, hereinafter called Railway No. 11, commencing by a junction with Railway No. 10, at a point about 105 yards, measuring in a north-easterly direction along the Maryport and Carlisle Railway, from the post thereon indicating a distance of $27\frac{1}{4}$ miles from Maryport, and terminating at the point hereinbefore described as the termination of Railway No. 3.

(12.) A railway, hereinafter called Railway No. 12, commencing by a junction with the said Port-Carlisle Canal Branch at or near the eastern side of the bridge by which the said Port-Carlisle Canal Branch is carried over Denton-street, in Carlisle, and terminating at the point hereinbefore described as the termination of Railway No. 3.

(13.) A railway, hereinafter called Railway No. 13, commencing by a junction with the Port-Carlisle Branch of the Caledonian Railway, at a point about 180 yards north-westward from the signal cabin at the junction of the said Port-Carlisle branch with the main line of the Caledonian Railway, and terminating by a junction with Railway No. 3, at a point about 140 yards south-eastward from the southern end of the bridge by which the main line of the Caledonian Railway is carried over the River Caldew.

(14.) A street, commencing by a junction with Mill-street in Carlisle, at a point about 65 yards, measuring in a north-easterly direction along Mill-street, from the chimney in the centre of that street, at its junction with James-street in Carlisle, and terminating by a junction with Water-street in Carlisle, at a point about 35 yards southward from the point where that street is joined by Wood-street in Carlisle.

As also to empower the two Companies, or the Committee, to acquire compulsorily or otherwise, lands, houses, streets, and other property for the purposes of the several railways, street, and other works hereinbefore mentioned: and also to acquire compulsorily or otherwise, for station purposes, lands, houses, streets, and other property in the city of Carlisle, within the limits hereinbefore described, viz.:—Within an imaginary line commencing near the western end of the street called English Dam Side, and proceeding along that street to Borough-street, thence along Borough-street and Court-square Brow to Court-square, thence along Collier-lane to a point about 20 feet northward from the northern side of Crown-street, thence in a direction parallel with that street to the street called Botchergate, thence in a southerly direction along that street for a distance of about 70 feet, thence in a direction parallel to and about 30 feet southward from the southern side of Crown-street to Lancaster-street, thence south-eastward along Lancaster-street for a distance of about 300 feet, thence in a westerly direction, and at or nearly at right angles to Lancaster-street to a point about 220 feet distant from that street, thence to a point in Mill-street about 130 feet, measuring in a north-easterly direction along that street, from the chimney in the centre of that street at its junction with James-street, thence eastward along Mill-street for a distance of about 100 feet, thence to a point near the north-eastern corner of the Caledonian Railway Company's goods shed on the western side of their main line, and thence to the point above described near the western end of English Dam Side.

To empower the two Companies, or the Committee, to widen the railway bridge, called Borough Street Bridge, at or near the north-western extremity of the passenger shed of the said Citadel Station, and the railway bridge, called Crown Street Bridge, near the southern extremity of the said passenger shed, and thereby to cover over further portions of Borough-street, Mill-street, and Water-street, or some of them, and of Crown-street.

To empower the two Companies, or the Committee, to shut up and appropriate all streets, lanes, courts, passages, and thoroughfares lying between Mill-street on the north, Crown-street on the south, the portion of the imaginary line hereinbefore mentioned extending from Crown-street to the point in Mill-street hereinbefore described as about 130 feet from the chimney in that street on the west, and the goods or relief lines on the western side of the Citadel Station, described as Railway No. 1 in the Carlisle Citadel Station Act, 1861, on the east.

To empower the two Companies, or the Committee, to shut up and discontinue the following portions of railway, and to appropriate the same and the sites thereof, viz. :—

1. That portion of the main line of the Lancaster and Carlisle Railway which extends from the point hereinbefore described as the commencement of Railway No. 1, to the termination of the said main line in the said Citadel Station.

2. That portion of the main line of the Caledonian Railway which extends from the point hereinbefore described as the commencement of Railway No. 2, to the termination of the said main line in the said Citadel station.

3. The goods or relief lines, on the western side of the Citadel Station, described as Railway No. 1 in the Carlisle Citadel Station Act, 1861.

4. That portion of the Port-Carlisle Canal branch of the North Eastern Railway which extends from the commencement of Railway No. 4, to the commencement of Railway No. 12.

5. The connecting branch railway leading from the Port-Carlisle Canal Branch of the North Eastern Railway to the Lancaster and Carlisle Railway, near the place hereinbefore described as Saint Nicholas Level Crossing.

6. That portion of the existing railway, belonging to or used by the Maryport and Carlisle Railway Company, which extends from the point hereinbefore described as the commencement of Railway No. 8 to the point of junction of the said existing railway with the Lancaster and Carlisle Railway, near the southern end of the said Citadel Station.

7. That portion of the existing railway, belonging to or used by the Maryport and Carlisle Railway Company, which extends from near the point hereinbefore described as the commencement of Railway No. 11 to the point of junction of the said existing railway with the Port Carlisle Canal branch of the North Eastern Railway, near the place hereinbefore described as Saint Nicholas Level Crossing.

To require the North British Railway Company to relinquish the formation of the following railways, that is to say :—The railways authorised by "The North British Railway (Carlisle Citadel Station Branches) Act, 1865," and therein called Railway No. II and Railway No. III; the railways authorised by "The North British Railway (Financial Arrangements) Act, 1867," and therein called Railway No. 1 and Railway No. 2, so far as not already required to be abandoned by "The North British Railway (General Powers) Act, 1868;" and the railway authorised by the last-mentioned Act, and therein called Railway

(C); and to release the North British Railway Company from any obligation to construct the said several railways above described as to be relinquished; and to repeal all provisions of Acts so far as relating to the railways so to be relinquished.

Which several railways, street, and other works, to be made as aforesaid, and the lands, houses, streets, and other property which may be acquired for the purposes thereof, and for station purposes, and the streets, roads, lanes, courts, passages, thoroughfares, and portions of existing and authorised railways to be shut up, discontinued, appropriated and relinquished as aforesaid, are all situate within the city of Carlisle, the borough of Carlisle, the townships of Saint Mary's within, Saint Mary's Without, Rickergate, Caldewgate, Saint Cuthbert's Within, Saint Cuthbert's Without, Botchergate, Upperby, and Low Blackwell or Low Blackhall, the parishes of Saint Mary, Carlisle, Saint Cuthbert, Carlisle, and Eaglesfield Abbey, and the extra-parochial place of Abbey Within, or some of them, and county of Cumberland.

To empower the two Companies, or the Committee, to deviate in the construction of the said several railways, street, 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 said Bill; and to provide for the maintenance of the said proposed street by the mayor, aldermen, and citizens of Carlisle; as also 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, gas and water pipes, and telegraphic apparatus, in the aforesaid city, borough, parishes, extra-parochial place, and townships, which it may be necessary or expedient to cross, stop up, appropriate, alter, or divert for the purposes of the said railways, street, and other works.

To empower the two Companies, or the Committee, for the several purposes aforesaid, to acquire, compulsorily or by agreement, lands, houses, buildings, manufactories, and other property required for the several purposes aforesaid, or any parts thereof, without being obliged to purchase the whole of any house, building, or manufactory; and to vary the provisions contained in Section 92 of the Lands Clauses Consolidation 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 the provisions contained in the Railways Clauses Consolidation Act, 1845, with respect to the limits of lateral and vertical deviation, and the substitution of roads for roads interfered with.

To provide that so much of the proposed Railway No. 1 as will be situate to the south eastward of the imaginary line defined in the Carlisle Citadel Station Act, 1861, as the boundary between the Lancaster and Carlisle Railway and the Caledonian Railway shall, for all purposes of tolls, fares, rates, and charges, and for all other purposes whatsoever, be vested exclusively in the Lancaster and Carlisle Railway Company as part of their undertaking, railway, works, and property, and in the London and North Western Railway Company as their lessees; and that so much of the said Railway No. 1 as will be situate to the north-westward of the said imaginary line, and the whole of the proposed Railway No. 2, shall, for all the purposes aforesaid, be vested exclusively in the

Caledonian Railway Company; and to enable the said Companies respectively, according to their respective rights and interests, to levy and recover tolls, rates, and charges for the use of the railways and portions of railways so vested in them respectively, and the conveyance of traffic thereon; and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and charges; but subject, as respects, certain parts of the said Railway No. 1 and Railway No. 2, and the traffic thereon, to the regulation and management of the Committee.

To transfer or to empower the two Companies, or the Committee, to enter into agreements with the North Eastern Railway Company and the Maryport and Carlisle Railway Company respectively, for the transfer to these Companies respectively of the proposed railways and portions of railway hereinafter mentioned, or such of them or such parts thereof as may be fixed by agreement, or arbitration, or under the provisions of the said Bill, when such railways and portions of railway are constructed, or at such other time or times, and at such price or consideration as may be fixed as aforesaid, that is to say:—as respects such transfer to the North Eastern Railway Company—Railway No. 12, and a portion of Railway No. 4; and as respects such transfer to the Maryport and Carlisle Railway Company—Railway No. 9, Railway No. 10, Railway No. 11, and a portion of Railway No. 8; together with such works and conveniences, in connection with the railways and portions of railways transferred to the said Companies respectively, as may be necessary or expedient; and to authorise such transfers and the acceptance thereof by the said Companies respectively; and to provide that the railways and portions of railway so transferred shall form portions of the undertaking of the Company to whom the same are transferred; and to enable the said Companies respectively to levy and recover tolls, rates, and charges for the use of the railways and portions of railway so transferred to them respectively, and for the conveyance of traffic thereon; and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and charges.

To authorise the Committee to levy and recover tolls, rates, and charges for the use of the railways to be authorised by the Bill, and the conveyance of traffic thereon, except such portions thereof as may be transferred to the North Eastern Railway Company and the Maryport and Carlisle Railway Company respectively, and except also Railway No. 1 and Railway No. 2; and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and charges.

To enable the two Companies to enter into and carry into effect agreements with each other, and also with the Midland Railway Company, the Glasgow and South Western Railway Company, and the other Companies hereinbefore named, or any of them, with respect to the construction, maintenance, management, appropriation, and use of all or any of the railways and works proposed to be authorised by the Bill, the payment of the cost thereof, or of interest, rent, or other consideration in respect of the same, and the enlargement of the boundaries of the Citadel Station over any lands within or adjoining the city and borough of Carlisle, now belonging to or which may hereafter be acquired by the two Companies, or either of them; and to enable the two Companies, or the committee, and the mayor, aldermen, and citizens of Carlisle to enter into and carry into effect agreements with each other with respect to any of the said several

matters, and with respect to the construction, maintenance and use of any streets or other works in connection with the railways and other works hereinbefore mentioned; as also to confirm any agreements for any of those purposes which may have been entered into between the several parties hereinbefore mentioned, or any of them, as aforesaid.

To enable the two Companies respectively, and the Midland Railway Company, or any one or more of those Companies, to raise further share and loan capital in their respective undertakings by the creation and issue of shares or stock, on such terms and conditions, with such preferences, priorities, and privileges (if any) inter se and in respect to the other shares and stock in the Company raising such capital, 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 on mortgage or cash credit, and to issue debenture stock in lieu of the money so borrowed or authorised to be borrowed; and to apply towards the construction and other purposes of the said proposed railways and other works hereinbefore mentioned, and the other purposes of the Bill, any capital or funds belonging to or authorised to be raised by the said Companies respectively, and which may not be required for the purposes for which the same were authorised to be raised.

To alter the accommodation enjoyed by and the rights and interests of the Committee, and the several Companies hereinbefore named respectively, in the several passenger and goods stations at Carlisle, and lines, works, and accommodations connected therewith; and to alter the tolls, rates, rents, and other payments exigible in respect thereof, and to confer, vary, and extinguish exemptions from such tolls, rates, rents, and other payments.

To make provision for and to require the payment of the cost of the proposed railways and other works, and other purposes of the Bill, or of some part thereof, or of interest on, or other consideration in respect of such cost, by the several Companies hereinbefore named respectively, or some of them, in such manner and proportions as shall be agreed upon, or fixed by or under the provisions of the Bill; and to sanction arrangements and agreements between the two Companies, or the Committee, and the other Companies hereinbefore named respectively, or some of them, with respect to their several rights and interests in the said stations at Carlisle, and the use thereof.

To provide for the management of the proposed lines of railway and works and conveniences connected therewith (except such of the same or such parts thereof as will be situated within the limits of the passenger station as enlarged and improved under the provisions of the Bill, and such of the same or such parts thereof as may be transferred to the North Eastern Railway Company and the Maryport and Carlisle Railway Company respectively as aforesaid) by the Committee, or (if so agreed upon with the two Companies) by a Joint Committee, to be appointed by the two Companies respectively, and by such one or more of the other Companies hereinbefore named as shall be authorised to contribute, and shall contribute such proportion or proportions of the cost thereof as shall be agreed upon between the two Companies and the Company or Companies so contributing; and (if agreed upon as aforesaid) to provide for the appointment, continuance, and regulation of such Joint Com-

mittee, and the determination, by a standing arbitrator or otherwise, of differences arising therein.

To vary or extinguish all existing rights and privileges connected with the lands, houses, buildings, manufactories, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, watercourses, sewers, gas and water pipes, telegraphic apparatus, and other property, and any other rights and privileges which might in any manner interfere with any of the objects hereinbefore stated; 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 or expedient to repeal, the powers and provisions of the several Acts hereinafter mentioned, viz.:—"The Carlisle Citadel Station Act, 1861;" "The North Eastern and Carlisle Railways Amalgamation Act, 1862;" "The North British Railway (Carlisle Citadel Station Branches) Act, 1865;" "The North British Railway (New Works) Act, 1866;" "The North British Railway (Camps, &c., Branches) Act, 1866;" "The North British Railway (Financial Arrangements) Act, 1867;" "The North British Railway (General Powers) Act, 1868;" "The North British Railway (General Powers) Act, 1870;" "The North British Railway Act, 1871;" "The North British Railway Act, 1872;" "The Midland Railway (Settle to Carlisle) Act, 1866;" "The Caledonian and Scottish Central Railways Amalgamation Act, 1865," and all other Acts relating to or affecting the Citadel Station and other stations at Carlisle, and lines of railway and other works connected therewith; the Act 9 and 10 Victoria, chapter 204, intituled, "An Act for consolidating the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and all other Acts relating to or affecting the London and North Western Railway Company; the Act 7 and 8 Victoria, chapter 37, intituled, "An Act for making a Railway from the Lancaster and Preston Junction Railway at Lancaster to or near to the city of Carlisle," and all other Acts relating to or affecting the Lancaster and Carlisle Railway Company; "The Caledonian Railway Act, 1845," and all other Acts relating to or affecting the Caledonian Railway Company; the Act 7 and 8 Victoria, chapter 18, intituled "An Act for consolidating the North Midland, Midland Counties, and Birmingham and Derby Junction Railways," and all other Acts relating to or affecting the Midland Railway Company; "The North Eastern Railway Company's Act, 1854," and all other Acts relating to or affecting the North Eastern Railway Company; "The Maryport and Carlisle Railway Act, 1855," and all other Acts relating to or affecting the Maryport and Carlisle Railway Company; "The North British, Edinburgh Perth and Dundee, and West of Fife Railways Amalgamation Act, 1862," and all other Acts relating to or affecting the North British Railway Company; "The Glasgow and South-Western Railway Consolidation Act, 1855," and all other Acts relating to or affecting the Glasgow and South-Western Railway Company.

And notice is further given, that plans and sections describing the lines, situation, and levels of the several works proposed to be constructed as aforesaid, and the lands, houses, and other property which may be taken for the purposes thereof, and plans describing the other lands, houses, and property in respect of which compulsory powers are proposed to be applied for, together with books of reference to the said several plans, containing the names of the owners or reputed

owners, lessees or reputed lessees, and occupiers of such land, 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 before the 30th day of November instant, be deposited for public inspection in the office at Carlisle of the Clerk of the Peace for the county of Cumberland; 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 of the parishes and extra-parochial place before mentioned, and also a copy of this notice, will be deposited for public inspection, as respects each parish with the parish clerk thereof, at his usual place of abode, and as respects the said extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his usual place of abode; and 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.

S. and S. G. Saul, Carlisle.

Grahames and Wardlaw, Westminster.

In Parliament.—Session 1873.

Kent Tramways.

(Incorporation of Company; Compulsory Powers to take Lands, &c.; Power to Levy Tolls; Powers to make Agreements with Local Boards and Road Authorities or other bodies corporate, and other Street and Road Authorities; Provisions as to use of Tramways, Roads, and Streets; Incorporation 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 purpose or some of the purposes following (that is to say):—

To incorporate a Company, hereinafter referred to as "the Company."

To authorise the Company to construct, maintain, and work the several tramways hereinafter described, and which are hereinafter referred to as and called "the proposed tramways," or some or one of them, or some part or parts thereof respectively, with all necessary and proper iron rails, plates, sleepers, works, and conveniences connected therewith (that is to say):—

A Tramway (No. 1) commencing in the parish of Saint James the Apostle and Saint Mary the Virgin, or one of them, within the municipal borough of Dover, in the county of Kent, at a point in Beach-street where it is intersected by Great-street, thence proceeding in an easterly direction along Beach-street, Clarence-place, Hawkesbury-street, Strond-street, Commercial-quay, Northampton-street, New-bridge, Bench-street, King-street, and terminating in Market-place, in the parish of Saint Mary the Virgin, in the said borough of Dover, at or near to the junction therewith of Castle-street.

The proposed Tramway No. 1 will be laid along the centre of the respective streets or roads through which it is intended to pass, excepting as in case hereinafter mentioned, viz., Beach-street, on the north side, part of Commercial-quay on the west side, and Strond-street, on the east side thereof, proceeding in a northerly direction, as shown on the deposited plans.

At each of the places next hereinafter specified the tramway will, for the length of 2½ chains be laid as follows:—From the first point mentioned in each case it will gradually diverge to the right

side proceeding from the commencement to the termination of the said proposed tramway, until at the length of three-quarters of a chain, it attains the distance of 7 feet $4\frac{1}{2}$ inches from centre to centre of the two lines of rails, continuing at that distance for a further length of 1 chain, and then gradually approaching until at the second of the points mentioned in each case it again runs into the main line.

The places above referred to at which the tramway will be so laid otherwise than at the centre of the street are:—

- (a) Between the point of commencement as hereinbefore described and a point $2\frac{1}{2}$ chains therefrom.
 - (b) A point at the intersection of Union-street and Commercial-quay, and a point $2\frac{1}{2}$ chains therefrom measured in a north-easterly direction along Commercial-quay.
 - (c) A point in the parish of Saint Mary the Virgin $2\frac{1}{2}$ chains from the termination of the said intended Tramway No. 1, as hereinbefore described, measured in a southerly direction along Market-place and King-street and the said point of termination.
- II. At the following exceptional places the centre line of the tramway will be deemed to be as hereinafter described (that is to say):—
- (d) From the point of starting in Beach-street, proceeding in an easterly direction, the centre line of the tramway will be deemed to be a parallel line to the foot pavement at a distance of 5 feet from the curb on the south side of the said street.
 - (e) At the open space immediately adjoining the South Eastern Railway station and the Lord Warden Hotel, the centre line of such open space and of the tramway shall be deemed to be a curved line parallel to and at a distance of 15 feet from the curb on the western side of such open space.
 - (f) From the junction of Strond-lane and Strond-street measured in a northerly direction along Strond-street, the centre line of the said tramway shall be deemed to be parallel to, and at a distance of 5 feet from the curb on the eastern side of Strond-street.
 - (g) Where the said tramway passes through market-place aforesaid, the centre line of the road shall be deemed to be a line passing from the centre of King-street to the centre of Castle-street, parallel to and at a distance of 15 feet from the curb on the eastern side of the Market-place, otherwise King-street.

1a to 1c. Three tramways or passing places, No. 1a, No. 1b, and No. 1c, each of which will be $2\frac{1}{2}$ chains in length, and will commence and terminate by junctions with the proposed tramway No. 1, the points of commencement and termination being:—As regards Tramway No. 1a the two points mentioned in sub-paragraph (a) in the preceding description of Tramway No. 1. As regards Tramway No. 1b the two points mentioned in sub-paragraph (b) of the same description. And as regards Tramway No. 1c the two points mentioned in sub-paragraph (c) of the same description.

Each of the said three tramways or passing places will at their commencement for the length of three-quarters of a chain gradually diverge until they obtain a distance of 7 feet $4\frac{1}{2}$ inches from centre to centre of each line of rails, continuing at that distance from and at that side of the said centre line for a further length of 1 chain, and from thence gradually approaching until at its termination each tramway or passing place again reaches the main line.

A Tramway (No. 2),

Commencing by a junction with Tramway No. 1, at the point of termination thereof as hereinbefore described, and passing thence along Castle-street, Castle-terrace, and Claremont-place, Alfred-place, and Castle Hill-road, all within the borough of Dover; thence along the Dover, Deal, and Sandwich turnpike-road, where that road intersects and passes through the parish of Guston, and terminating in the said parish of Guston, at a point opposite the Stone in the said Dover, Deal, and Sandwich turnpike-road, indicating the boundary of the municipal borough of Dover.

The centre line of the Tramway No. 2; commencing by a junction with Tramway No. 1, at the point of termination hereinbefore described at the Market-place, will be laid along the north-east side of Castle-street parallel to and at a distance of 5 feet from the curb as far as Eastbrook-place, from whence it will gradually diverge toward the centre of the road, and keeping that position until the termination thereof as shown on the deposited plans.

A Tramway (No. 3),

Commencing in Castle-street in the said parish of Saint James the Apostle at a point $2\frac{1}{2}$ chains south-west from the intersection with Eastbrook-place, thence proceeding along Eastbrook-place, Maison Dieu-road, Park-street, Park-place, High-street, London-road, Buckland-street, along the high road to a point 3 chains, or thereabouts, to the north-west corner of Dodd's-lane, passing thence through the parishes of Buckland and Guston, and the borough of Dover, terminating in the said parish of Guston at a point opposite the Stone in the said Dover, Deal, and Sandwich turnpike road, the boundary of the municipal borough of Dover, as shown on the deposited plans.

The centre of the line of the proposed Tramway No. 3, will be laid on the north-east side of Eastbrook-place and Maison Dieu-road, at a parallel distance of 5 feet from the curb, continuing at the same distance along the north-west side of Park-street and Park-place, the westerly side of High-street, London-road, Buckland-street, and the high road as hereinafter described.

At each of the places next hereinafter specified, the tramway will for a length of $2\frac{1}{2}$ chains be laid as follows:—From the first point mentioned in each case it will gradually diverge to the right or left side (as shown on the deposited plans), proceeding from the commencement to the termination of the said proposed tramway, until at the length of three-quarters of a chain it attains the distance of 7 feet $4\frac{1}{2}$ inches from the centre to centre of the two lines of rails, continuing at that distance for a further length of 1 chain, and then gradually approaching until at the second of the points mentioned in each case, it again runs into the main line.

The places above referred to at which the tramway will be so laid, otherwise than at the centre of the street, are:—

- (a) A point beginning at the intersection of Maison Dieu-road and East Stone-lane, $2\frac{1}{2}$ chains measured in a south-easterly direction.
- (b) A point at the intersection of the south-west corner of Victoria-crescent, and a point $2\frac{1}{2}$ chains therefrom, measured along High-street in a north-westerly direction.
- (c) A point at the intersection of York House, and a point $2\frac{1}{2}$ chains measured in a north-westerly direction.
- (d) A point 5 chains, or thereabouts, from the south-east corner of the Wellington

public-house, at a point $2\frac{1}{2}$ chains therefrom, measured in a north-westerly direction.

- (e) A point beginning at the intersection of the north-west corner of the Crabble turnpike house, and a point $2\frac{1}{2}$ chains measured in a north-westerly direction.
- (f) A point 4 chains, or thereabouts, measured from the north-east corner of the rabbit-bank, in the parish of Buckland, and a point $2\frac{1}{2}$ chains, or thereabouts, measured in an easterly direction.
- (g) A point at the intersection of the boundary of the parishes of Buckland and Guston, forming a junction with the footpath leading to Guston, and a point $2\frac{1}{2}$ chains measured in northerly direction therefrom.
- (h) A point 2 chains, or thereabouts, measured from the municipal boundary of the borough of Dover, and a point $2\frac{1}{2}$ chains in a south-easterly direction therefrom.

Tramway No. 4.

A tramway commencing at a point in High-street, at the boundary line of the parishes of Charlton and Saint Mary the Virgin, within the municipal boundary of the borough of Dover, where it is intersected by Park-place, passing by Saint Martin's-place, Norman-terrace, along the Folkestone-road, to a point of intersection with the avenue to Saint Martin's priory.

The proposed Tramway (No. 4) will be laid along the centre of the respective streets or roads through which it is intended to pass, as shown on the deposited plans.

Tramway No. 5

The entire line of this tramway will be laid throughout its entire length from the point of starting in the parish of Guston by a junction with Tramway No. 2, proceeding in a north-easterly direction from the point of commencement thereof to the Ripple Tollgate, and shall be deemed to be a parallel line at a distance of 5 feet from the edge of the water-table or ditch along the north-west side of the road, as shown on the deposited plans.

At each of the places next hereinafter specified the tramway will, for the length of $2\frac{1}{2}$ chains, be laid as follows:—From the first point mentioned in each case it will gradually diverge to the right side, proceeding from the commencement to the termination of the said proposed tramway until at the length of $\frac{3}{4}$ of a chain it attains the distance of 7 feet $4\frac{1}{2}$ inches from centre to centre of the two lines of rails, continuing at that distance for a further length of 1 chain and then gradually approaching until at the second of the points mentioned in each case it again runs into the main line.

The places above referred to at which the tramway will be so laid, otherwise than at the centre of the street, are,—

No. 1a. A point in the parish of Guston 1 chain 50 links, or thereabouts, from the termination of Tramway No. 2, at the municipal boundary in the borough of Dover, and a point $2\frac{1}{2}$ chains proceeding in an easterly direction.

No. 2b. A point 30 chains, or thereabouts, from the intersection of the boundary of the parish of Saint Margaret, proceeding in a south-westerly direction and a point $2\frac{1}{2}$ chains therefrom.

No. 3c. A point of intersection of the parish boundary of West Cliffe, proceeding in a north-easterly direction and a point $2\frac{1}{2}$ chains therefrom.

No. 4d. A point of intersection of the parish boundary of East Langdon, proceeding in a north-easterly direction and a point $2\frac{1}{2}$ chains therefrom.

No. 5e. A point 4 chains, or thereabouts, from

the intersection of the boundary of the parish of Oxney, proceeding in a north-easterly direction and a point $2\frac{1}{2}$ chains therefrom.

No. 6f. A point of intersection of the parish boundary of Ringwold, proceeding in a north-easterly direction and to point $2\frac{1}{2}$ chains therefrom.

No. 7g. A point of intersection with the north corner of the road leading to Ripple Court and Great Mongeham, in a north-easterly direction and a point $2\frac{1}{2}$ chains therefrom.

No. 8h. A point of intersection with the south corner of the Ripple Gate Tollhouse, in a north-easterly direction and a point $2\frac{1}{2}$ chains therefrom.

A Tramway (No. 6).

The proposed Tramway No. 6 commencing by a junction with the Tramway No. 5 at the termination thereof at Ripple Gate, as hereinbefore described, proceeding in a north-easterly direction through the town of Walmer, and terminating in the said borough of Deal in Lower-street, at a distance of 5 furlongs or thereabouts in a northerly direction from Queen-street. The centre line of this tramway shall be deemed to be a parallel line at a distance of 5 feet from the edge of the water-table or ditch, along the south-east side of the road, as shown on the deposited plans.

At each of the places next hereinafter specified the tramway will, for the length of $2\frac{1}{2}$ chains, be laid as follows:—From the first point mentioned in each case it will gradually diverge to the left side, proceeding from the commencement to the termination of the said proposed tramway, until at the length of three-quarters of a chain it attains the distance of 7 feet $4\frac{1}{2}$ inches from centre to centre of the two lines of rails, continuing at that distance for a further length of 1 chain and then gradually approaching until at the second of the points mentioned in each case it again runs into the main line.

The places above referred to at which the tramway will be so laid otherwise than at the centre of the street are:—

No. 1a. A point of intersection with the south angle of the road which leads in the direction of Walmer Castle, proceeding in a west-south-west direction, at a point $2\frac{1}{2}$ chains therefrom.

No. 2b. A point of intersection of the south angle of the Deal Barracks, proceeding in a south-westerly direction at a point $2\frac{1}{2}$ chains or thereabouts therefrom.

No. 3c. A point of intersection with the centre line of South-street, in a northerly direction with the point of intersection with Queen-street, being a distance of $4\frac{1}{2}$ chains or thereabouts.

A Tramway No. 7.

The proposed Tramway No. 7 commencing by a junction with Tramway No. 6 at the point of intersection with Lower-street, Deal, passing through Queen-street, in the borough of Deal, along the Dover Deal and Sandwich, Sandwich Margate and Ramsgate, and the Canterbury and Ramsgate turnpike roads to Ramsgate, terminating at a point 12 feet or thereabouts from the principal entrance gates of the South Eastern Railway Company's Station at Ramsgate, being a distance of 3 chains or thereabouts from the intersection with the line of Boundary-road, in the parishes of Saint Lawrence and Saint George, Ramsgate.

The centre line of this tramway shall be deemed to be a parallel line from the edge of the curb in Queen-street, in a westerly direction, and the said distance of 5 feet from the edge of the water-

table or ditch along the said turnpike roads as shown on the deposited plans.

At each of the places next hereinafter specified the tramway will for the length of $2\frac{1}{2}$ chains be laid as follows:—From the first point mentioned in each case it will gradually diverge to the left side, proceeding from the commencement to the termination of the said proposed tramway, until at the length of three-quarters of a chain it attains the distance of 7 feet 4 inches from centre to centre of the two lines of rails, continuing at that distance for a further length of 1 chain, and then gradually approaching until at the second of the points mentioned in each case it again runs into the main line.

The above places referred to at which the tramway will be laid otherwise than at the centre of the street are:—

No. 1a. A point of intersection with the road leading to Lower Deal, at a distance of 2 chains or thereabouts in an easterly direction and a point $2\frac{1}{2}$ chains therefrom.

No. 2b. A point of intersection with the parish boundary of Northbourne proceeding in a north-easterly direction at a point $2\frac{1}{2}$ chains therefrom.

No. 3c. A point of intersection with the road leading to Foulmead, measured in a north-westerly direction at a point $2\frac{1}{2}$ chains therefrom.

No. 4d. At a point of intersection with the roads connecting the villages of Ham and Worth, measured in a north-westerly direction, $2\frac{1}{2}$ chains therefrom.

No. 5e. A point of intersection with the centre of the public walk measured in an easterly direction along Galliard-street (otherwise Gilliard-street), Chain-street and High-street, to a point 1 chain to the north of Strand-street, Sandwich.

No. 6f. At a point of intersection with the road leading to Great Stonar, proceeding in a northerly direction, to a point $2\frac{1}{2}$ chains therefrom.

No. 7g. A point 3 chains or thereabouts, measured in a northerly direction from the north end of the bridge over Stonar Cut and a point $2\frac{1}{2}$ chains therefrom.

No. 8h. A point of intersection of the road at the Halfway House, proceeding in a north-easterly direction, and a point $2\frac{1}{2}$ chains therefrom.

No. 9i. At a point of intersection of the side of the road leading to Great Cliffs, and measured in a south-easterly direction to a point $2\frac{1}{2}$ chains therefrom.

No. 10k. A point of intersection with the turnpike-road to Margate, proceeding in an easterly direction at a point $2\frac{1}{2}$ chains therefrom along the Canterbury and Ramsgate turnpike-road.

No. 11 l. A point of intersection of the road leading to Ramsgate, proceeding in an easterly direction, and a point $2\frac{1}{2}$ chains therefrom.

No. 12m. A point of intersection with the road leading to the South Eastern Railway Station, proceeding in a westerly direction, and a point $2\frac{1}{2}$ chains therefrom.

Tramway No. 8.

A proposed tramway (No. 8), commencing in the turnpike-road, in the parish of Saint George, Ramsgate, by a junction with Tramway No. 7, as hereinbefore described, proceeding in a north-westerly direction along the turnpike-road through the parishes of Saint Lawrence, Saint Peter, and Saint John Margate, also along Eton-road, Eton-terrace, and Marine-terrace, terminating at a point in Lower Marine-terrace, opposite the west corner of the Shakespeare Hotel, in the parish of Saint John Margate, as shown on the deposited plans.

The centre line of this tramway shall be laid along the north-east side of the roads or streets, and shall be deemed to be a parallel line at a distance of 5 feet from the edge of the water-table or ditch along the roads for a distance of 5 feet from the edge of the curb along the before-mentioned streets or roads.

At each of the places next hereinafter specified the tramway will, for the length of $2\frac{1}{2}$ chains, be laid as follows:—From the first point mentioned in each case it will gradually diverge to the left side, proceeding from the commencement to the termination of the said proposed tramway, until at the length of $\frac{3}{4}$ of a chain it attains the distance of 7 feet 4 inches from centre to centre of the two lines of rails, continuing at that distance for a further length of 1 chain, and then gradually approaching until at the second of the points mentioned in each case it again runs into the main line.

The places above referred to at which the tramway will be so laid, otherwise than in the centre of the street, are—

No. 1a. A point of intersection with the road from Whitehall Farm, proceeding in a south-easterly direction at a point $2\frac{1}{2}$ chains therefrom.

No. 1b. A point of intersection with the road to Saint Peters, proceeding in a south-easterly direction at a point $2\frac{1}{2}$ chains therefrom.

No. 1c. A point 3 chains or thereabouts from the south-east corner of the Toll House, proceeding in a south-easterly direction at a point $2\frac{1}{2}$ chains therefrom.

No. 1d. A point of intersection of the road to Updown, proceeding in a south-easterly direction, at a point $2\frac{1}{2}$ chains therefrom.

No. 1e. A point of intersection of the road leading from Twenties to Academy, proceeding in a southerly direction, at a point $2\frac{1}{2}$ chains therefrom.

No. 1f. A point of intersection of Eton-terrace, proceeding in a westerly direction along the Marine-parade, at a point $2\frac{1}{2}$ chains therefrom.

No. 1g. A point of the termination of the Tramway (No. 8), proceeding in an easterly direction, at a point $3\frac{1}{2}$ chains therefrom.

And it is proposed by the Bill to authorise the Company for the purposes of the proposed tramways, to lay down and maintain tramways, iron rails, and plates in, upon, and along the surface of the streets, roads, and places mentioned in this notice, and to enter upon and open the surface of, and to alter and stop-up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, water-courses, bridges, sewers, drains, pavements, thoroughfares, cab-stands, weighing machines, 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, repairing, removing, renewing, altering, or reinstating the proposed tramways or of substituting others in their place, or for other the purposes of the Bill.

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

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

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 tolls, 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 proposed tramways, or of the Bill of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

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

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or corporations other than the Company, with carriages with flanged wheels, or other wheels, specially or particularly adapted to run on an edged rail or on a grooved rail, and to authorise and give effect to agreements between the Company and 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 provisions for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street or road authorities, or either of them, or any some one of Her Majesty's Principal Secretaries of State, or of 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 empower the Company from time to time to make such crossings, passing-places, sidings, junctions, and other works in addition to those particularly specified in this notice, as may be necessary or convenient to the efficient working of the proposed tramways or any of them, or for providing access to any stables or carriage-sheds or works of the Company.

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

To enable the Company and any vestry, commissioners, local, district, or other boards, highway surveyors, or any turnpike or other trustees, or other bodies corporate, local authorities, or persons having respectively the duty of directing the repairs or the control or management of the streets, roads, and places respectively, along or

into which any of the proposed tramways shall or may be constructed, 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 for the payment of a composition or adjusted or modified tolls or duties in respect of the user of such streets, roads, and places, and for securing the carrying out of the said tramways and the undertaking to be authorised by the Bill, and to confirm any agreement or agreements which have or has already been made, or may hereafter be made with reference to any of the objects and purposes of the said Bill.

To incorporate with and extend and apply to the Bill all or some of the provisions of the public general Acts of Parliament following, videlicet, "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Act, 1845," "The Railways Clauses Act, 1863," and "The Tramways Act, 1870," or some of them, or some part or parts thereof respectively, with such variations therein as may be deemed necessary or expedient or wholly or partially to exempt the Company from any of the provisions of these several Acts, or to modify or alter the same with reference to all or any of the objects of the Bill, and to vary or extinguish all rights or privileges thereunder or under any other Act or Acts.

To enable the Company on the one hand, and the South Eastern Railway Company, and the London, Chatham, and Dover Railway Company (hereinafter called the two Companies) or either of them, on the other hand, from time to time to enter into agreements with respect to the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the Company and the two Companies respectively, and the division and appropriation of the revenue arising from that traffic, and to confirm any agreement already made or which may be made previously to the passing of the said Bill in anywise relating to any of the matters aforesaid.

To alter, amend, enlarge, extend, and if necessary to repeal the following Acts (that is to say) 2 and 3 Vic., cap. 33 (local and personal) and all other Acts relating to the Dover, Deal, and Sandwich turnpike road; 9 Geo IV., cap. 85 (local and personal) and all other Acts relating to the Sandwich, Margate, and Ramsgate turnpike road; 42 Geo. III., cap. 5 (local and personal), and all other Acts relating to the Canterbury and Ramsgate turnpike road; 6 and 7 Wm. IV., cap. 75 (local and personal) and all other Acts relating to the South Eastern Railway Company; 16 and 17 Vic., cap. 132 (local and personal); and all other Acts relating to the London, Chatham, and Dover Railway Company and "The Tramways Act, 1870."

And the Bill will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given that plans and sections of the proposed tramways 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 or reputed owners, lessees or reputed lessees, and occupiers

of such lands, houses, and other property, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant for public inspection with the clerk of the peace for the county of Kent at his office at Maidstone, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and district in or through which the proposed tramways or any part thereof will pass or be made, together with a copy of this notice, will be deposited as follows (that is to say): as regards the borough of Dover, with the town clerk of the borough, at his office; as regards the boroughs of Deal and Sandwich, with the town clerks, at their offices respectively; as regards the district of Ramsgate, with the clerk to the Local Board of the said district, at his office; and in the case of each parish, with the parish clerk, at his residence; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and in the case of each district where there is a local authority, with the clerk of such local authority, at his office.

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 12th day of November, 1872.

Gough, Parliament Chambers, 11, Bridge-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

Hammersmith Extension Railway.

(Incorporation of Company for Extending Metropolitan District Railway to Broadway, Hammersmith, Working Arrangements with Metropolitan District Railway Company.)

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:—

1. To incorporate a Company (herein referred to as the Company), and to enable them to make and maintain a railway, with all needful works, stations, approaches, and conveniences connected therewith, to commence in the parish of St. Mary Abbott, Kensington, by a junction with the Metropolitan District Railway at or near the north end of the tunnel carrying that railway under the West London Extension Railway, to pass through or into the said parish, and the parishes of Fulham and St. Paul, Hammersmith, in the county of Middlesex, and to terminate in the said parish of St. Paul, Hammersmith, in the Broadway, Hammersmith, at or near the house numbered 13.

2. To enable the Company to use and appropriate any road, street, or thoroughfare for the purposes of the said intended railway and works, and to divert or remove all gas, water, and other pipes beneath or communicating with any of the streets, and to alter the level and position of the sewers, drains, and pipes, in and under, and communicating with the said streets, and to temporarily and where necessary permanently, stop up streets and roads, and other public passages and places, and to use and appropriate where necessary, for the purposes of the railway and works, the soil and under surface of any street, road, or other public passage or place.

3. To authorize the Company to underpin or otherwise secure buildings or works which may be rendered insecure by the works of the Com-

pany, and which the Company do not desire to purchase for the purposes of their works, and (notwithstanding anything contained in the 92nd section of "The Lands Clauses Consolidation Act, 1845") to exempt the Company from the necessity of purchasing the whole of any house or other building, with the cellars or other portions of which their works will interfere.

4. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, bridges, railways, tramways, towing paths, 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 line of railway both laterally and vertically to any extent which may be expedient or necessary in constructing the railway, to purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

5. To enable the Company on the one hand and Metropolitan District Railway Company on the other hand from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railway, 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 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.

6. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Acts, 1845 and 1863," and it will if necessary amend and enlarge the powers and provisions of the several Acts relating to the Metropolitan District Railway Company.

7. Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an ordinance 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 of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell-green, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to 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 as follows:—

In the case of the parish of St. Mary Abbot, Kensington, with the vestry clerk of such parish,

at his office, at the Vestry Hall, Kensington, and in the case of the parishes of Fulham and Saint Peter and St. Paul, Hammersmith, with the clerk of the Fulham District Board of Works, at his office, at Broadway, Hammersmith.

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

Dated this 13th day of November, 1872.

<i>Hargrove, Fowler, and Blunt,</i>	} Solicitors for the Bill.
3, Victoria-street, Westminster	
<i>Baxter, Rose, Norton, and Co.,</i>	
6, Victoria-street, Westminster	

In Parliament—Session 1873.

Tunbridge Wells and Eastbourne Railways.
(Incorporation of Company; Construction of Railways and other Works in the county of Sussex; Alterations of and other Provisions affecting certain Lines of the London, Brighton, and South Coast Railway Company and the South-Eastern Railway Company; Special Gauge on the said Lines and proposed Railways; Running Powers and Facilities, Working Agreements, Contributions, Guarantees, Provisions as to Ownership of Works and other Provisions affecting the London, Brighton, and South Coast and South-Eastern Railway Companies; Powers for them to raise Money; 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 (herein called "the Company"), and to confer upon the Company powers for all or any of the following purposes, viz:—

To make and maintain the railways and junctions, alterations and works hereinafter described, or some or one of them, or some part or parts thereof, with all necessary and proper works and conveniences connected therewith, that is to say:

A railway (No. 1) commencing in the parish of Rotherfield, in the county of Sussex, by a junction with the East Grinstead, Groombridge, and Tunbridge Wells Railway of the London, Brighton, and South Coast Railway Company, at a point distant 15 chains and a half or thereabouts (measuring along that railway in the direction of East Grinstead) from the western end of the platform of the Groombridge Station on that railway, and terminating in the said parish of Rotherfield, at or near the mile-post on the Brighton, Uckfield, and Tunbridge Wells Railway denoting the distance of 26 miles and a quarter from Brighton; which said Railway No. 1 will be made partly parallel and contiguous to the rails of the said Brighton, Uckfield, and Tunbridge Wells Railway, and partly on the line and works of that railway, and will be made or pass from, in, through, or into the parishes, townships, or places following, or one of them, viz., Withyham and Rotherfield, both in the county of Sussex.

A Railway (No. 2), commencing in the parish of Rotherfield, in the county of Sussex, at or near the point hereinbefore described as the point of termination of the said intended Railway No. 1, and terminating in the parish of Mayfield, in the county of Sussex, in a field numbered 2339 on the title map of the parish of Mayfield, being part of a farm called Claytons, occupied by William Tooth, and at a point distant 14 chains and a half, or thereabouts, in a northerly direction from Claytons Farm House (with power to unite the intended Railway No. 2,

at or near its commencement with the intended Railway No. 1, and with the said Brighton, Uckfield, and Tunbridge Wells Railway, or one of them), which Railway No. 2, and works uniting it with the said other railways, will be made or pass from, in, through, or into the parishes, townships, and places following, or one of them, viz.:—Rotherfield and Mayfield, both in the county of Sussex.

A Railway (No. 3), commencing in the parish of Mayfield, in the county of Sussex, at or near the point of termination of the said intended Railway No. 2, as before described, and terminating in the parish of Hailsham, in the county of Sussex, in or near the Hailsham Station of the London, Brighton, and South-Coast Railway Company (with power to form a junction with their Hailsham Line, in that station, at or near the booking office therein), which Railway and Junction No. 3 will be made or pass from, in, or through or into the parishes, townships, or places following, or some of them, viz., Mayfield, Heathfield, Waldron, Eastthorpe, Chiddingfold, Warbleton, Hellingley, and Hailsham, all in the county of Sussex.

A Railway (No. 4) commencing in the parish of Hailsham, in the county of Sussex, by a junction with the said intended Railway No. 3, in the field situated on the north side of and abutting on the high road leading from Hailsham to Polegate, and opposite to the cattle dock at the Hailsham Station, and terminating in the parish of Willingdon, in the county of Sussex, by a junction with the Eastbourne line of the London, Brighton, and South Coast Railway Company, at or near the point where it is joined by a loop or branch line leading therefrom into the line from Brighton to Hastings, at or near the Pevensy Station, which Railway No. 4 will be made or pass from, in, through or into the parishes, townships, and places following, or some of them, viz., Hailsham, Willingdon, and Folkington, all in the county of Sussex.

A Railway (No. 5), commencing in the parish of Willingdon in the county of Sussex, by a junction with the said intended Railway No. 4, at the termination thereof hereinbefore described, and terminating in the parish of Eastbourne, in the county of Sussex, in a marsh field belonging, or reputed to belong to the Most Noble the Duke of Devonshire, and in the occupation of Joseph Gorrings, at or near the fence separating the said field from the north end of Cavendish-place, in Eastbourne aforesaid, which Railway (No. 5) will be made or pass from, in, through, or into the parishes, townships, or places following, or one of them, viz., Willingdon and Eastbourne, in the county of Sussex.

A Railway (No. 6), commencing in the parish of Mayfield aforesaid, by a junction with the said intended Railway (No. 2) at the termination thereof as above described, and terminating in the parish of Wadhurst, in the county of Sussex, by a junction with the Tunbridge Wells and Hastings Line of the South Eastern Railway Company at a point distant 45 chains or thereabouts measuring along that line in a southerly direction from the southern end of the Best Beech Hill Tunnel on that line, which Railway No. 6 will be made or pass from, in, through or into the parishes, townships, or places following, or one of them, viz., Mayfield and Wadhurst, in the county of Sussex.

To alter the line and levels of the existing Brighton, Uckfield, and Tunbridge Wells Line of the London, Brighton, and South Coast Railway Company from the point of junction of that line with the East Grinstead, Groombridge, and Tunbridge Wells Railway, in the parish of Withyham

and county of Sussex, to a point at or near the termination of the intended Railway No. 1 as hereinbefore described, in the parish of Rotherfield and county of Sussex, which alteration will be made or pass from, in, through, or into the parishes, townships, or places following, or one of them, viz.:—Withyham and Rotherfield, in the county of Sussex.

To deviate from the lines of the said railways, junctions, alterations, and works, as shown 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 railways, junctions, alterations, and works as shown upon the sections hereinafter mentioned.

To define and prescribe the gauge or gauges upon which the proposed railways and junctions, and alterations, or some, or one of them, shall be constructed, and any additional rails shall be laid, and (if thought fit) to lay down the mixed gauge, and to exempt the proposed railways, junctions, alterations, and additional rails, or some or one of them from the operation of the Act 9 and 10 Vic., cap. 57 for regulating the gauge of railways.

To alter, cross on the level, or over or under, or otherwise vary, stop up, interfere with, and divert either temporarily or permanently any turnpike or other roads, highways, railways, tramways, foot-paths, rivers, streams, aqueducts, watercourses, milldams, waters, navigations, sewers, drains, and other works within the parishes, townships, and extra-parochial or other places mentioned in this notice, or any of them, so far as may be necessary for the purposes of the intended railways, junctions, alterations, and works, or of the Bill.

To purchase by compulsion, or otherwise, lands, houses, and hereditaments, for the purposes of the intended railways, junctions, alterations, and other works or any or either of them, or of the Bill.

To purchase, acquire, adopt, and use, by compulsion or otherwise, for the purposes of the intended Railway No. 1, parts of the line and works of the said Brighton, Uckfield, and Tunbridge Wells Railway, and for the purposes of the intended Railways No. 4 and No. 5, parts of the line and works of the Hailsham Line and Eastbourne Line of the London, Brighton, and South Coast Railway Company, and to shift or remove the existing rails on those railways, or to require and oblige that Company to shift or remove them.

To levy tolls, rates, dues, and charges for or in respect of the intended railways, junctions, alterations, and other works, and on or in respect of all other railways and stations, and additional lines and rails which the Company may work over or use under the Bill; to vary the tolls, rates, dues, and charges which the other Companies named in this notice are authorized to take on their railways, and to confer exemptions from the payment of such tolls, rates, dues, and charges.

To authorize the Company to run over, work, and use with their engines, carriages, and servants, the Hailsham Line and the Eastbourne Line of the London, Brighton, and South Coast Railway Company, and so much of their East Grinstead, Groombridge, and Tunbridge Wells Railway, and of their Brighton, Uckfield, and Tunbridge Wells Railway as lies between the point of commencement of the intended Railway No. 1 as hereinbefore described, and the Tunbridge Wells Station of the South Eastern Railway Company, and also the railways of the South Eastern Railway Company between Tunbridge, and the termination as hereinbefore described of the intended Railway No. 6, or some part thereof, together with the Tunbridge and Tunbridge Wells Stations, and all other

stations, sidings, water, watering places, sheds, warehouses, standing room for engines, telegraphs, switches, signals, and other buildings, works, and conveniences of, or connected with, the railways and portions of railway aforesaid, and the stations thereon, upon such tolls, terms, and conditions as shall (failing agreement) be determined by arbitration, and to authorize the Company to lay down (if they think fit) additional rails on the said railways, and portions of railway, which they may so run over, and either on a special gauge, or so as to form with existing rails a mixed gauge, and to exempt the same from the Gauge Act above mentioned.

To authorize the Company on the one hand, and the London, Brighton and South Coast Railway Company, and the South Eastern Railway Company, or one of them, on the other hand, to enter into and carry into effect contracts and agreements with respect to the construction, maintenance, working, and user of the respective undertakings and works of the contracting Companies; the transmission, interchange, forwarding, collection and delivery of traffic; the apportionment, division, and appropriation of receipts from traffic, or other income; the employment of officers and servants, the adaptation of any existing stations and works for the purposes of the intended Act, and of the user of such stations and works by the Company, and all incidental matters, and to sanction and give effect to any agreements made, or to be made between the Company, and any of the other Companies above-mentioned for any such purpose.

To require the several Companies mentioned in this notice to afford all necessary and proper facilities for the reception, accommodation, forwarding, interchange, and delivery of traffic passing from or to the railways or works of the Company to or from or over the railways or works of such other Companies, and to prescribe and fix the terms and conditions upon and subject to which such facilities shall be afforded.

To authorize the several Companies named in this notice, or any or either of them (and either in conjunction with the Company or otherwise) to construct and maintain or provide funds for the construction and maintenance of all or any of the intended railways, alterations, and works, and to provide for their becoming owners or joint owners thereof.

To authorize the several Companies named in this notice, or any or either of them to contribute towards the capital of the Company, to lend money to the Company, to take shares, mortgages, or debenture stock of the Company, to guarantee the principal and interest money borrowed by the Company and dividends on the Company's share capital, or any part thereof, and to appoint directors of the Company.

To authorize the several Companies named in the notice or any or either of them, for all or any of the purposes of the Bill, to apply their corporate funds and revenue, and to raise more money, and to create new shares and stock with or without preference or priority of dividend, and to borrow on mortgage or otherwise, and to create debenture stock.

And the Bill will vary or extinguish all or any rights and privileges which might in any manner interfere with its objects, and will confer other rights and privileges.

And it is proposed by the Bill so far as may be necessary or convenient to repeal, alter, or amend all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say: 9 and 10 Vic., cap. 283;

26 and 27 Vic., cap. 218; and all other Acts relating to the London, Brighton, and South Coast Railway Company; 6 William 4th, cap. 75; and all other Acts relating to the South Eastern Railway Company.

And Notice is hereby given, that duplicate plans and sections of the said intended railways, junctions, alterations and works, and of the lands and houses to be taken under the powers of the Bill, together with a book of reference, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and an ordnance map showing the general course and direction of the said railways, 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 Sussex, at his office at Lewes, in the said county, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, townships, extra-parochial and other places in or through which the said intended railways, junctions, alterations and works are proposed to be made, together with a copy of this notice, will on or before the said 30th day of November instant be deposited for public inspection as follows, viz:— in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining 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 December, 1872.

Dated this 14th day of November, 1872.

J. G. Langham, Jun.,
Uckfield,
Solicitor for the said Bill.

In Parliament.—Session 1873.

(Amend or Repeal of the "Holywell Water Order 1871" and Incorporation of Company; Powers to Purchase Lands; Construction of Works; Supply of Water to Holywell Town,—Brynford, Greenfield, Whelstone, Bagillt-fawr, Bagillt-fechan, and neighbourhood;—Arrangements for Sale or Lease to or Amalgamation with other Companies and Persons; Power to Levy Rates, &c.; Amendment or Repeal of Acts.)

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

To amend or repeal the "Holywell Water Order 1871" and to incorporate the shareholders or undertakers therein together with such other persons and corporations as may become shareholders in the undertaking of the Company.

To incorporate a Company (hereinafter called "the Company") to confer on the Company the powers or some of the powers following:—

To enable the Company to supply water for trading, domestic, and other purposes to the inhabitants, public bodies, and other persons within the districts, parishes, townships, hamlets or other places following, or some of them, that is to say:—Holywell, Brynford, Greenfield, Whelston, Bagillt-fawr, and Bagillt-fechan, in the county of Flint.

To enable the Company to construct and maintain the works hereinafter 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 and conveniences, that is to say:—

To abstract water from the public well called "Saint Winifred's Well," situate on the east side of Greenfield-street, in the said town of Holywell, with pipes or otherwise to a storage basin or reservoir to be constructed in a field situate on the west side of Greenfield-road, in the township of Greenfield, in the parish of Holywell, in the county of Flint, called or known by the name of Coed Cae Bach or Factory Field, the property of Sir Piers Mostyn, Baronet, in the occupation of the Revd. John Pugh, and abutting on the north side of the tramroad leading from Greenfield to the Grange Quarries, and to construct such reservoir and also erect engine house and boiler house with offices upon part of the said field.

Also to construct reservoir in a field situate on the south-west side of Whitford-street, opposite Gerddi Beuno, the property of the Earl of Denbigh, and in the occupation of Mr. John Jones. Also to lay raising and service mains from said engine house to the said reservoir and back to Whitford-street, across lands belonging to the Earl of Denbigh, Philip Pennant Pennant, Esquire, and Sir Piers Mostyn, Baronet, and in the several occupations of Mr. Samuel Williamson, Mr. Thomas Owens, Reverend John Pugh, and said John Jones:

To lay service pipes along the streets and roads within the said district:

The said works will be wholly situate in the parish of Holywell and in the townships of Holywell, Brynford, Greenfield, Whelston, Bagillt-fawr, and Bagillt-fechan, in the county of Flint.

To construct and maintain in the said parish and townships approaches, roads and ways, embankments, mains, pipes, culverts, cuts, drains, sluices, engines, filter beds, wells, tanks, valves, weirs, meters, and all other works and appliances and conveniences necessary in connection with the before-mentioned works, and for collecting, pumping, cleansing, storing, purifying, and distributing the water so to be collected, pumped, and distributed. To enable the undertakers to deviate from the line of works, both vertically and horizontally.

To lay down and maintain pipes, culverts, and other works in, over, under, or across, and to cross, break open, alter, divert, or stop up, for the purposes of the said intended works, either temporarily or permanently, any turnpike roads, highways, footpaths, private roads, streets, bridges, canals, towing paths, railways, tramways, sewers, drains, rivers, streams, brooks, and watercourses in the said parish and townships before-mentioned.

To purchase and take by agreement or compulsion any lands, houses, springs, streams, wells, waters, and other hereditaments requisite or desirable for the purpose aforesaid, and to acquire way leaves, water leaves, and easements in or over the same, and to confer, vary, or extinguish any rights or privileges connected therewith, which would in any way interfere with the objects and purposes of the undertaking and the objects and purposes of the said Bill.

To exercise all such powers, rights, and privileges as are usually conferred upon water companies or which may be necessary or expedient for carrying into execution any of the objects and purposes of the undertaking and the objects and purposes of the said intended Act.

To make proper provisions for the prevention of waste, illegal use, obstruction or misuse or wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto.

To demand, take, and recover rates, rents, and

charges, and to grant exemptions therefrom, and to make special contracts, agreements, and charges for the supply of water, and to confer other rights and privileges.

To enable the undertakers to purchase from any person or persons and from any corporation or corporations, and to enable such persons or corporations respectively, to sell to the undertakers and waterworks now existing, or which may hereafter be erected, and to enable the undertakers to maintain and carry on the same respectively, and to enable the undertakers to sell their own undertaking, or any waterworks hereafter to be acquired by them, to any person or persons, corporation or corporations, and to enable such persons or corporations to purchase, maintain, and carry on the same respectively.

To incorporate with the intended Act all or some of the powers and provisions of "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Amendment Act, 1860," "The Companies Clauses Act, 1845," "The Companies Clauses Act, 1863," "The Waterworks Clauses Act, 1847," "The Waterworks Clauses Act, 1863," and also such parts of "The Railways Clauses Consolidation Act, 1845" as relates to roads and the temporary occupations, and to other matters as may be deemed expedient.

And notice is hereby also given, that on or before the 30th day of November instant, plans of the lands which may be compulsorily 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 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 Flint, at his office at Mold, in the said county; and on or before the said 30th day of November, a copy of so much of the said plans and book of reference as relates to each township, parish, or place in which any lands which may be so taken are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerks of each such township, parish, or place, at his residence, and in the case of any extra-parochial place, with the parish clerk of some adjoining parish, at his place of abode.

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

Dated this 13th day of November, 1872.

Wm. Davies, Holywell, Solicitor to the Bill.

T. and V. Baines, 11, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1873.

Swansea Harbour (Tawe Docks, &c.).

(Power to make new Works—Improvement of Harbour—Repeal of Section 79 of Swansea Harbour Act, 1854—Power to embank, widen, &c., the River Tawe and other Rivers, Streams, &c.—Confirmation of Lease—New Tolls—Power to borrow further sums—Repeal and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise and effect the objects and purposes hereinafter mentioned, or some of them, that is to say:—

To empower the Swansea Harbour trustees (hereinafter called the trustees) to construct, make, execute, and maintain the works hereinafter

describe, with all proper conveniences connected therewith respectively, (that is to say):—

To construct a dam or weir across the new cut at or near the lower end thereof, in Swansea Harbour, commencing at the towing path on the western side of the said cut, adjoining a wharf in the occupation of John Dickson, or his undertenants or assigns, at or near a point 550 feet to the southward of the Great Western Railway bridge, across the said cut, and terminating at the towing path on the eastern side of the said cut adjoining a wharf belonging to the Duke of Beaufort, and to convert the said new cut above the said dam and the River Tawe from the point where the said cut communicates with the said River Tawe at or near Foxhole to the Forest Weir into a floating dock.

To repeal, so far as may be necessary for the purposes of the intended Act, the 79th section of the Swansea Harbour Act, 1854.

To construct a half tide basin, commencing in Fabian's Bay, in Swansea Harbour, at a point 480 feet, or thereabouts from high water mark, and 950 feet, or thereabouts, from the entrance gates of the half tide basin of the North Dock, in the said harbour, and terminating in the Spoil Bank in Fabian's Bay aforesaid, at a point 40 feet or thereabouts above high water mark, and 940 feet, or thereabouts from the said entrance gates, with the necessary entrance to such half tide basin and the said intended floating dock.

To construct a lock from the said half tide basin to the said new cut, to communicate between the said basin and the said intended floating dock.

To deepen, excavate, and improve Fabian's Bay aforesaid.

To extend the present dam at the northern end of the upper half tide basin of the North Docks in Swansea Harbour, and to construct and erect additional gates in the lock in the said dam.

To enlarge, alter, dredge excavate, deepen, and improve the entrance channel through Fabian's Bay to the sea.

To erect, make, and construct wharves, quays, and shipping places in the said intended floating dock and basin, and in, or adjoining, or near thereto.

To enable the trustees to take by compulsion and by agreement, for the purpose of providing wharfage accommodation, certain lands in the parishes of Swansea, Llansamlet, and St. John-juxta-Swansea, in the county of Glamorgan.

To erect, make, construct, and maintain all necessary and convenient bridges, piers, locks, feeders, engines, machinery, basins, quays, walls, wharves, landing-places, embankments, fences, buildings, depôts, gates, weirs, warehouses, viaducts, sluices, archways, approaches, roadways, inclined planes, railways and jetties, slips and graving banks, and all other necessary works conveniences and accommodations in connection with the said intended floating dock, basin, and works.

To empower the trustees to divert into the said intended dock, basin, lock, cuts, entrances, and works, by pumping, or otherwise, the water of the harbour of Swansea, the River Tawe, and the Ffyndrod Brook or waters which now supply that harbour, river, or brook.

To empower the trustees to embank, divert, widen, dredge, cleanse, and improve the River Tawe, the Ffyndrod Brook, and any other rivers, brooks, streams, cuts, drains, and sewers, which flow into and supply the harbour of Swansea with water.

To empower the trustees to cross, divert, alter, or stop up, whether temporarily or permanently,

all such turnpike and other roads, streets, passages, alleys, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramroads as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said intended Act, or any of them.

To empower the trustees to purchase and take by compulsion, and also by agreement, and to hold lands, houses, tenements, and hereditaments for the purposes of the intended Act, or any of them, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken, or which would in any way impede or interfere with the objects of the intended Act, or any of them.

To authorise the trustees to levy tolls, rates, and charges upon, or in respect of all ships, vessels, boats, and barges using and frequenting the said harbour, or the said dock, basin, and works, and on all goods, wares, and merchandize, imported into, or exported from, the said harbour, or shipped or unloaded in the said dock, basin, and works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and dues, and other rights and privileges, and, if necessary or expedient, to alter the tolls, rates, and dues now leviable by the trustees.

To enable the trustees to apply any funds belonging to them, or under their control, to the purposes of the intended Act, or any of them, and to borrow on mortgage, or otherwise, further sums of money for the said purposes, or any of them, and also for the general purposes of their undertaking.

To confirm a certain indenture of lease of a piece of land, part of the South Docks Estate, belonging to the trustees, for the erection of a Seaman's Mission House, bearing date on or about the 5th day of August, 1868, and expressed to be made between the Swansea Harbour trustees of the one part, and the Rev. Theodore Augustus Walrond, the Rev. Joseph Wallis, and Frederick Ditmas, Esq., of the other part, and so far as may be necessary for that purpose to alter the Public Act 10 Victoria, cap. 27.

To alter, repeal, amend, extend, and enlarge some or any of the powers and provisions of the several Acts hereinafter mentioned (that is to say): the Swansea Harbour Act, 1854; the Swansea Harbour Act, 1857; the Swansea Harbour Act, 1859; the Swansea Harbour Act, 1860; the Swansea Harbour Act, 1861; the Swansea Harbour Act, 1862; the Swansea Harbour Act, 1864; and the Swansea Harbour Act, 1866.

And notice is hereby also given, that the said Harbour of Swansea, and the bed of the said River Tawe, and the said floating dock, half tide basin, embankments, dams, weirs, locks, cuts, piers, graving banks, bridges, approaches, and other works hereinbefore mentioned, and proposed to be improved, altered, made, and executed, are or will respectively be situate within the parishes, townships, and extra-parochial or other places following or some of them (that is to say): Swansea, St. John-juxta-Swansa, Llangefelach, Llansamlot, St. Thomas, the bed and shores of Swansea Harbour, the bed and shores of the River Tawe, the bed and shores of Fabian's Bay, and the bed and shores of Swansea Bay, in the county of Glamorgan.

On or before the 30th day of November, 1872, plans of the lands intended to be taken by compulsion, and plans and sections of the intended docks, basins, locks, entrances, and other 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 in-

spection 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 said plans, sections, and book of reference as relates to each parish in or through which the said harbour, dock, basin, lock, approaches, and works are intended to be made, executed, or deepened, and improved, or in which any lands are intended to be taken, 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 on or before the 21st day of December 1872, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1872.

Lewis Thomas, Swansea, Solicitor for the Bill.

Tees Dock and Railway Company.

(Incorporation of Company; Construction of Docks, Jetties, Channel, Railways, and other works; Purchase of Lands by Compulsion; Dredging, Deepening, and Lighting River; fixing Mooring Buoys, &c.; levying Tolls, Rates, and Duties; raising Capital; Repeal and Amendment of Acts and other purposes.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next Session, for leave to bring in a Bill to incorporate a Company by the name of "The Tees Dock and Railway Company," or by such other name as shall be deemed expedient (hereinafter referred to as "the Company"), and to confer upon such Company, powers for all or some of the following purposes (that is to say):—

To construct and maintain the docks, jetties, channel, railways, and other works hereinafter mentioned, or some of them, together with all needful embankments, stations, sidings, tramways, roads, approaches, and other works and conveniences connected therewith, that is to say:—

1. A wet dock with all proper entrances, cuts, channels, locks, basins, gates, sluices, jetties, staiths, quays, wharves, tramways, sheds, shipping and landing places, warehouses, cranes, bridges, roads-approaches, and other works and conveniences connected therewith, upon a piece of land in the estuary of the River Tees, being a portion of the bed or foreshore of the river, and lands adjoining thereto, situate and lying to the northward of the Lackenby Station of the Middlesbrough and Redcar Branch of the North-Eastern Railway, and being in length from north to south 466 yards, and from east to west 600 yards, and extending on the north 410 yards beyond the highwater mark of ordinary spring-tides, which proposed wet dock and other works will be situate in or adjoining to the townships, parishes, and extra-parochial and other places of Eston, Lackenby, Lazenby, Wilton, West Coatham, and Kirkleatham, or some or one of them, all in the North Riding of the county of York.

2. A timber pond or wet dock, with all proper entrances, cuts, channels, locks, basins, gates, sluices, jetties or staiths, quays, wharves, tramways, sheds, shipping and landing-places, warehouses, cranes, bridges, roads, approaches, and other works and conveniences connected therewith upon a piece of land (situate on the western side of the first-mentioned dock and communicating therewith) in the estuary of the said River Tees, being a portion of the bed or foreshore of that river, and land adjoining thereto, situate and lying to the northward of the said Lackenby Station,

and being in length, from north to south, 490 yards, and from east to west 600 yards, and extending on the north 425 yards beyond the high-water mark of ordinary spring tides, which proposed wet dock and other works will be situate in or adjoining to the townships, parishes, extra-parochial, and other places of Eston, Lackenby, Lazenby, Wilton, West Coatham, and Kirkleatham, or some or one of them, all in the said North Riding of the county of York.

3. A jetty, commencing on the northern side of the second-mentioned proposed dock, at a point 430 yards, or thereabouts, measured from the western side of such dock, extending in a northerly direction for a distance of 967 yards, or thereabouts, to and terminating in the channel of the said River Tees, which proposed jetty will be situate in or adjoining to the townships, parishes, extra-parochial and other places of Eston, Lackenby, Lazenby, Wilton, West Coatham, and Kirkleatham, or some or one of them, all in the said North Riding of the county of York.

4. A jetty, commencing on the northern side of the first-mentioned proposed dock, at a point 200 yards, or thereabouts, measured from the eastern side of such dock, extending in a northerly direction for a distance of 800 yards, or thereabouts, to and terminating in the channel of the said River Tees, which said jetty will be situate in or adjoining to the townships, parishes, extra-parochial and other places of Eston, Lackenby, Lazenby, Wilton, West Coatham, and Kirkleatham, or some or one of them.

5. A channel or cut between the said docks and the River Tees, extending from the said docks in a northerly direction, for a distance of 885 yards, or thereabouts, and terminating in the channel of the River Tees, which said channel or cut will be situate between and include the bed or foreshore of the River Tees between the said two jetties, as will be shown on the plan hereinafter referred to.

6. A railway (No. 1) commencing in the township of Normanby, in the parish of Ormesby, in the North Riding of the county of York, by a junction with the Middlesbrough and Redcar Branch of the North Eastern Railway, at a point 758 yards, or thereabouts, measured in a westerly direction from Eston Station on such railway, and thence passing from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some or one of them (that is to say), Ormesby, Normanby, Eston, Lackenby, Lazenby, Wilton, West Coatham, East Coatham, and Kirkleatham, in the said North Riding of the county of York, and terminating in a parcel of land called Coatham Common, at a point 310 yards, or thereabouts, measured in a north-westerly direction from certain iron works now in course of erection (called or known as the Coatham Iron Works), situate in the township of East Coatham, in the parish of Kirkleatham, all in the said North Riding of the county of York.

7. A railway (No. 2) commencing from and out of and by a junction with the said proposed Railway No. 1, in the townships of Eston or Lackenby, in the parishes of Ormesby, Wilton, and Kirkleatham, or some or one of them, and thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places of Lackenby, Wilton, Eston, Ormesby, and Kirkleatham, or some or one of them, and terminating in and forming a junction with the said Middlesbrough and Redcar Branch of the North Eastern Railway, in the township of Eston or Lackenby, in the parishes of Ormesby, Wilton, and Kirkleatham, or some or one of them, at a

point 280 yards, or thereabouts, measured westward of the said Lackenby Station, all in the said North Riding of the county of York.

8. A railway (No. 3), wholly situate in the said township of East Coatham, in the parish of Kirkleatham, commencing from and out of and by a junction with the proposed Railway No. 1, 800 yards or thereabouts, measured from the eastern termination of that railway, and terminating by a junction with a certain line of railway and embankment formed by and belonging to the Tees Conservancy Commissioners, and called the South Gare Embankment, leading to the South Gare Breakwater, now in course of construction by the Tees Conservancy Commissioners, at a point 700 yards, or thereabouts, measured in a northerly direction from certain cottages belonging to the said Tees Conservancy Commissioners, and known by the name of the Tod Point Cottages.

9. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently (and to otherwise interfere with) roads, railways, tramways, drains, sewers, pipes, navigations, rivers, streams, waterpipes, watercourses, telegraph wires, and telegraph posts, so far as may be necessary, in constructing or maintaining the said intended docks, jetties, channel, railways, and other works.

10. To enable the Company to deviate from the lines of docks, jetties, channel, railways, and other works, to any extent, both vertically and laterally, within the limits of deviation to be shown on the deposited plans hereinafter referred to, or to be prescribed by the said Bill, and to vary the situation or construction of the said docks, jetties, or channel, railways, and other works in connection therewith to any extent within the said limits of deviation.

11. To empower the Company to purchase and take lands, houses, and other property compulsorily for the purposes of the said intended docks, jetties, channel, railways, and other works, and to reclaim, embank, enclose, fill up so much of the bed or foreshore of the River Tees, situate in the townships, parishes, extra-parochial, and other places aforesaid, or any of them, or near or adjoining thereto, as may be necessary for the purpose of forming and constructing the said docks, jetties, channel, railways, and other works, or any of them, and to sell and lease, and otherwise dispose of any lands which the Company may from time to time acquire, and not require for the purposes of the undertaking, and to confer upon the Company all needful powers for preventing and removing obstructions or impediments to vessels entering or leaving or being moored in the proposed docks, or in or near the channel or entrance thereto.

12. To empower the Company from time to time to lay down and maintain guiding lights, buoys, and beacons, for the guidance and safety of vessels using the said docks or navigating the River Tees, and also warping and mooring buoys in the said river in and near the channel entrance to the said docks, and to dredge and deepen the bed and foreshore of the River Tees, for the purpose of keeping open the channel or entrance to the said docks, and of preventing the accumulation of mud and soil upon the said bed and foreshore, in front of or near to the said channel or entrance.

13. To levy tolls, rates, and duties, in respect of the said dock, jetties, channel, railways, and other works, or any of them, and to grant exemptions from tolls, rates, and duties, and to take and use the waters of the River Tees, to supply the said intended docks with water, and to exercise and acquire other rights and privileges.

14. To vary or extinguish all existing rights and privileges in any manner connected with the said lands or foreshore, or which would or could in any manner interfere with the objects and purposes of the said Bill, or any of them, and to confer other rights and privileges.

15. To empower the Company to create a joint stock or capital, and to raise money by borrowing on mortgage of the undertaking, and to make applicable to the objects of the said Bill, and to incorporate therewith, all or some of the powers and provisions of "The Companies' Clauses Consolidation Act, 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts, 1815, 1860, and 1869," "The Railways' Clauses Consolidation Act, 1845," "The Railways' Clauses Act, 1863," and "The Harbours, Docks, and Piers Clauses Act, 1847."

16. To amend, alter, 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: 6th William IV., cap. 76; 8th and 9th Victoria, cap. 163; 9th and 10th Victoria, cap. 241; 10th and 11th Victoria, cap. 133; 12th and 14th Victoria, cap. 38; 14th and 15th Victoria, cap. 84; 16th and 17th Victoria, cap. 109; 17th and 18th Victoria, cap. 211; 26th and 27th Victoria, cap. 122; 28th Victoria, cap. 111; 29th and 30th Victoria, cap. 251; 33rd Victoria, cap. 7; 34th and 35th Victoria, cap. 116; and 35th and 36th Victoria, cap. 141 respectively; and all other Acts relating to the North-Eastern Railway Company and its undertaking; the Acts 15th and 16th Victoria, cap. 162; 17th and 18th Victoria, cap. 195; 21st and 22nd Victoria, cap. 141; 26th and 27th Victoria, cap. 144; and 30th Victoria, cap. 50, respectively, and all other Acts relating to the Tees Conservancy Commission and their undertaking; the Acts 14th and 15th Victoria, cap. 90; 17th and 18th Victoria, cap. 70; and 21st and 22nd Victoria, cap. 133; and 27th and 28th Victoria, cap. 110, respectively, and all other Acts relating to the Stockton and Middlesbrough Water Works Company, and its undertaking; any other Acts of Parliament, which it may be necessary to repeal, alter, or amend, for the purposes to be authorized by the intended Bill, and to make other provisions in lieu of the provisions so repealed, altered, or amended.

17. Duplicate plans and sections describing the lines, situations, and levels of the proposed docks, jetties, channel, railways, and other works, and the lands, houses, and other property in or through which they will be made, or which may be taken for the purposes thereof, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and 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 will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the North Riding of the county of York, at his office, at Northallerton, in the said Riding, 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 an extra-parochial place with the clerk of some parish

immediately adjoining such extra parochial place at his place of abode.

18. 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.

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

In Parliament.—Session 1873.

Swindon, Marlborough, and Andover Railway. (Incorporation of Company for making a Railway from the Great Western Railway, at Swindon, to London and South-Western Railway, near Andover; Powers as to Joint Stations at Swindon and Andover; Power to lay down an Additional Rail on Portion of Berks and Hants Extension Railway; Running Powers over Portion of Berks and Hants Extension Railway and London and South Western Railway; Working and other Arrangements with Marlborough Railway Company, Berks and Hants Extension Railway Company, Great Western Railway Company, and London and South Western Railway Company; Amendment of Acts.)

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 confer upon them all or some of the following powers, that is to say:—To make and maintain the following railways, or some or one of them, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith respectively that is to say:—

A Railway (No. 1) to commence in the parish of Swindon, by a junction with the Great Western Railway, near the Swindon Station, ten yards, or thereabouts, east from the point where that railway is carried over the Cricklade or Eastcott occupation road, thence passing from, in, through, or into, the following parishes, extra-parochial, and other places, or some, or one of them, that is to say, Swindon, Chiseldon, Aldbourne, Ogbourne St. George, Ogbourne St. Andrew, Mildenhall, Preshute, St. Mary, Marlborough, and St. Peter, Marlborough, in the county of Wilts, and to terminate in the said parish of Preshute, in the Marlborough Station of the Marlborough Railway, at the termination of that railway.

A Railway (No. 2), commencing by a junction with the intended Railway (No. 1), at its termination above described, thence passing from, in, through, or into the following parishes, extra-parochial, and other places, or some or one of them, that is to say, Preshute, North Savernake, South Savernake, Mardon, Eleot, Wooton Rivers, and Burbage, all in the county of Wilts, and terminating in the Savernake Station of the Berks and Hants Extension Railway of the Great Western Railway Company, by a junction with that railway.

A Railway (No. 3), commencing by a junction with the intended Railway (No. 2), at its termination above described, thence passing from, in, through, or into the parishes, extra-parochial, and other places of Burbage and Great Bedwin, and terminating by a junction with the Berks and Hants Extension Railway at a point thereon, in the parish of Great

Bedwin, in the county of Wilts, 350 yards, or thereabouts, westward of the bridge carrying the road leading from Wolfhall to Tottenham Park, over that railway.

A Railway (No. 4), commencing by a junction with the intended Railway (No. 3), at its termination above described, thence passing from, in, through, or into the following parishes, extra-parochial, or other places, or some or one of them, that is to say, Great Bedwin, Burbage, Collingbourn Kingston, Collingbourn Ducis, and Ludgershall, in the county of Wilts, and Kimpton, Fifeild, Thruxton, Appleshaw, Amport, Monxton, and Abbott's Ann, in the county of Hants, and terminating by a junction with the London and South-Western Railway to Salisbury and Exeter, in the said parish of Abbott's Ann, at a point where a certain occupation road is crossed by that railway on the level, 145 yards, or thereabouts, measuring in an easterly direction along that railway, from the mile or distance post on that railway, indicating $67\frac{3}{4}$ miles from London.

To purchase and take lands, houses, and other property by compulsion or agreement, for the purposes of the said intended railways and works, and to vary, repeal, or extinguish all existing rights and privileges in any manner connected with such lands, houses, and property, which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges, and to cross, alter, divert, or stop up all turnpike and other roads, railways, tramways, aqueducts, bridges, weirs, canals, streams, and rivers, with which it may be necessary to interfere in the construction of the said intended railways and works.

To enable the Company, and the Great Western and London and South-Western Railway Companies respectively to make, and carry into effect, arrangements and agreements with reference to the construction, use, and management of a joint station at Swindon and Andover respectively, with suitable approaches, works, and conveniences for the accommodation of the traffic, whether in goods or passengers, of the said respective Companies, or failing such agreement, to make provision for the construction, maintenance, and working of such joint stations respectively, at the expense of the Company, and the Great Western and London and South Western Railway Companies respectively, jointly, or in such proportion as may be provided by the said-intended Act; and for the management, use, and apportionment of the same respectively, and for the appointment of a joint committee or joint committees, with all usual and necessary powers for the regulation, control, and management of such stations.

To empower the Company to lay down an additional rail on so much of the railway of the Berks and Hants Extension Railway Company, as lies between the termination of the intended Railway No. 2 and the Savernake Station, so as to admit of the same being worked on the mixed gauge of 7 feet and 4 feet $8\frac{1}{2}$ inches, and to authorise the Company, and any Company working or using their undertaking, to run over and use, with engines, carriages, waggons, and servants, the said portion of the Berks and Hants Extension Railway and the Savernake Station; and also so much of the London and South Western Railway as lies between the termination of the intended Railway (No. 4) and the Andover Station, including that stations, together with all stations, sidings, watering-places, and other works and conveniences

connected with so much of the railways so run over as aforesaid, respectively, upon payment of such tolls, charges, rent, or other consideration, as may be agreed upon, or as may be provided for and prescribed by the said intended Act.

To levy tolls, rates, and charges for, or in respect of the use of the said intended railways and works, and to grant exemptions from such tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

To enable the Company on the one hand, and the Marlborough, the Berks and Hants Extension, the Great Western, and the London and South Western Railway Companies, or any one or more of those Companies, on the other hand, to make and carry into effect contracts and agreements with respect to the construction, working, use, management, and maintenance by the said last-named Companies, or any of them, of the intended railways and works, or any of them, or any part thereof, and also to enable the company, and the said several other Companies, or any of them, in any such contracts or agreements as aforesaid to make provision with respect to the supply of any rolling or working stock, plant, and machinery, and the employment of officers and servants for the purposes of any such contracts or agreements as aforesaid; and to enable the Company and the said several other Companies, or any of them to apply any portion of their income or capital to the purposes of any such contracts or agreements; to make provisions for facilitating the interchange, working, and transmission of traffic from, to, and over the said intended railways, and the railways of the above-named Companies respectively, or any of them and for securing through booking from, to, and over the said railways respectively, or any of them; also for fixing or ascertaining and settling the tolls, rates, and charges to be levied or charged, and other terms and conditions to be imposed, for, or in respect of, any of the purposes aforesaid, and to make such alterations and reductions in the tolls, rates, and charges at present authorised to be levied or charged upon the said railways, or any of them, as may be necessary; and to authorise the said Companies, or any of them, from time to time, to enter into agreements with the Company with respect to all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the said intended Act, or in default of agreement, to confer all necessary powers for affecting the objects aforesaid, or any of them:

To enable the Company on the one hand, and the Marlborough Railway Company and the Great Western Railway on the other hand, to make and carry into effect contracts and agreements with respect to such alterations and deviations of the line and levels of the line of the Marlborough Railway as may be necessary to admit of the same being worked continuously with, and as part of, the intended Railways, and the working, use, management, and maintenance by the Company of the Marlborough Railway or any part thereof.

To enable the Company on the one hand, and the London and South Western Railway Company on the other hand, to make and carry into effect contracts and agreements with respect to such alterations and deviations of the line and levels of the London and South Western Railway as lies between the termination of the intended Railway No. 4 and the Andover Station, and the widening of so much of that portion of the London and South Western Railway as may be necessary to admit of the same being worked continuously with and as part of the intended railways.

To enable the Marlborough Railway Company,

the Berks and Hants Extension Railway Company, the Great Western Railway Company, and the London and South Western Railway Company, or any of them, to contribute towards the capital of the Company, and to hold shares in the said proposed undertaking, or to guarantee such interest, dividends, annual or other payments, in respect of moneys expended in the construction of the said railways and works, as may be agreed upon between the said Companies respectively, or any of them, and the Company, and to apply for such purposes the capital or funds which they are respectively authorised to raise by any of the Acts relating to the said Companies respectively; or to raise for the purpose aforesaid, if necessary, further sums of money by shares or mortgage, either or without a preference or priority in the payment of dividends or interest attached to such shares, as the said Companies respectively may think fit.

To alter, amend, extend, or enlarge, so far as may be necessary for the purposes aforesaid, the powers and provisions of "The Marlborough Railway Act, 1861," and of the several local and personal Acts following, or some of them, that is say: 4 and 5 William IV., cap. 88; 18 and 19 Vic., cap. 189; 28 and 29 Vic., cap. 268; and all other Acts relating to the London and South Western Railway Company, 22 and 23 Vic., cap. 105; 26 and 27 Vic., cap. 3; and all other Acts relating to the Berks and Hants Extension Railway Company; 5 and 6 Will. IV., cap. 107; "The South Wales Railway Consolidation Act, 1855;" "The Great Western Railway (South Wales Amalgamation) Act, 1863," and all other Acts relating to the Great Western Railway Company.

Duplicate plans and sections of the said intended railways and works, together with a book of reference to such plans, an ordnance map showing the general course and direction of the said proposed railway and works, and also 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 Wilts, at his office at Marlborough, and with Clerk of the Peace for the county of Hants, at his office at Winchester, and a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended railways and works are proposed to be made, and a like copy of the said Gazette notice will be deposited, on or before the said 30th day of November instant, with the parish clerk of each such parish, at his residence, and in the case of extra-parochial places, then with the parish clerk of some adjoining parish.

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

Dated this 12th day of November, 1872.

J. C. Townsend, Swindon;

Merrimans and Gwillim, Marlborough;

Footner and Son, Andover;

Deacon, Pearce, and Deacon, Southampton;

Solicitors to the Bill.

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

Maidstone Waterworks Company.

(Application, under "The Gas and Water Facilities Act, 1870," to Board of Trade, for Provisional Order authorising the construction of New Works, the raising of Additional Capital, and for other purposes.)

NOTICE is hereby given, that the Maidstone Waterworks Company are about to apply
No. 23924. M

to the Board of Trade, under "The Gas and Water Facilities Act, 1870," for a Provisional Order, to be confirmed by Parliament in the ensuing session, and that by such Order the Company will seek for powers—

1. To take, use, and appropriate, for the purposes of their undertaking, the waters of certain springs respectively called or known by the names of Springhead, upon Springhead Farm, and the Cussington Spring, and respectively arising upon or issuing from the estate of Henry Arthur Brassey, Esquire, M.P., in the parish of Aylesford, in the county of Kent, and of such further subterranean springs and waters as shall be found within the limits of deviation to be marked upon the plans hereinafter mentioned, or as shall be acquired, by agreement or otherwise, from the said Henry Arthur Brassey, or other the party or parties competent to sell or dispose of the same. The waters of the said springs now flow into the River Medway.
2. To make one or more conduit or conduits, commencing in lands of the said Henry Arthur Brassey, at or near the said springs, or courses thereof, and terminating at or near a certain building formerly used as a corn-mill, situate at Forstal, on the bank of the Medway, in the parish of Aylesford, at the junction of that parish with the parish of Boxley, which said conduit or conduits will pass in, from, or through the parishes of Burham and Aylesford, or one of them.
3. To construct, at or near the said building, and in the said parish of Aylesford, a pumping station, with engines and other works.
4. To construct an aqueduct or main pipe, commencing at the said pumping station in the said parish of Aylesford, passing along the public road through Sandling to Maidstone, and terminating at the existing mains of the Company, at the junction of High-street and Week-street, in the parish of Maidstone.
5. To construct all needful wells, tanks, shafts, machinery, drains, works, and conveniences in connection with the proposed works.
6. To enable the Company, for the purposes of the before-mentioned works, and of their authorised undertaking, to raise additional capital, by shares and by stock, and by borrowing, and to issue such new shares or stock, with a preference or priority of dividend, and upon such terms and conditions as may be prescribed in the Order.
7. To amend the Acts relating to the Company, namely, "The Maidstone Waterworks Act, 1860," and "Maidstone Waterworks Act, 1863," and to extend to the Company the provisions, or some of the provisions, of "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869."
8. To vary and extinguish all existing rights and privileges which would interfere with the powers to be sought for as aforesaid.

And notice is hereby also given, that a copy of this advertisement, and also a plan and section of the proposed works, will, on or before the 30th of this instant November, be deposited at the office of the Clerk of the Peace for the county of Kent, at his office, at the Sessions House, Maidstone, and also at the Office of the Board of Trade, Whitehall, London.

And notice is hereby further given, that printed copies of the Draft Provisional Order can, on and after the 23rd day of December next, be obtained at the office of Mr. John Case, Solicitor, Maid-

stone, or of Messrs. Dyson and Co., No. 24, Parliament-street, Westminster, on payment of sixpence for each copy; and all persons desirous of making to the said Board of Trade any representation, or of bringing before that Board any objection respecting the application to the said Board respecting the said Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the said Board, on or before the 15th day of January next, and that copies of such objections must at the same time be also sent to the Secretary or Solicitor of the Company.

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

Dated this 20th day of November, 1872.

Jno. Case, Solicitor, Maidstone.

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

Teign Valley Railway.

Powers of Lease or Sale to, or Amalgamation with Great Western, Bristol, and Exeter, and South Devon Railway Companies Working Traffic and other Arrangements with and between those Companies; and Powers to them to raise and apply Moneys; Abandonment of Undertaking and Dissolution of Company; 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 an Act, for the following, or some of the following, among other purposes (that is to say):

1. To authorise the Teign Valley Railway Company (hereinafter called "the Company"), to lease either in perpetuity or for a limited period, or to sell and transfer their undertaking and all the railways, stations, works, lands, property, estate, real and personal, plant, rights, powers, privileges, and easements connected therewith, or any part or parts thereof, now or hereafter vested in or belonging to or enjoyed by the Company, or which they are authorised to construct, purchase, or acquire, and either before or after the completion thereof, to the Great Western Railway Company, the Bristol, and Exeter Railway Company, and the South Devon Railway Company (hereinafter called the "Three Companies"), or any two or more of them jointly, or to either of the three Companies separately; and to authorise the three Companies, or any two or more of them jointly, or either of them separately, to take such lease, or to make such purchase and accept such transfer upon such terms and conditions, and for such considerations, and at such periods as have been or may be agreed upon, or as may be prescribed in or authorised by the intended Act, and upon such lease or sale, and transfer to authorise and require the three Companies, or any two or more of them jointly, or either of them separately, in the case of a lease during the continuance thereof, and in the case of a purchase absolutely and for ever, to exercise and enjoy, perform, fulfil, and discharge, all the rights, powers, privileges, authorities, obligations, claims, and demands of the Company, whether with reference to the purchase and sale of lands and other property, the execution of works, the levying of tolls, rates and charges, the running over user, and working of other undertakings, the raising of money, or otherwise.

2. To authorise the merging, union, consolida-

tion or amalgamation from and after such period and upon such terms and conditions, and for such considerations as may have been or may hereafter be agreed upon, or as may be fixed and determined in and by, or under the provisions of the intended Act, of the undertaking, railways, works, stocks, shares, property, rights, powers, and privileges, of what nature or kind soever of the Company or some part thereof in or with those of the three Companies or any of them.

3. To authorise the Company and their proprietors and creditors to accept, in lieu of their present shares, stocks, and securities respectively, any shares, stocks, rent-charges, annuities, and securities of the three Companies or any of them.

4. To authorise the Company on the one hand, and the three Companies or any of them on the other hand, and the three Companies or any of them between themselves to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the running over, working, use, management, and maintenance by any of the contracting Companies of the railway 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 railway, the payments to be made, and the conditions to be performed with respect to such running over, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any of the contracting Companies to the other or others of them for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them.

5. To sanction and give effect to any contracts, agreements, or arrangements made or which prior to the passing of the intended Act may be made between any of the said Companies with reference to all or any of the matters aforesaid.

6. To empower the three Companies or any of them, for all or any of the purposes of the intended Act, to increase their respective capitals, and to raise money by the creation of new shares or stock in their respective undertakings with or without preference, priority, or guarantee in payment of interest or dividend or other special privileges and by borrowing on mortgage or bond or by any of such means, and also to apply to all or any of such purposes any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors.

7. To authorise and require the abandonment and relinquishment of the whole or any part of the railway and works of the Company, and to relieve the Company from all liabilities, penalties, and obligations, for the non-completion thereof, and to provide for the payment out of court of the moneys now in the hands of the Court of Chancery, as security for the completion of the said railway, and the dissolution of the Company, and the winding up of their affairs.

8. To alter, amend, extend, and enlarge, and if need be to repeal, all or some of the provisions of the following local and personal Acts, or some of them (that is to say): 26 and 27 Vic., cap. 159; 28 and 29 Vic., cap. 154; 31 and 32 Vic., cap. 99; 33 and 34 Vic., cap. 152; 35 and 36 Vic., cap. 195, relating to the Company; 5 and 6 William 4, cap. 107; 26 and 27 Vic., caps. 113

and 119, and all other Acts relating to or affecting the Great Western Railway Company; 6 William 4, cap. 36, and all other Acts relating to or affecting the Bristol and Exeter Railway Company; and 7 and 8 Victoria, cap. 68, and all other Acts relating to or affecting the South Devon Railway Company.

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 15th day of November, 1872.

William Toogood, 16, Parliament-street, Westminster;

Vallance and Vallance, 20, Essex-street, Strand,

Solicitors for the Bill.

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

Croydon and Brixton Tramways.

(Incorporation of Company; Power to Lay Down and Work Tramways in the county of Surrey; New Street or Road, and Improvement of Street and Compulsory Purchase of Lands and Houses in the town of Croydon; Agreements with Local and other Authorities and with Metropolitan Street Tramway Company, and London Tramway Company, Limited).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to incorporate a Company (herein called "The Company"), and to authorize the Company to make, form, lay down, maintain, and work the following Street Tramways, with all necessary and proper rails, plates, works, and conveniences connected therewith, that is to say:—

1. A tramway (No. 1) commencing by a junction with the existing tramway of the Metropolitan Street Tramways Company at a point in the Brixton-road about forty feet northward of the junction of the centre of Water-lane with the Brixton-road, thence passing in a southerly direction along the Brixton-road, Brixton-rise, Brixton-hill and Streatham-hill, and terminating at a point on Streatham-hill about one hundred and eighty-five feet northward of the centre of the entrance into Telford-road from Streatham-hill.

The centre line of Tramway No. 1 will, at its commencement, be four feet six inches from and on the east side of the imaginary centre line of Brixton-road, and will thence gradually approach so that in the distance of twenty feet it reaches a distance of four feet from and on the east side of the said imaginary centre line, 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 except that for a length of half a chain at its termination it will gradually approach so that at its termination it reaches the centre of the road.

2. A tramway (No. 2) commencing by a junction with the existing tramway of the Metropolitan Street Tramways Company at a point in the Brixton-road, about one hundred and fifty-five feet northward of the junction of the centre of Water-lane with the Brixton-road, passing thence in a southerly direction along the Brixton-road, Brixton-rise, Brixton-hill, and Streatham-hill, and terminating at a point on Streatham-hill about two hundred and ten feet southward of the entrance gates on the northern side of the Streatham-hill railway station.

The centre line of the proposed Tramway No. 2 will, at its commencement, be four feet six

inches from and on the west side of the imaginary centre line of the Brixton-road, and will thence gradually approach until in the distance of twenty feet it reaches the distance of four feet from and on the same side of the said imaginary centre line, and will continue at the same distance from and on the same side of the imaginary centre lines of Brixton-road, Brixton-rise, Brixton-hill, and Streatham-hill, to a point about two hundred and eighteen feet northward of the centre of the entrance into Telford-road from Streatham-hill, whence it will gradually approach until, in a distance of half a chain, it reaches the centre of Streatham-hill, and thence for a distance of about four hundred and twenty feet will be laid along the centre of Streatham-hill, thence for a distance of about half a chain the centre line of the tramway will gradually diverge until it attains a distance of four feet from and on the west side of the imaginary centre line of Streatham-hill, thence to a point half a chain from its termination it will continue on the same side of and at the same distance from the said imaginary centre line, and will thence gradually approach until at its termination it reaches the centre of the road.

3. A tramway (No. 3) wholly in Streatham-hill, commencing by a junction with Tramway No. 2, at a point about two hundred and twenty feet southward of the junction of the centre of the entrance into Telford-road from Streatham-hill, and terminating by a junction with Tramway No. 2 at the point of termination thereof as hereinbefore described.

The centre line of Tramway No. 3 will be at a distance of four feet from and to the eastward of the imaginary centre line of the road except that for a length of half a chain at its commencement and termination respectively it will gradually approach until at its commencement and termination respectively it reaches the centre of the road.

4. A tramway (No. 4) commencing by a junction with Tramway No. 2 at the termination thereof before described, thence passing in a southerly direction along Streatham-hill, Upper Streatham, Streatham, Lower Streatham, and London-road (through Thornton-heath and Broad-green), North-end, and along Waddon New-road and Tamworth-road, and terminating at or near the junction of Tamworth-road with the Waddon New-road.

The centre line of Tramway No. 4 will be throughout its entire length in the centre of the streets and roads along which it is intended to pass, except that (a) from a point about three hundred and sixty-five feet from the commencement of the Tramway, and for a distance of about half a chain it will gradually diverge until it attains a distance of four feet from and on the west side of the imaginary centre line of Upper Streatham and will continue at the same distance from and on the same side of the said imaginary centre line till it reaches a point in Upper Streatham about six hundred and twenty-five feet southward of the point where Leigham-avenue joins the Streatham High-road, and from thence for a distance of about half a chain it will gradually approach until it reaches the imaginary centre line of Upper Streatham, and except that (b) from a point in the London-road, about two hundred and twenty feet southward of the junction of Collier's Water-lane with the London-road, the tramway will for a distance of about half a chain gradually diverge until it attains a distance of four feet from and to the westward of the imaginary centre line of the London-road, and thence continue at such distance from the imaginary centre line to a point in the Lon-

don-road about sixty-eight feet northward of the point where the centre of Canterbury-road joins the London-road, and thence for a distance of about half a chain it will gradually approach until at the end of that distance it reaches the centre of the road, and except that (c) at a point on the London-road at about 200 feet southward of the point where the centre of Campbell-road joins the London-road, whence the centre line of the tramway will gradually diverge until at about half a chain from the said point it attains a distance of four feet from and to the westward of such imaginary centre line, and thence continuing at such distance of four feet from and to the westward of such imaginary centre line until it reaches a point half a chain from its termination, whence it will gradually approach until at its termination it reaches the centre of the road.

5. A tramway (No. 5) commencing by a junction with Tramway No. 4 at a point on the high road, in Upper Streatham, about 365 feet south of the point of commencement of Tramway No. 4, hereinbefore described, thence passing along the said high road, and terminating at a point thereon about 490 feet northward of the point where the centre of Angles-road joins the said high road.

The centre line of Tramway No. 5 will be throughout at a distance of four feet from and to the eastward of the imaginary centre line of the road, except that for about half a chain from the commencement thereof, and a like distance from the termination thereof, it will gradually approach until at its commencement and termination respectively it attains such centre line.

6. A tramway (No. 6) commencing by a junction with Tramway No. 4 at a point about 220 feet southward of the junction of Collier's Water-lane with the London-road, passing thence in a southerly direction along the London-road, (through Thornton-heath), and terminating by a junction with Tramway No. 2 at a point in the London-road about half a chain northward of the point where the centre of Canterbury-road joins the London-road.

The centre line of Tramway No. 6 will be throughout at a distance of four feet from and eastward of the imaginary centre line of the road, except that for a length of half a chain at its commencement and termination respectively, it will gradually approach until at its commencement and termination respectively it reaches the centre of the road.

7. A tramway (No. 7) commencing by a junction with Tramway No. 4, at a point in the London-road, about 200 feet southward of the point where Campbell-road joins the London-road, passing along the London-road, through Broad-green, North-end, Waddon New-road, and Tamworth-road, and terminating by a junction with Tramway No. 4, at or near the junction of Tamworth-road with Waddon New-road.

The centre line of Tramway No. 7 will be, throughout at a distance of four feet from and eastward of the imaginary centre line of the road, except that for about half a chain from the commencement thereof and a like distance from the termination thereof it will gradually approach until at its commencement and termination respectively it reaches such centre line.

8. A tramway (No. 8) commencing by a junction with Tramway No. 4 at the point of termination thereof before described, passing thence in a southerly direction along Tamworth-road, Keeley-road, through the proposed new road hereinafter described, across Church-street, passing through Surrey-street, High-street, South-end, and Brighton-road, and terminating at a point in the last-mentioned road about 55 feet northward

of the north-west corner of the Red Deer public-house.

The centre line of Tramway No. 8 will throughout its entire length, coincide with the imaginary centre line of the roads and streets, through which it is intended to be laid except that at the southern termination of Keeley-road, it will gradually diverge until in a length of half a chain it attains the distance of four feet from and on the west side of the imaginary centre line of the proposed new street hereinafter described, and so continue through the proposed new road aforesaid, across Church-street, and along Surrey-street, to a point in Surrey-street half a chain north of the centre of Scarbrook-hill, and thence will gradually approach the imaginary centre line of Surrey-street, until in a length of half a chain it attains such centre line.

9. A tramway (No. 9) commencing by a junction with Tramway No. 8 at a point about twenty feet south-east of the south-west corner of Keeley-road at its southern termination, passing thence through the said proposed new road across Church-street and through Surrey-street, and terminating in that street by a junction with Tramway No. 8 at a point in Surrey-street opposite the centre of Scarbrook-hill.

The centre line of Tramway No. 9 will be, throughout its entire length, at a distance of four feet from and eastward of the imaginary centre line of the roads and streets and aforesaid proposed street on which it is laid, except that for about half a chain from the commencement thereof, and a like distance from the termination thereof, it will gradually approach until at its commencement and termination respectively it reaches such centre line.

10. A Tramway No. 10, wholly in Brighton-road, commencing by a junction with Tramway No. 8 at a point one hundred and fifty feet north of the north-west corner of the Red Deer public-house, and terminating at a point fifty feet north of the said corner.

The centre line of Tramway No. 10 will be at its commencement in the centre of Brighton-road, and will thence gradually diverge until, in the length of one chain, it reaches the distance of eight 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 Act 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 sidings or passing places, viz.:

4a. A Tramway or passing place No. 4a, wholly in Streatham, commencing and terminating by junctions with Tramway No. 4 at points respectively about five hundred feet and seven hundred feet southward of the junction with the high road of Leigham-lane, otherwise Wells-lane.

4b. A Tramway or passing place No. 4b, wholly in Lower Streatham, commencing and terminating by junctions with Tramway No. 4 at points respectively about two hundred and twenty feet and twenty feet north of the centre of the bridge carrying the high road over the Peckham and Sutton line of the London, Brighton, and South Coast Railway.

4c. A Tramway or passing place No. 4c, wholly in Lower Streatham, commencing and terminating by junctions with Tramway No. 4 at points respectively one hundred and twenty feet northward and one hundred feet southward of the signpost in the roadway at the junction of Greyhound-lane with Lower Streatham high road.

4d. A Tramway or passing place No. 4d, wholly situate in Lower Streatham, commencing and terminating by junctions with Tramway No. 4 at points respectively about five hundred and twenty-five feet and seven hundred and twenty-three feet southward of the junction of the centre of Kempshott-road with Lower Streatham high road.

4e. A Tramway or passing place No. 4e, wholly situate in Lower Streatham commencing and terminating by junctions with Tramway No. 4 at points respectively one hundred and forty feet northward and ninety feet southward of the centre of the front of the William the Fourth public-house.

4f. A Tramway or passing place No. 4f, commencing and terminating in the London-road by junctions with Tramway No. 4 at points respectively five hundred and twenty feet and seven hundred and twenty feet southward of the centre of the front of the William the Fourth public-house.

4g. A Tramway or passing place No. 4g, wholly situate in the London-road, commencing and terminating by junctions with Tramway No. 4 at points respectively thirty feet and two hundred and thirty feet southward of the centre of the southern entrance from the London-road to Norbury Villa.

4h. A Tramway or passing place No. 4h, wholly situate in the London-road, commencing and terminating by junctions with Tramway No. 4 at points respectively about nine and three-quarter chains and six and three-quarter chains northward of the centre of the front entrance into Alnwick House.

4i. A Tramway or passing place No. 4i, wholly situate in the London-road, commencing and terminating by junctions with Tramway No. 4 at points respectively about sixteen chains and thirteen chains northward of the centre of Collier's Water-lane at its junction with London-road.
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8a. A Tramway or passing place No. 8a, wholly in High-street, commencing and terminating by junctions with Tramway No. 8 at points respectively twenty feet and two hundred and eighteen feet southward of the centre of Laud-street.

8b. A Tramway or passing place No. 8b, wholly in South-end, commencing and terminating by junctions with Tramway No. 8 at points respectively fifty feet and two hundred and forty-five feet southward of the centre of Lower Coombe-street.

8c. A Tramway or passing place No. 8c, wholly in South-End, commencing and terminating by junctions with Tramway No. 8 at points respectively 200 feet northward of and opposite to the centre of Wareham-road.

8d. A Tramway or passing place No. 8d, wholly in the Brighton-road, commencing and terminating at points respectively seventy feet north-west and one hundred feet south-west of the south-west corner of the Earl of Elgin public-house.

The aforesaid sidings or passing places will be laid and constructed as follows—viz.: The centre line of each will commence at a point on the imaginary centre line of the road, and will thence gradually diverge from such imaginary line for about one-third of their respective lengths, when they will attain a distance of eight feet from and as to Tramways Nos. 4a, 4b, 4c, 4d, 4f, 4g, 4h, and 8a on the west side, and Tramways Nos. 4e, 4i, 8b, 8c, and 8d on the east side of the ima-

ginary centre line of the road, and will then continue at the same distance from and parallel with such imaginary line for about one further third of their respective lengths, and from thence for the remaining third of their respective lengths they will gradually approach the said imaginary centre line until they attain the same at their respective terminations.

The whole of the tramways, sidings, works, and conveniences, will be situate in the parishes of St. Mary Lambeth, Streatham, and Croydon, all in the county of Surrey.

The said intended Act will authorize the Company to make and maintain a street or road in the town and parish of Croydon, commencing at the southern end of Keeley-road, thence proceeding (in continuation of Keeley-road) through lands, houses, and other property, and terminating at a point in Church-street, opposite to the north end of Surrey-street.

The said intended Act will authorize the Company to improve the access to Surrey-street from the south by taking down the house and premises occupied by Caroline Simmonds, tobacconist, fronting the High-street, and forming the corner at the south side of Scarbrook-hill, in the town and parish of Croydon, and for such purpose to purchase the said house and premises by compulsion or otherwise, and to appropriate and build upon so much of the site as may not be required for improving the street.

In the following instances the said tramways will be laid along the several streets or roads hereinafter mentioned, so that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the footpaths on either side of the streets or roads and the nearest rail of the tramway, that is to say:—

In Streatham-hill.—Between two points respectively five and a half chains and three and a half chains north of Telford-road, between two points respectively five and a half chains and three and three quarter chains north of the centre of Streatham-hill station.

In Upper Streatham.—Between two points respectively three and a half chains and nine chains south of Leigham-avenue.

In Lower Streatham.—Between two points respectively three chains to three-quarters of a chain, and three quarters of a chain north of the centre of the bridge carrying the road over the London Brighton and South Coast Railway. Between two points respectively eight chains and ten and a half chains south of Kempshott-road.

In London-road.—Between two points respectively eight and a half chains and ten and a half chains south of the William the Fourth public-house. Between two points respectively three-quarter chain and three chains southward of the southern entrance from the London-road into Norbury Villa. Between two points respectively nine and a half chains and seven chains northward of the front entrance into Alnwick House. Between two points respectively thirteen chains and sixteen chains northward of Colliers Water-lane. Between two points respectively eight chains and eleven and a half chains north of Canterbury-road. Between two points respectively half a chain and one and a half chain south of Canterbury-road. Between two points respectively eight chains and nine chains north of Elmwood-road.

In North-end.—The Bridge over the London Brighton and South Coast Railway.

In Waddon New-road. Between North-end and Tamworth-road.

In Keeley-road. — From Tamworth-road to a point two chains south of that road.

In Surrey-street. — From a point two chains south of Church-street to High-street.

In High-street. — Between two points respectively one and a half chains and seven chains south of Scarbrook-hill. Between two points respectively half a chain and two and a half chains south of Laud-street.

In South-end. — Between two points respectively one chain and three and a half chains south of Lower Coombe-street.

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

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

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

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

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

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels suitable only to run on an edged rail or on a grooved rail.

To prohibit, except by agreement with the Company or upon terms to be prescribed by the intended Act, the use of the proposed tramways by persons or corporations other than the Company, with carriages with flange wheels or other wheels suitable only to run on an edged rail, or on a grooved rail; and to authorize and give effect to the agreements between the Company and any other persons or corporations for the use of the said tramways with such carriages, and to confer all other necessary powers in that behalf on all such other persons or corporations.

To make provisions for regulating the passage of traffic of the Company 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 any of the provisions of the intended Act.

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

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

To enable the Board of Trade, or any, or some one of Her Majesty's Principal Secretaries of State, or some other public body or authority to appoint a referee or referees to inquire into and report upon or decide any questions which it may be expedient to refer, or which, by the intended Act, may be referred to such referee or referees and to authorise and empower the referee or referees to administer oaths and affirmations, and to confer upon him, or them, and to enable him, or them, to exercise the powers of a court of law, or the powers usually conferred upon arbitrators or other special powers, and to make provision for enforcing and giving effect to his or their decisions, awards, and reports.

To empower the Company, and the Metropolitan Street Tramways Company, and the London Tramways Company Limited, to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, user, working, maintenance, and management of their respective undertakings, or some part or parts thereof respectively, the providing of rolling and working stock, the appointment, removal, and payment of officers and servants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, apportionment, and appropriation of rates, tolls, and charges upon their respective undertakings, and all incidental matters, and to sanction and give effect to contracts, agreements, and arrangements made or to be made with respect to any of the matters aforesaid.

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

And notice is hereby further given, that duplicate plans and sections of the proposed tramways, road, and works, and showing the lands to be purchased under the powers of the intended

Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th of November instant, for public inspection, with the Clerk of the Peace for the county of Surrey, at his office, in North-street, Lambeth, in the said county; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes from, in, through, or into which the intended tramways will be made or pass; and also a copy of this notice, as published in the London Gazette, will on or before the said 30th day of November, be deposited for public inspection as follows (that is to say) with the Vestry Clerk for the parish of St. Mary, Lambeth, at his office at the Vestry Hall, in Kennington-road, and as regards the parish of Streatham, with the Clerk of the Wandsworth District Board of Works, at his office at Battersea-rise; and as regards the parish of Croydon, with the clerk of that parish at his residence.

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

Dated this 16th day of November, 1872.

Walter Webb, 27, Gresham-street, London,
Solicitor for the Bill.

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

In Parliament.—Session 1873.

Taff Vale Railway.

(New Railways and Additional Lands; Abandonment of Portion of Llancaiach Branch Railway; Running Powers over Portion of Railway of Great Western Railway Company; Further Provisions as to Superfluous Lands, and other Matters; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Taff Vale Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them (that is to say):—

To empower the Company to make and maintain the railways following, or some or one of them, with all proper stations, sidings, approaches, works, and conveniences connected therewith, all in the county of Glamorgan (that is to say):—

Railway No. 1.—A railway wholly within the parishes of Llanwonno and Llanfabon, commencing in the said parish of Llanwonno by a junction with the Company's Llancaiach Branch Railway at a point thereon, 160 yards, or thereabouts, south-westward of the bridge which carries the said Branch Railway over the River Taff, and terminating in the said parish of Llanfabon by a junction with the said Branch Railway, at a point thereon 260 yards, or thereabouts, eastward of the east corner of Saint Cynon Churchyard, measuring along the said Llancaiach Branch Railway, with power to the Company to abandon so much of the said Llancaiach Branch Railway as will be rendered unnecessary by the construction of the said intended Railway No. 1.

Railway No. 2.—A railway wholly within the parishes of Llanfabon and Gellygaer, commencing in the said parish of Llanfabon, by a junction with the Company's Llancaiach Branch Railway at a point thereon, 290 yards, or thereabouts, northward of the bridge which carries the turnpike-road leading from

Caerphilly to Quaker's Yard, over the said Branch Railway, and terminating in the said parish of Gellygaer by a junction with the Great Western Railway Company's Newport, Abergavenny, and Hereford Taff Vale Extension Railway, at a point thereon, 85 yards, or thereabouts, north-westward of the Great Western Railway Company's Llancaiach passenger station.

Railway No. 3.—A railway wholly within the parishes of Llanfabon and Gellygaer, commencing in the said parish of Llanfabon, by a junction with the Company's Llancaiach Branch Railway at a point thereon, 290 yards, or thereabouts, northward of the bridge which carries the turnpike-road leading from Caerphilly to Quaker's Yard, over the said Branch Railway, and terminating in the said parish of Gellygaer by a junction with the Great Western Railway Company's Newport, Abergavenny, and Hereford Taff Vale Extension Railway at a point thereon, 200 yards, or thereabouts, north-westward of the bridge which the parish-road leading from Nelson Village to Gellygaer Village, over the last-mentioned railway, measuring along that railway.

Railway No. 4.—A railway wholly within the parishes of Llanfabon and Gellygaer, commencing in the said parish of Llanfabon, by a junction with the Company's Llancaiach Branch Railway at or near the bridge which carries the turnpike-road leading from Caerphilly to Quaker's Yard over the said branch railway, and terminating in the said parish of Gellygaer, by a junction with the Great Western Railway Company's Newport, Abergavenny, and Hereford Taff Vale Extension Railway, at a point thereon, 100 yards, or thereabouts, south-westward of the mile-post on that railway, which denotes a distance of 36 miles from Swansea, and about 23½ chains south-westward from the Great Western Railway Company's Llancaiach passenger station.

Railway No. 5.—A railway wholly within the parish of Llanwonno, commencing by a junction with the Company's Main Line of Railway, at a point thereon, 110 yards, or thereabouts, north-westward of the bridge which carries the Company's said railway over the River Clydach, and terminating in a field belonging to and in the occupation of Mr. David Llewellyn, and adjoining a waterfall called Pistill Gola.

Railway No. 6.—A railway wholly within the parish of Llanwonno, commencing by a junction with the Company's Main Line of Railway, at a point thereon, 200 yards, or thereabouts, south-eastward of the bridge which carries the Company's said railway over the River Clydach, and terminating by a junction with the intended Railway No. 5, at a point thereon, 310 yards, or thereabouts, south-westward of the commencement of that railway.

Railway No. 7.—A railway wholly within the parish of Ystradyfodwg, commencing by a junction with the Company's Rhondda Fawr Branch Railway at a point thereon, 60 yards, or thereabouts, north-westward of the Police Lodge, at or near the junction of the Rhondda Valley and Hirwain Junction Railway with the said Rhondda Fawr Branch, and terminating in a field belonging to the Marquis of Bute, and in the occupation of Mr. Llewellyn Llewellyn, at a point 80 yards, or thereabouts,

north-eastward of the ruins of Blaen-selsig Farmhouse.

To empower the Company to acquire by compulsion or agreement, and to hold lands, houses, and buildings for the purposes of the intended railways and works, and also for the general purposes of their undertaking, the lands, houses, and buildings hereinafter described or referred to, or some of them, all in the county of Glamorgan (that is to say),

In the parish of Eglwysilan—

On the western side of the Company's Main Line of Railway, and adjoining thereto, and lying between the parish road leading from Tongwynlais to the Penttyrch Furnaces, and the turnpike road which crosses the same railway near the Company's Walnut Tree Bridge Station.

On the same side of the said railway, and adjoining thereto, and extending from the road leading to the Company's Walnut Tree Bridge Station to a point 125 yards, or thereabouts, northward of the platform at the same station.

In the parish of Llantwitfardre—

On the same side of the said railway, and adjoining thereto, and extending from a point 35 yards, or thereabouts, southward of the bridge which carries the said railway over the occupation road near the Rolling Mill Public House, at Pontypridd, to the road under the said railway leading from Pontypridd to Llantrissant.

In the parish of Llanwonno—

On the same side of the said railway, and adjoining thereto, and extending from a point 120 yards, or thereabouts, southward of the mile post on that railway denoting $14\frac{1}{2}$ miles from Cardiff, to a point 200 yards, or thereabouts, northward of the same mile-post.

On the southern side of the Company's Rhondda Fawr Branch Railway, and adjoining thereto, and extending from a point at or near the mile-post on that branch denoting $13\frac{1}{2}$ miles from Cardiff, to the occupation road which passes under the said Branch Railway at the Rhondda Chemical Works.

On the same side of the said branch railway, and adjoining thereto, and extending from a point 100 yards, or thereabouts, westward of the mile-post on that branch denoting $14\frac{1}{2}$ miles from Cardiff, to a point 30 yards, or thereabouts, eastward of the Gyfeillon Bridge over the Rhondda Fawr River, near Gyfeillon House.

On the same side of the said branch railway and adjoining thereto, and extending from the said Gyfeillon Bridge to a point 66 yards, or thereabouts, westward of the mile-post on the said branch denoting $14\frac{1}{2}$ miles from Cardiff.

In the parish of Llantrissant—

On the same side of the said branch railway, and adjoining thereto, and extending from a point 30 yards, or thereabouts, westward of the mile-post on that branch denoting 15 miles from Cardiff, to the Company's booking-office at Hafod.

On the northern side of the said branch railway, and adjoining thereto, and extending from a point 100 yards, or thereabouts, eastward of the east end of the said booking-office at Hafod, to a point 90 yards, or thereabouts, westward of the west end of the same booking-office.

In the parish of Llanwonno—

On the northern side of the said branch railway, and adjoining thereto, and extending from a point 70 yards, or thereabouts, westward of the Upper Aerw Bridge, which carries the said branch over the Rhondda Fawr River, to a point 100 yards, or thereabouts, eastward of the mile-post on the said branch denoting $15\frac{1}{2}$ miles from Cardiff.

On the southern side of the said branch rail-

way, and adjoining thereto, and extending from a point 100 yards, or thereabouts, eastward of Porth Farmhouse to the same farmhouse, and extending in part from the said branch railway to the parish-road leading from Pontypridd to the Company's passenger station at Porth.

On the northern side of the Company's Rhondda Fawr and Rhondda Fach Branch Railways, and adjoining thereto, and extending from a point at or near the mile-post on the Rhondda Fawr Branch Railway denoting 16 miles from Cardiff, to the parish road leading from Llanwonno to Cymmer over the said Rhondda Fach Branch Railway.

On the southern side of the said Rhondda Fach Branch Railway, and adjoining thereto, and extending from the Company's engine stables at Ferndale, to a point at or near the mile-post on that branch denoting 21 miles from Cardiff.

In the parish of Ystradysfodwg—

On the northern side of the said Rhondda Fawr Branch Railway, and adjoining thereto, and extending from a point 160 yards, or thereabouts, eastward of the mile-post on the said branch denoting $16\frac{1}{2}$ miles from Cardiff, to a point 100 yards, or thereabouts, eastward of the same mile-post.

On the southern side of the said Rhondda Fawr Branch Railway and adjoining thereto, and extending from a point 25 yards, or thereabouts, eastward of the mile-post on that branch denoting $17\frac{1}{2}$ miles from Cardiff to the road leading from Dinas to the Company's railway station at Pandy over the Rhondda Fawr River.

On the northern side of the said Rhondda Fawr Branch Railway and adjoining thereto, and extending from a point 50 yards, or thereabouts, westward of the mile-post on that branch denoting $17\frac{1}{2}$ miles from Cardiff to a point 130 yards, or thereabouts, eastward of the mile-post on the said branch denoting $17\frac{1}{2}$ miles from Cardiff.

On the southern side of the said Rhondda Fawr Branch Railway and adjoining thereto, and extending from a point 130 yards, or thereabouts, westward of the mile-post on that branch denoting $17\frac{1}{2}$ miles from Cardiff to a point at or near the mile-post on the said branch denoting $17\frac{1}{2}$ miles from Cardiff.

On the northern side of the said Rhondda Fawr Branch Railway and adjoining thereto, and extending from the Company's goods warehouse at Treallaw, to a point 150 yards, or thereabouts, westward of the same warehouse.

On the southern side of the Company's sidings at the foot of their Pwll-yr-hebog Branch Railway and adjoining thereto, and lying between the bridge at Treallaw which carries the parish road leading from Porth to Ystrad, over the Rhondda Fawr River, and the said Pwll-yr-hebog Branch Railway.

On the southern side of the said Rhondda Fawr Branch Railway and adjoining thereto, and extending from a point 200 yards, or thereabouts, eastward of the Company's booking office at Treorky, to a point 60 yards, or thereabouts, westward of the same booking office.

On the northern side of the said Rhondda Fawr Branch Railway and adjoining thereto, and extending from the road which leads from Treherbert to Cwmsaebran Farmhouse, to a point 300 yards, or thereabouts, westward of the Company's goods station at Treherbert.

To empower the Company to stop up, alter, or divert, either temporarily or permanently, railways, tramways, turnpike and other roads, streets, canals, rivers, or streams within or adjoining the parishes aforesaid, which it may be necessary to

cross, stop up; alter or divert in executing the several purposes of the intended Act.

To vary or extinguish all existing rights and privileges connected with the lands, houses, and buildings proposed to be purchased or taken, or which would in any way impede or interfere with the objects of the intended Act, or any of them, and to grant other rights and privileges.

To empower the Company to levy, demand, and recover tolls, rates, and charges in respect of the said intended railways, and to grant exemptions from the payment of tolls, rates, and charges.

To extend the time for the sale of all or any lands acquired by the Company, which are not, or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company with relation thereto, and for selling or disposing of the said lands, or parts thereof, or for granting leases thereof, or of any parts thereof, and, so far as may be necessary for that purpose, to amend "The Lands Clauses Consolidation Act, 1845."

To empower the Company 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, so much of the Newport, Abergavenny, and Hereford Taff Vale Extension Railway of the Great Western Railway Company as lies between the junction therewith of the Railway No. 1, authorised by the Great Western Railway (Various Powers) Act, 1867, and the respective terminations of the intended Railways No. 2 and No. 3.

Together with all sidings, stations, buildings, approaches, water supplies, telegraphs, signals, works, and conveniences on, or connected, or used with the said portion of railway, 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 Company and the Great Western Railway Company, or as, in default of agreement, shall be determined by the Board of Trade, or by arbitration, or prescribed or provided for by the intended Act, and to require and compel the Great Western Railway Company to afford all requisite facilities for the exercise of such running powers, 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 before-mentioned portion of railway, and to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon or in respect of the said portion of railway, and the works and conveniences connected therewith.

To empower the Company to increase their capital, and to raise a further sum of money for the purposes of the intended Act, or some of them, and for other purposes connected with their undertaking by the creation and issue of new shares, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, or by the creation and issue of debenture stock, or by borrowing on mortgage or bond, or by any of such means; and also to apply to those purposes, or some of them, any capital or funds belonging to the Company.

To make further provision with reference to the appointment of directors of the Company.

And for the purposes aforesaid it is intended to alter, amend, and extend, or to repeal, some of the powers and provisions of the local and personal Acts 6 William IV., cap. 82, and of the several other local and personal Acts following, or some of them, relating to the Company, viz.:—1 Vict., cap. 70; 3 and 4 Vict., cap. 110; 7 and 8 Vict.,

cap. 84; 8 and 9 Vict., cap. 159; 9 and 10 Vict., cap. 393; 11 and 12 Vict., cap. 23; 12 and 13 Vict., cap. 61; 20 and 21 Vict., cap. 153; 26 and 27 Vict., cap. 75; and 33 and 34 Vict., caps. 72 and 73.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections relating to the intended railways and works and the lands intended to be taken, 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 Glamorgan, at his office in Cardiff; 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 railways and works will be made or pass, and within which those lands 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 of such parishes, at his residence.

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

Dated this 14th 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.

Columbia Market Approaches and Tramways.

(Confirmation of Conveyance of Market to Corporation of London and of Agreement Relating to Market Power to Corporation to make New Tramways; Use of Locomotives; Amendment of Act of 1871.)

NOTICE is hereby given, that the Mayor, Aldermen, and Commons of the City of London (who are herein referred to as the Corporation) intend to apply to Parliament in the next session thereof for leave to bring in a Bill for the following or some of the following among other purposes:—

To alter, amend, and repeal some of the powers and provisions of the Columbia Market Approaches and Tramways Act, 1871 (herein referred to as the Act of 1871).

To confirm the grant and conveyance by the Baroness Burdett-Coutts to the Corporation of the said Columbia Market, and an agreement bearing date the second day of December, one thousand eight hundred and seventy-one, between the said Baroness and the Corporation, and to enable the Corporation to exercise the powers of the Columbia (Bethnal-green) Market and Approaches Act, 1866, and of the Act of 1871, subject to any extension and alteration by the Bill of those respective powers.

To enable the Corporation to make and maintain the following Tramways with all needful works connected therewith, all in the parish of Saint Matthew, Bethnal-green, in the county of Middlesex.

A Tramway No. 2A, commencing in Crab Tree-row, by a junction with the northern line of rails of the authorised Tramway No. 1, at a point distant 80 yards or thereabouts measured in a westerly direction from the junction of the Crab Tree-row, Hassard-street, and Bird-cage-walk, extending thence in a south-easterly direction across the site of certain

houses in Crab Tree-row and Virginia-row, intended to be removed, and terminating in Wellington-row at its western end.

The centre line of Tramway No. 2A will at its commencement coincide with the imaginary centre line of Crab Tree-row, and will at its termination be three feet distant from and on the north side of the imaginary centre line of Wellington-row.

A Tramway No. 2B, commencing in Crab Tree-row by a junction with the southern line of rails of the authorised Tramway No. 1, as described for Tramway No. 2A, extending thence in a south-easterly direction, and terminating in Wellington-row, at its western end, as described for Tramway No. 2A.

The centre line of Tramway No. 2B will at its commencement be at a distance of nine feet from and on the south side of the imaginary centre line of Crab Tree-row, and will at its termination be three feet distant from and on the north side of the imaginary centre line of Wellington-row.

A Tramway No. 2C, commencing by a junction with Tramways Nos. 2A and 2B, at their termination at the western end of Wellington-row, extending, in an easterly direction, along Wellington-row, and terminating at the eastern end of Wellington-row, at a point distant 13 yards or thereabouts measured in a westerly direction from the junction of Wellington-row and Durant-street.

The centre line of Tramway No. 2C will at its commencement be three feet distant from and on the north side of the imaginary centre line of Wellington-row, and will so continue for a distance of 87 yards, or thereabouts, to the junction of Ravencroft-street with Wellington-row, thence it will gradually diverge from the said imaginary centre line, until at a further distance of 20 yards or thereabouts it will be four feet distant from the said imaginary centre line, and will so continue for a further distance of 160 yards or thereabouts, it will then gradually approach the said imaginary centre line until at a further distance of 20 yards or thereabouts, it will be three feet distant from the said imaginary centre line, and will so continue to its termination as aforesaid.

A Tramway No. 2D, commencing at the termination of Tramway No. 2C aforesaid, curving round from thence in an easterly and southern direction, across Wellington-row, across the site of certain houses intended to be removed, across Gosset-street, along the northern end of Squerries-street, and terminating by a junction with the authorised Tramway No. 3 at its commencement, at a point distant 24 yards or thereabouts, measured along Squerries-street, in a southerly direction, from the junction of Squerries-street and Gosset-street.

The centre line of Tramway No. 2D will at its commencement be three feet distant from and on the north side of the imaginary centre line of Wellington-row, and at the north end of Squerries-street will be five feet distant from and on the west side of the imaginary centre line of Squerries-street, thence it will gradually approach the said imaginary centre line until a further distance of 24 yards or thereabouts, at its termination it will coincide with the said imaginary centre line of Squerries-street.

A Tramway No. 2E, commencing by a junction with Tramway No. 2C, at its termination as before described, curving round from thence

in an easterly and southerly direction, across Wellington-row, across the site of certain houses intended to be removed, across Gosset-street, along the northern end of Squerries-street, and terminating by a junction with the authorised Tramway No. 3, at its commencement as before described.

The centre line of Tramway No. 2E will at its commencement be three feet distant from and on the north side of the imaginary centre line of Wellington-row, and at the north end of Squerries-street, will be five feet distant from and on the east side of the imaginary centre line of Squerries-street, thence it will gradually approach the said imaginary centre line, until at a further distance of 24 yards or thereabouts at its termination it will coincide with the said imaginary centre line of Squerries-street.

Each of the said intended Tramways hereinbefore described will occupy throughout a space of five feet three inches in width, and the distance thereof from the imaginary centre line, hereinbefore stated, means the distance of the centre line of the street Tramway from the imaginary centre line, and the imaginary centre line means in all cases (except where otherwise stated or some other description given) an imaginary line drawn along the centre of the carriageway of the street through or along which the Tramway is intended to be made.

There will be a less space than ten feet six inches between the outside of the footway and the nearest rail of the Tramways throughout the whole length.

To empower the Corporation for the purposes of the said Tramways from time to time to make such crossings, passing places, sidings, and other works as may be necessary or convenient to the efficient working of the Tramways; to enter upon and open the surface of and to interfere with streets, sewers, drains, and pipes; to purchase or acquire by compulsion or agreement and to take easements over lands and houses, and to levy tolls, rates, and charges for the use of the Tramways.

To extend to the Corporation in respect of the proposed Tramways the provisions of "The Tramways Act, 1870," and of the Act of 1871, so far as the same are applicable, or except so far as the same may be specially varied or excepted by the Bill.

To allow the use of locomotives on the proposed Tramways and also on the Tramways authorised by the Act of 1871, and to adapt the rails of the Tramways to the passage thereon of locomotives.

To extend to the proposed Tramways sections 27, 28, and 29 of the Act of 1871.

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 or annuity or otherwise.

To confer upon the Corporation all rights, powers, and privileges necessary or convenient for carrying into effect the objects of the Bill, and to vary and extinguish all existing rights, powers, and privileges.

Duplicate plans and sections describing the lines, situations, and levels of the proposed Tramways, 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 county of

Middlesex, at his office at the Sessions House, Clerkenwell-green, and, on or before the same day a copy of the said plans, sections, book of reference, and notice will be deposited with the vestry clerk of the parish of Saint Matthew, Bethnal-green, at the Vestry Hall, Church-row, Bethnal-green.

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.

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

Wisbeach Docks.

(Construction of Dock and Works at Wisbeach; Diversion of Waters of River Nene; Powers of Construction to a Company to be incorporated, or to the Midland Railway Company and the Peterborough, Wisbeach and Sutton Railway Company; Arrangements with the Midland Railway Company and the Peterborough, Wisbeach, and Sutton Railway Company; and Powers to those Companies to raise and apply Capital; other Powers; Amendment or Repeal of Acts.)

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

To make and maintain a dock with all proper entrances, cuts, locks, basins, gates, sluices, piers, jetties, staithes, quays, wharves, tramways sheds, warehouses, cranes, bridges, roads, approaches, and other works and conveniences connected therewith or incidental thereto; which said intended dock and works will be situate in the parishes of Wisbeach, Saint Peter's, and Leverington, or some or one of them, in the Isle of Ely, in the county of Cambridge, and will be constructed on lands adjoining and near to the River Nene, and will be bounded on the west by the railway and station of the Peterborough, Wisbeach, and Sutton Railway Company, on the north-east and east by the River Nene, and on the south by the turnpike-road leading from Sutton to Leverington, and to divert water from the River Nene for the purpose of supplying the dock and works with water.

To purchase, and take by compulsion and agreement, lands, houses, and property required for the purposes of the intended dock and works, and to levy tolls, rates, and duties for the use of the intended dock and works; to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

To cross, stop up, alter, or divert, whether temporarily or permanently, roads, footpaths, towing-paths, railways, tramways, rivers, navigations, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended dock and works, and to authorize deviations, laterally and vertically, from the lines and levels of the works as shown upon the plans and sections hereinafter mentioned.

To incorporate a Company (hereinafter referred to as the Company) for the purpose of making and maintaining the intended dock and works, or some part or parts thereof, or other the purposes of the Bill, or to authorise the Midland Railway Company, the Peterborough, Wisbeach, and Sutton Railway Company, and the Company, or any two of them jointly, or any one of them separately, to exercise and execute the powers and objects of the Bill, or some part or parts thereof,

or to authorise the exercise and execution thereof partly by one or more of the said Companies, and partly by any other or others of them.

To authorise the Midland Railway Company and the Peterborough, Wisbeach and Sutton Railway Company, or either of those Companies, for all or any of the purposes of the Bill, to raise further moneys by the creation of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing on mortgage, and by the creation of debenture stock.

To enable the Company, the Midland Railway Company, and the Peterborough, Wisbeach, and Sutton Railway Company, or any two of those Companies, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the working, use, management, construction, and maintenance by any or either of the contracting Companies of the intended dock and works, the supply of stock and machinery, and of officers and servants for the conduct of the traffic of the said dock and works, 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, and the levying fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract or agreement 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 authorise the Midland Railway Company, and the Peterborough, Wisbeach, and Sutton Railway Company, jointly, or either of them separately, to subscribe and contribute money towards the making of the intended dock and works 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 capital, 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 payments on shares or stock, and the principal and interest of any loan, and to appoint directors of the Company.

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:—7 and 8 Vic., cap. 18, and all other Acts relating to or affecting the Midland Railway Company; 26 and 27 Vic., cap. 222, and all other Acts relating to or affecting the Peterborough, Wisbeach, and Sutton

Railway Company; and any other local and personal Acts which may relate to or be affected by the Bill.

And notice is hereby further given, that on or before the 30th day of November instant plans and sections of the said intended dock and 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 Isle of Ely, at his office at Wisbeach, and with the Clerk of the Peace for the county of Cambridge at his office at Cambridge; 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 which the said intended dock 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.

William Toogood, 16, Parliament-street, Westminster.

In Parliament.—Session 1873.

Chichester and Midhurst Railway.

(Incorporation of New Company for making Railway from Chichester to Midhurst—Powers as to the Chichester and Midhurst Railway Company incorporated by "The Chichester and Midhurst Railway Act, 1864," and repeal of that Act and of other Acts relating to that Company—Working agreements and other arrangements with and Lease or Transfer to London, Brighton, and South Coast Railway Company.)

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 new Company (herein referred to as "the Company") and to enable them to make and maintain the Railway hereinafter mentioned, with all needful works, stations, approaches and conveniences connected therewith, that is to say:—

A railway commencing in the parish of Saint Bartholomew, Chichester, by a junction with the London, Brighton, and South Coast Railway, at or near a point distant 214 yards, measuring westward from the outer end of the goods shed at the Chichester Station of that railway, and terminating in the parish of Cocking by a junction with the Mid Sussex Branch of the London, Brighton, and South Coast Railway, at a point opposite, or nearly opposite to the supply tank adjacent to the locomotive shed at the Midhurst Station, which said railway will pass from, in, through, or into the several parishes and places following, or some of them, that is to say: St. Bartholomew, Chichester; St. Peter the Great, otherwise the Subdeanery, Chichester; Mid Lavant, East Lavant, Binderton, West Dean, Singleton, Cocking; Woolavington; and Midhurst, all in the county of Sussex.

And it is intended by the Bill to confer upon the Company the following, or some of the following, among other powers:—

To make deviations from the line of the said intended railway and works to the extent, and within the limits described upon the plans herein-after mentioned.

To form junctions and communications where necessary with the London, Brighton, and South Coast Railway, and to regulate such junctions and the use thereof.

To cross, stop up, alter, or divert, whether temporarily or permanently, all such roads, streets, railways, tramways, aqueducts, canals, towing paths, drains, pipes, rivers, navigations, and other works, as it may be necessary to cross, stop up, alter, or divert, in the construction of the said railway and works.

To provide for the dissolution of "The Chichester and Midhurst Railway Company," who were incorporated by "The Chichester and Midhurst Railway Act, 1864," and the winding up of their affairs, and to vest in and transfer to the Company to be incorporated by the said Bill, all or some of the lands acquired, and all or some of the works constructed by the said Chichester and Midhurst Railway Company, upon such terms and conditions as may be provided for, in, or by the Bill, or as may be settled by arbitration, and to enable the Company so to be incorporated, to appropriate and use all or some of such lands and works for the purposes of their railway.

To purchase, by compulsion or otherwise, lands, houses, and hereditaments, for the purposes of the said intended railway and works, and to vary or extinguish all existing rights and privileges connected with such lands, houses, and hereditaments, or which would in any manner impede or interfere with the purposes of the Bill, and to confer, vary, and extinguish other rights and privileges.

To levy tolls, rates, and charges for or in respect of the use of the said intended railway and works, and to alter, vary, or extinguish existing tolls, rates, and charges.

To enable the Company, on the one hand, and the London, Brighton, and South Coast Railway Company (herein called the Brighton Company) on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railway and works, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the 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 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 to lease or sell to, and the Brighton Company to take a lease of and purchase the undertaking of the Company, and to enable the Brighton Company to exercise the powers and authorities of the Company with reference to their undertaking, and with reference to the undertaking of any other 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 Railway Clauses Acts, 1845 and 1863," and it will amend and repeal "The Chichester and Midhurst Railway Act, 1864," "The Chichester and Midhurst Railway (Extension) Act, 1865," and "The Chichester and Midhurst Railway Extension Abandonment Act, 1868," and will amend and enlarge some of the provisions of the following and any other Acts relating to the London, Brighton, and South Coast Railway Company, namely, the 5th and 6th Wm. 4th, cap. 10; 7 Wm. 4th and 1st Victoria, cap. 119; 7 and 8 Victoria, cap. 67; 8 and 9 Victoria, cap. 199; 9 and 10 Victoria, cap. 283; 10 and 11 Victoria, cap. 244; and the 29 and 30 Victoria, cap. 281; and all other Acts relating to the London, Brighton, and South Coast Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections showing the direction, line, and levels, of the said intended railway and works, and the lands which may 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 of the occupiers of such lands; 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 Sussex, at his office at Lewes, 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 in or through which the said railway and works are intended to be made, together with a copy of this notice, will be deposited for public inspection 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 12th day of November, 1872.

In Parliament.—Session 1873.

Halehead and Widnes Canal, Dock, and Railways.

(Dissolution of the Lancashire and Cheshire Canal and Dock Company (Limited), and Incorporation of the Halehead and Widnes Canal, Dock, and Railway Company, with powers to construct a River Wall or Embankment, and Canal from Halehead to Widnes; Reclamation of Foreshore of the Mersey; Purchase and Enlargement of Hutchinson's Dock at West Bank; Junction with St. Helen's Canal (New Cut); Railways to connect the Canals and Dock with the Railways of the London and North Western Railway Company, and the Cheshire Lines Committee; Conversion of Shares into Stock; Power to create Debenture Stock; Compulsory taking of Lands; Tolls; Provisions as to Watercourses, Sewer, and New Road; Bye-laws and Traffic Arrangements; Amendment 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 for all or some of the following purposes (that is to say):—

To incorporate by the same, or some other name, the Lancashire and Cheshire Canal and Dock Company (Limited) (hereinafter referred to as the "Company"), and to confer upon the Company all necessary powers and authorities

for carrying into effect the objects of the intended Act.

To dissolve the Company as it now exists, and to cancel the Memorandum and Articles of Association under which the Company are now acting.

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

To make and maintain the following works, or some of them, and all proper works and conveniences connected therewith, viz.:—

1. An embankment or river wall, commencing at or near Small Ends, near Halehead, in the township of Hale, in the parish of Childwall, in the County Palatine of Lancaster, at a point 235 yards or thereabouts south of the road called Within-way, such point of commencement being 80 yards or thereabouts at right angles, in a north-westerly direction from a straight line drawn between the two perches fixed on rocks on the shore of the Mersey, at or near Small Ends, near Halehead, and extending from one perch to the other, such point of measurement being taken from the said straight line between the two perches, 311 yards or thereabouts from the most easterly perch, and terminating at a point (in the township of Widnes, in the parish of Prescot, and County Palatine of Lancaster) at the north side of the river Mersey, on the easterly side of the railway viaduct across such river belonging to the London and North Western Railway Company, at a point where a straight line, measuring 47 yards or thereabouts, in a south-westerly direction from the south-east corner of the public-house called "The Mersey Hotel," would intersect another straight line measuring 52 yards or thereabouts in a south-easterly direction from the south-east corner of the parsonage house, occupied by the Rev. Mr. Whitelegge, which embankment or river wall will pass from, in, through, or into the townships of Hale, Halewood, Ditton, and Widnes, in the parishes of Childwall and Prescot, and County Palatine of Lancaster, and parish of Runcorn, in the county of Chester.

2. A canal commencing in the river Mersey, at or near Small Ends, near Halehead aforesaid, at a point 64 yards or thereabouts, at right angles in a south-easterly direction from the said straight line drawn between the said two perches fixed on the shore of the Mersey, such measurement being taken from the said straight line 460 yards or thereabouts from the most westerly perch, and terminating at or in the south-westerly end of an intended dock next herein-after described, such point of termination being within the shore of the river Mersey, in the said township of Halewood and parish of Runcorn, and where a straight line measuring 764 yards or thereabouts, in an easterly direction from the south-east corner of the house called "Mersey View," occupied by Mr. John Thorburn, would intersect another straight line measuring 758 yards or thereabouts, in a south-westerly direction from the angle near Stewards' Brook, formed by the junction of the tide or flood embankment across Widnes Marsh with the tide or flood embankment on the east side of Stewards' Brook, which said canal will pass from, in, through, or into the said townships of Hale, and Halewood, and the said parish of Runcorn.

3. A dock commencing at the termination of the canal last herein described, and terminating at or near the entrance to an existing dock known as Hutchinson's or West Bank Dock, situate in the said township of Widnes, at a point measur-

ing 56 yards or thereabouts, in a southerly direction from the point or junction of the dock gates in the said entrance, which intended dock will pass from, in, through, or into the said townships of Halewood, Ditton, and Widnes, and parish of Runcorn.

4. A canal commencing at or in the northerly end of the existing dock known as Hutchinson's or West Bank Dock aforesaid, and terminating in the St. Helen's Canal (new cut), now vested in the London and North Western Railway Company, at a point on the northerly side of the said canal 260 yards or thereabouts, measured along the side of the canal in a south-westerly direction from the centre of the first swing or opening bridge over the said canal above the locks at Widnes, which intended canal will be wholly situate in the said township of Widnes.

5. A conduit, cut, or watercourse, commencing in Rams's Brook, in Decoy Marsh, at the junction of the said brook with a stream flowing from near Hale-gate Farm, and terminating in the River Mersey, at or near Small Ends, near Halehead aforesaid, at a point where a straight line measuring 54 yards or thereabouts, in a south-easterly direction from the said straight line drawn between the said two perches fixed on the shore of the Mersey, such measurement being taken from the said straight line 356 yards or thereabouts from the most westerly perch, which intended conduit, cut, or watercourse will be wholly in the said township of Hale.

6. A conduit, cut, watercourse or pipe, commencing in the said township of Ditton, at a point measuring 44 yards or thereabouts, in a north-easterly direction from the tide or flood embankment on the north side of Ditton brook, such measurement being taken at right angles to the said embankment from a point in the centre thereof, 646 yards or thereabouts, measured in a straight line in a north-westerly direction along the top of the said embankment, from the centre of the road near to Ditton station, where an existing footway crosses the said road, and terminating in the River Mersey, in the said parish of Runcorn, at a point where a straight line measuring 469 yards or thereabouts, in a south-easterly direction from the junction of Steward's Brook with Ditton Brook would intersect another straight line measuring 675 yards or thereabouts, in a south-westerly direction, from the point where the line of the tide or flood embankment across Widnes Marsh crosses Steward's Brook, which conduit, cut, watercourse, or pipe, will pass from, in, through, or into the said townships of Ditton and Widnes, and said parish of Runcorn.

7. A conduit, cut, watercourse or pipe, commencing in the said township of Halewood, at a point where a straight line measuring 18 yards, or thereabouts, in a south-westerly direction from the tide or flood embankment on the north side of Ditton Brook; such measurement being taken at right angles to the said embankment, from a point in the centre of the same, 435 yards or thereabouts, measured in a straight line in a north-westerly direction along the top of the said embankment from the centre of the road near to Ditton Station, where an existing footway crosses the said road, and terminating in the said township of Ditton, by a junction with the conduit, cut, watercourse or pipe lastly hereinbefore described, at a point measuring 269 yards or thereabouts from the commencement thereof, which conduit, cut, watercourse, or pipe, will pass from, in, through, or into the said townships of Halewood and Ditton.

8. A sewer, commencing at or near the easterly

end of the said tide or flood embankment across Widnes Marsh, and terminating in the River Mersey, at a point where a straight line measuring 298 yards or thereabouts in a south-easterly direction from the centre of the office of the Harbour Master at West Bank Dock, would intersect another straight line measuring 312 yards or thereabouts, in a south-westerly direction from the south-east corner of a house occupied by Mr. Scott, at the foot of the westerly slope of the London and North Western Railway in Widnes, which sewer will be wholly situate in the said township of Widnes.

9. A diversion of the stream called Bower's Brook or Pool, such diversion commencing at a point in the said brook or pool 30 yards or thereabouts to the north-east of the centre of the office attached to the weighing machine belonging to the London and North-Western Railway Company, near the entrances to Messrs. Gaskell, Deacon, and Co.'s Alkali Works, and Messrs. John Hutchinson and Co.'s No. 2 Alkali Works, and terminating by a junction with the same brook or pool 48 yards or thereabouts below the point at which such brook or pool issues from the tunnel or culvert which conveys it under the premises of Messrs. Hutchinson and Co., which diversion will be wholly situate in the said township of Widnes.

10. A railway commencing at a point on the Liverpool Extension Railway (Cheshire Lines Committee) now in course of construction 468 yards or thereabouts, measured in a south-westerly direction from the centre of the bridge carrying the public road over the said railway at the Farnworth Railway station, and terminating in Widnes Marsh at a point 117 yards or thereabouts due south-east from the junction of Stewards' Brook with Ditton Brook before referred to, which railway will be situate wholly in the said township of Widnes.

11. A railway commencing at a point on the Liverpool Extension Railway (Cheshire Lines Committee) now in course of construction, where the division between the townships of Ditton and Widnes crosses such railway, and terminating by a junction with the railway lastly herein described, at a point 415 yards or thereabouts due north from the centre of the road; 20 yards to the east of the bridge over Stewards' Brook called Stewards' Bridge, which railway will be situate wholly in the said township of Widnes.

12. A railway commencing at a point on the goods line of the London and North-Western Railway in Widnes 211 yards or thereabouts to the east of the centre of the level crossing of the road called Marsh-road across such railway, and terminating by a junction with the intended railway first hereinbefore described at a point 44 yards or thereabouts to the south of the centre of the Tide or Flood Embankment across Widnes Marsh, measured at right angles to the same from a point on the said embankment 430 yards or thereabouts to the east of the centre of Steward's Brook, such measurement being taken along the line of the said embankment, which said railway will be wholly situate in the said township of Widnes.

13. A new road commencing in the said township of Hale, from and out of a road called Within-way, in the said township of Hale at a point in Within-way 275 yards or thereabouts, measured along Within-way from the point where Within-way joins the shore of the River Mersey at Small Ends aforesaid, and terminating on the shore of the River Mersey at a point 70 yards or thereabouts measured at right angles in a north-westerly direction from the said straight

line drawn between the said two perches fixed on the shore; such point of measurement being taken from such last-mentioned straight line between the two perches 330 yards or thereabouts from the most westerly perch; and the stopping up and discontinuance, and appropriation for the purposes of the undertaking of the Company of so much of Within-way as lies to the south-east of the point where the said new road will commence, which new road and discontinued road will be wholly situate in the said township of Hale.

Waters supplying the before-mentioned St. Helen's Canal (New Cut), Ditton Brook, and Steward's Brook, will directly or derivatively flow or proceed into the intended canals and docks, or one of them.

To empower the Company to reclaim, by means of and conterminously with the said embankment or river wall, so much of the foreshore of the River Mersey as is situate on the north-western or land side of the said intended embankment or river wall, in the aforesaid townships of Hale, Halewood, Widnes, and Ditton, and parishes of Childwall, Prescot, and Runcorn, and to use, occupy, and enjoy, or from time to time to sell or lease the land so reclaimed, or any part thereof.

To empower the company to acquire by compulsion or agreement the dock known as Hutchinson's or West Bank Dock, belonging, or reputed to belong to the representatives of John Hutchinson, deceased, situate at West Bank, in the said township of Widnes, and all railways, sidings, quays, wharves, and other conveniences connected therewith, and to vest in the Company all the rights, easements, powers, privileges, and interests of, or belonging to, the representatives of the said John Hutchinson, under or by virtue of any agreements between the said John Hutchinson and the London and North-Western Railway Company relating to the said dock, railways, sidings, quays, wharves, conveniences, and other dock accommodation referred to in the said agreements, or any of them.

To authorise the Company to make and maintain, in connection with the said works respectively, all necessary and convenient piers, jetties, quays, wharves, rails, tramways, and landing-places, warehouses, sheds, and cranes; also all cuts, channels, basins, bridges, towing-paths, and locks, with all sluices, floodgates, and culverts, and all engines, pumps, and wells to be used in connection therewith, and all proper and necessary or incidental stations, sidings, bridges, roads, approaches, and other appliances.

To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or to be prescribed by the intended Act, and to deviate vertically from the levels of the said works shown on the sections hereinafter mentioned.

To empower the Company to cross, divert, alter, or stop up, either temporarily or permanently, any roads or highways, aqueducts, sewers, drains, streams, and watercourses which it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the said works or of the intended Act.

To authorize the Company to purchase, by compulsion or otherwise, lands, houses, and hereditaments within the townships and parishes aforesaid for the purposes of the said works, or for all or any of the purposes of the intended Act, and to vary or extinguish all rights and privileges in any way connected with such lands, houses, and hereditaments.

To authorize the Company to carry on the

business incident to or connected with the ownership of canals, docks; and railways, including the carrying of passengers, animals, and goods, by steam and otherwise, on rivers, canals, and railways, and to levy tolls, rates, dues, wharfage, and other charges on shipping vessels, boats, and other craft, and on passengers, animals, and goods at, upon, or in respect of the intended works and the conveniences connected therewith, and to confer exemptions from the payment of such tolls, rates, dues, wharfage, and other charges.

To empower the Company to appoint and remove lock masters, dock masters, pier masters, and other officers and servants, and to define the limits within which such lock, dock, and pier masters, and other officers and servants may exercise the powers to be conferred upon them by the intended Act.

To authorize the Company to borrow on mortgage and otherwise, and from time to time to re-borrow any moneys for all or any of the purposes aforesaid, upon the security of the intended works, and the tolls, rates, dues, and charges to be authorized by the intended Act.

To enable the Company to convert their shares, or any portion of their shares, into stock, and to create and issue debenture stock.

To empower the Company to make and alter bye-laws for the management, use, regulation, and protection of the intended works; for the regulation and control of the ships and vessels, boats and other craft, persons, animals, and goods frequenting or using the same, and for the imposition of penalties and restrictions.

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

The intended Act will vary or extinguish all existing rights, privileges, and exemptions connected with the lands, houses, buildings, waters, and other property proposed to be purchased, taken, used, or interfered with for the purposes of the intended Act, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid, and will confer all powers, rights, and privileges necessary or expedient for effecting those objects or in relation thereto.

The intended Act will alter, amend, extend, and enlarge, and if need be, repeal all or some of the powers and provisions of the several Acts of Parliament relating to or affecting the River Mersey, Hutchinson's or West Bank Dock, the St. Helens Canal, the Sankey Canal, and the several railways and Canals belonging to or under the management or control of the London and North Western Railway Company and the Cheshire Lines Committee respectively, and the several Acts recited or referred to in the before-mentioned Acts respectively, or any of them, and will make other provisions, in lieu of the provisions so repealed, altered, or amended.

The intended Act will or may incorporate therewith, and apply to the purposes thereof, all or any 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 Harbours, Docks, and Piers Clauses Act, 1847," and "The Harbours Transfer Act, 1862," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863." The 8th and 9th Victoria, cap. 42; the 8th and 9th Victoria, cap. 28; the 10th and 11th Victoria, cap. 94; and "The Railway and Canal Traffic Act, 1854;" "The Waterworks Clauses Acts, 1847 and 1863;" and "The Court of Chancery (Lancaster) Acts, 1850 and 1854."

And notice is hereby further given, that duplicate plans and sections of the said intended works, and plans of the lands and houses proposed to be taken, 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 ordinance or published map, with the lines of the intended canals, docks, and 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, for public inspection as follows (that is to say) with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston in that county and with the Clerk of the Peace for the county of Chester, at his office in the city of Chester, 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 works are proposed to be made, or in which the lands, houses, and other 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 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 14th day of November, 1872.

Simpson and North, Liverpool, Solicitors for the Bill.

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

In Parliament.—Session 1873.

Carlisle Improvement.

(Formation of New Roads and Streets—Widening and Improvement of Existing Streets—Compulsory Purchase and Discontinuance of present County Gaol, and Appropriation of Site—Construction of New Markets, Market Houses, &c.—Compulsory Purchase of Lands—Power to Borrow Money, and to Levy Rates, Tolls, and Charges—Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing session by the Mayor, Alderman, and Citizens, of the city of Carlisle, in the county of Cumberland (hereinafter called the Corporation), for an Act for all or some of the following amongst other objects and purposes (that is to say):

To empower the Corporation to make and maintain the following new streets or roads, that is to say:

1. A new street or road to commence at the west end of Devonshire-street, in the township of St. Cuthbert Within, in the parish of St. Cuthbert, Carlisle, and to terminate at the east end of Charlotte-terrace, in the township of Caldewgate, in the parish of St. Mary, Carlisle, all in the city of Carlisle.

2. A new street or road commencing at the west end of Henry-street, in the said township of St. Cuthbert Within, and to terminate at the junction of Denton-street and Charlotte-street, in the township of Caldewgate.

To empower the Corporation to purchase by compulsion, or agreement, the present county gaol and county court houses, within the said city of Carlisle, and the lands, buildings, houses, and other property connected therewith.

To discontinue when and as prescribed by or under the provisions of the intended Act the use of the said county gaol and county court houses, or any or either of them, and to authorise the removal or disposal of the buildings, material, plant, and other effects, and the sale, lease, or other disposal and use of the site or sites thereof respectively, and for the application of the proceeds of such sale or of the rents arising from such leases, and for the removal of prisoners.

To provide for erection of a county gaol and county court-houses, in lieu of the existing county gaol and county court-houses, and to empower the Corporation to purchase by agreement or otherwise and to provide land for a new site or new sites for a county gaol and county court-houses or either of them at the expense of the said Corporation, and to borrow money and to charge and apply the city funds and city rates for such purposes and other the purposes of the said Act.

To empower the Corporation to stop up the following streets and roads in the said city, namely:

Borough-street, for the entire length thereof, Court Square Brow, for the entire length thereof, and the road leading underneath the railway bridge, called Borough Street Bridge; and also so much of Mill-street as extends from the said Borough Street Bridge to the gas works chimney in the said street.

To empower the Corporation to widen, improve, alter the levels of and partly divert the street called the Bush Brow, between Blackfriars-street and the street called the English Damside, all in the said township of St. Cuthbert Within.

To empower the Corporation to widen and improve and alter the levels of the street called Irishgate Brow, and also certain portions of the several streets called Abbey-street, Annetwell-street, the West Walls, and Devonshire-walk adjoining, or near to the said street called Irishgate Brow, all in the township of Saint Mary Within, and the parish of Saint Mary, Carlisle, in the said city of Carlisle, and also to stop up so much of the said street called Irishgate Brow, as adjoins to and lies on the north side of the bridge over the Caledonian Railway and the River Caldew, between Irishgate Brow aforesaid, and Bridge-street, Caldewgate, in the said city.

To empower the Corporation for all and any of the aforesaid purposes to purchase and take lands and houses by compulsion or agreement, and to hold lands, houses, and property, or easements in land for any of the purposes aforesaid, or for any of the purposes of the said Act, and to stop up, discontinue, and appropriate, either partially or wholly, the soil and all the rights of way in, over, or upon all or any of the streets, roads, or ways stopped up or rendered useless

by reason of the construction of the new streets or roads, or any improvement or widening of any street, road, or place under the powers of the intended Act.

To empower the Corporation, in the construction of the said several works hereinbefore mentioned, to deviate laterally from the lines delineated on the plans to be deposited as hereinafter mentioned, to the extent to be defined on the said plans or as may be prescribed by the intended Act, and to deviate vertically to the extent to be prescribed by the intended Act from the levels of those works as shown upon the sections to be deposited as hereinafter mentioned.

To enable the Corporation to alter, enlarge, and improve, as they may think fit, their present market and market place, and to purchase by agreement, or appropriate other lands and hereditaments within the said city for the purposes of holding new or substituted markets and fairs, or for the purposes of holding additional markets and fairs, and for providing approaches to such markets, and to erect and maintain such market places, market houses, and covered markets, as they may deem necessary.

To make further provisions and regulations for the use, conduct, and management of the markets and fairs, and the holding and duration of the same, and the sale and disposition of animals and goods, and the conduct of the persons having the charge thereof; the prevention of the sale of animals and goods otherwise than in the market place or fairs of the Corporation or in places licensed by them, the prevention of the bringing or driving of any diseased cattle or animal within the city, and the exposure or offering for sale thereof, the providing and licensing of slaughter houses and knackers' yards, the prohibition or restriction of private slaughter houses and knackers' yards, and the revoking and suspending of existing or future licenses and the prevention of the slaughtering of animals elsewhere than in the slaughter houses or knackers' yards from time to time provided or licensed by the Corporation.

To vary and extinguish existing stallage, rents, tolls, and charges, and to make, levy, receive and take other rents, tolls, and charges in respect of the markets and fairs; and for the use of the market houses, market weighing houses, slaughter houses, and other buildings, appliances, and conveniences; and to enable the Corporation to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties; and other rights and privileges which may be affected by any of the objects and purposes aforesaid or by the said Act.

To enable the Corporation to exchange any lands acquired or held by them for other lands which may be required for any of the purposes of the said Act, or for the benefit, advantage, or improvement of the said city, or to sell or dispose of any such lands, or to grant leases thereof or otherwise.

To authorize the Corporation to borrow and take up at interest or otherwise, upon security of their existing water works, gas-works, and markets and fairs, undertakings respectively, and of the property to be leased, purchased, or otherwise acquired by them under the powers of the said intended Act, and of the city rates and city funds, and other city property, such sum and sums of money as may be necessary for all and any of the purposes aforesaid, or all or any of the objects and purposes of the intended Act.

To authorize the Corporation to raise or borrow any sum or sums of money which they are from time to time authorized to borrow for the

completion and maintenance of the markets, waterworks, and gasworks undertakings, and also for the construction and formation of new streets and roads, street improvements, or otherwise relating thereto; or for replacing existing or future loans from time to time falling due, or by arrangements previously to the same falling due, by granting perpetual annuities for life or lives or for years, or by accepting and giving security for loans by the Commissioners of Her Majesty's Treasury, repayable with interest by yearly or half-yearly instalments; all such securities to be made and granted upon the credit or security of those undertakings, and the rents and rates thereof respectively, and of the city rate or city fund, and any other tolls and funds of the said city, as the case may be, as authorized by "the Act 44 George the 3rd, cap. 58;" "5 and 6 William 4th, cap. 76;" and "13 Vic., cap. 19;" "The Public Health Act, 1848;" "The Local Government Act, 1858," and the Acts amending or extending the same for the time being in force within the said city, and the said intended Act or any of them; and also to alter, amend, and extend the powers and provisions of such Acts with reference to the raising and borrowing of moneys as may be necessary for effecting any of such objects or any of the other objects and purposes of the said Act.

That it is intended by the Bill to incorporate or extend, and make applicable to the purposes thereof, all or some of the existing powers and authorities now vested in the Corporation as the Urban Sanitary Authority, under "The Public Health Act, 1848," "The Local Government Act 1858," "The Local Government Act (1858) Amendment Act, 1861," "The Local Government Act Amendment Act, 1863," and all other Acts extending or amending those Acts. The Acts "44 Geo. 3, cap. 58," "5 and 6 Wm. 4, cap. 76," and "13 and 14 Vic. c. 19" respectively, and the several Acts incorporated therewith; also all or some of the powers and provisions of "The Lands Clauses Consolidation Acts 1846, 1860, and 1869," "The Towns Improvement Clauses Act 1847," "The Towns Police Clauses Act 1847," "The Markets and Fairs Clauses Act 1847," and "The Commissioners Clauses Act 1847;" and to confer upon the Corporation all other powers and authorities necessary for effecting the objects comprised in this notice, and to be comprised in the said Act; to repeal, alter, and consolidate the said Acts or any of them, and to repeal, vary, and extinguish all existing rights, privileges, and exemptions which may in any way interfere therewith, or with any of the objects and purposes aforesaid; and to confer, vary, and extinguish other rights, privileges, and exemptions.

And notice is hereby given that duplicate plans and sections of the proposed new streets and roads to be authorized by the said Act, and of the lands and houses required for any of the purposes thereof, and also duplicate plans of the other lands to be purchased compulsorily for the purposes of the intended Act, together with books of reference of such plans respectively, and a copy of the 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 Cumberland, at his office in the city of Carlisle, in the said county of Cumberland, and on or before the said 30th day of November a copy of so much of the said plans and sections and books of reference as relates to each of the parishes in or through which the said intended works are proposed to be made, or in which any lands proposed to be compulsorily taken are situate, together with a copy of this notice as pub-

lished in the London Gazette will be deposited for public inspection with the parish clerk of each such parish at his residence.

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 15th day of November, 1872.

John Nanson, Carlisle, Town Clerk and Solicitor for the Bill.

Durnford and Co., 45, Parliament Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1873.

(Gedney Commoners' Enclosure; the Lords and Commoners of Gedney, in the parts of Holland, in the county of Lincoln; Appointment of Commissioners, Delegates, Trustees, and Officers; Embanking Land from the Sea; Reclaiming, Enclosing, Draining, and Improving Land; Stopping up Roads, Sluices, Cuts, Drains, and Watercourses; Making Roads, Sluices, Cuts, Drains, Watercourses, Engines; and Dams; Power to Let and Sell Land; Power to Borrow Money and to Levy Rates; Division of Land; Erecting Buildings; Amendment and Repeal of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Lords and Commoners of Gedney, in the parish of Gedney, in the parts of Holland, in the county of Lincoln, for leave to bring in a Bill for effecting the objects and purposes following, or some of them, that is to say:—

1. The appointment of commissioners or a commissioner, delegates or a delegate, and trustees or a trustee, or some of them, with powers for carrying out the provisions of the Act.

2. The embankment from the sea, reclamation, enclosure, drainage, and improvement of certain lands in the said parish of Gedney lying beyond the existing sea bank, and bounded on the west and north by Daws Meer Creek, on the east by the Wisbech Eye or river, and on the south by Boatmeer Creek, and hereinafter called the said lands proposed to be embanked, and the construction of an embankment or embankments upon or across the said lands proposed to be embanked, commencing at or near to the point where the said Daws Meer Creek joins the present sea bank, in the said parish of Gedney, and terminating at or near to the point where the said Boatmeer Creek joins a certain bank called Gny's Hospital Bank, in the said parish of Gedney, and the whole of which embankment or embankments will be situated within the said parish of Gedney.

3. The stopping up, altering, removing, and diverting, either temporarily or permanently, all such turnpike or other roads, highways, sluices, cuts, drains, and watercourses as would interfere with the construction, maintenance, and use of any works required for the purposes aforesaid, or would impede the drainage or prevent the beneficial occupation or enjoyment of the said lands proposed to be embanked when so embanked, and of certain other lands in the said parish of Gedney already embanked from the sea, in which the said lords and commoners are interested, which said last-mentioned lands are hereinafter called the said lands already embanked, and the varying or extinguishing of all existing rights of common or other rights and privileges connected with the said lands already embanked and the lands proposed to be embanked, or any part or parts thereof.

4. The construction of all such other roads,

sluices, cuts, drains, watercourses, engines, dams, and other works connected therewith, as may be necessary for the effectual and permanent embankment, reclamation, enclosure, drainage, improvement, occupation, and enjoyment of the said lands already embanked and the lands proposed to be embanked.

5. To authorise such contracts and agreements as may be requisite for the due execution and performance of all or any of the works aforesaid, and any other works that may be required for the effectual carrying out of the objects and purposes of the Bill.

6. To make provision for the sale and letting on lease or otherwise of the said lands already embanked, the said lands proposed to be embanked, and for the erection thereon of buildings, and for granting building leases thereof, and for doing any other matters or things in connection with the said lands, or any part or parts thereof respectively, as may be found expedient.

7. To provide for the raising of money by the sale of the whole or portions of the said lands already embanked and the said lands proposed to be embanked, and upon the security thereof, by mortgage or otherwise, and by the levying of rates upon all such lands, and by borrowing money on the security of such rates, or by all or any of these methods.

8. The appointment of officers, permanently or otherwise, to receive the rates leviable under the Bill, and to superintend or work the engines and other works, and do all necessary things for keeping the same in substantial repair, and to preserve and maintain the roads, sluices, cuts, drains, watercourses, engines, dams, and other works necessary for the purposes aforesaid.

9. The allotment, appointment, and awarding of the said lands already embanked, and the said lands proposed to be embanked, or such parts thereof as may not have been sold or let or set apart for specific purposes, or the proceeds therefrom or both, among the several parties interested; and the doing of all such other things as shall be necessary or expedient for carrying out the purposes of the Act consistently with the due preservation of the rights and interests of the several parties interested.

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

11. It is also intended to alter, amend, extend, and enlarge, and if need be to repeal, either wholly or in part, the powers and provisions of the following Acts, or some of them (that is to say)—31st Geo. 3rd, 1791, "An Act for dividing and enclosing the commons, marshes, droves, waste lands, and grounds in the parish of Gedney and hamlet thereof, called Gedney Fen, in the county of Lincoln;" 33d Geo. 3rd, 1793, "An Act for embanking and draining certain salt marshes and low lands within the several parishes of Spalding, Moulton, Whaplode, Holbeach, and Gedney, in the county of Lincoln, and for preventing the same marshes and lands from being overflowed with the sea, and for altering an Act passed in the 31st year of the reign of his then present Majesty, intituled, an Act for dividing and enclosing the commons, marshes, droves, waste lands, and grounds in the parish of Gedney and hamlet thereof, called Gedney Fen, in the county of Lincoln;" 52nd Geo. 3rd, 1812, "An Act for amending and rendering more effectual an Act of the 38th year of the reign of his then present Majesty, for embanking and draining certain salt marshes in the parishes of Spalding, Moulton, Whaplode, Holbeach, and

Gedney, in the county of Lincoln; and also for repealing so much of an Act of the 34th year of his present Majesty as affects the marshes and sands on the outside of the sea bank, lately made by virtue of the first-mentioned Act;" 4th William 4th, 1834, "An Act for embanking, draining, and otherwise improving lands in the parishes of Holbeach and Gedney, in the county of Lincolnshire;" 14th and 15th Vic., 1851, "An Act for reclaiming from the sea certain lands abutting on the coast of Lincolnshire within the parts of Holland, commonly called 'The Lincolnshire Estuary Act, 1851.'"

And notice is hereby given, that duplicate plans and sections showing the works proposed to be authorised by the said intended Act, and duplicate plans of the lands proposed to be embanked, together with a book of reference to such plans and a copy of this notice as published in the London Gazette will, on or before the 30th day of November, in the present year, be deposited for public inspection with the Clerk of the Peace for the parts of Holland, in the county of Lincoln, at his office in Boston, in the said county; and that a copy of the said plans, sections, and book of reference will in like manner be deposited with the parish clerk of Gedney aforesaid, at his place of abode.

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

Dated this 9th day of November, 1872.

Francis and Edward Hugh Jackson, Solicitors, Wisbeach, in the county of Cambridge.

Mossop, Wright, and Mossop, Solicitors, Long Sutton, in the county of Lincoln, Joint Solicitors for the Bill.

Chigwell, Loughton, and Woodford Gas Company. (Dissolution and Reincorporation of the Chigwell and Woodford Bridge Gas Company (Limited); Regulation and Increase of Capital; Supply of Gas within the entire parishes of Chigwell and Loughton, and part of the parish of Woodford, all in the county of Essex; Erection of Additional Gas Works; Agreements with Public and Private Bodies; and for other purposes.)

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

1. To dissolve the Chigwell and Woodford Bridge Gas Company (Limited), [hereinafter referred to as "the Limited Company"] and to annul or alter the present memorandum or articles of association, and to reincorporate the shareholders or some of them, together with or without other persons into a Company, by the same or another name, as a Gas Company, with the same as or larger powers than those of the Limited Company.

2. To vest in the Company to be incorporated by the Bill [hereinafter called "the Company"] all the lands, works, buildings, powers, rights, interests, privileges, easements, licenses, agreements, and property whatsoever, now or hereafter belonging to the Limited Company, or any person or persons in trust for them or for their benefit, and to authorise the Company to acquire all or any of the powers, or to effect all or any of the objects hereinafter-mentioned.

3. To apply for the purposes of the Act the capital and funds of the Limited Company, and to authorise the Company to raise money for the purposes of the undertaking by the creation of

shares and stocks of one or more classes or descriptions, either with or without preference of priority of interest or dividend, or other special privileges, or by borrowing on mortgage or otherwise, and to create and issue debenture bonds or debenture stock, and if thought desirable to capitalize all sums which the Limited Company have expended on their works.

4. To confer upon the Company powers for lighting with gas all, or some, or parts of the district hereinafter-named, to wit, the parishes of Chigwell and Loughton and part of the parish of Woodford; and to define the limits within which the Company are to supply gas, and to lay down mains, pipes, culverts, and other works and apparatus necessary therefor.

5. To authorise the Company to maintain the existing works of the Limited Company, and to alter, enlarge and improve the same, and to erect additional works, offices, houses, and buildings for the use of, or occupation by the Company or their servants, on the lands, or any part of the lands, now belonging to, or held by the Limited Company, or taken or to be taken under the powers of the Act; to, wit, the freehold land, consisting of about two acres more or less, in Snake's-lane, Woodford Bridge, in the county of Essex, bounded on the north-east by the river Roding, on the north-west by the Ray Park, belonging or reputed to belong to George Taylor Benton, on the south-east by freehold land belonging or reputed to belong to Thomas White, and on the south-west by Snake's-lane.

6. To authorise the Company to manufacture gas and the several matters and things producible from the residuary products arising or resulting from the manufacture of gas, and to sell and dispose of gas, coke, coal, tar, and other residual and manufactured products, matters, and things; and to acquire and hold patent rights and licences to use or exercise patent rights, and to carry on the business usually carried on by gas companies, or which is or may become incident thereto, and to maintain, alter, or renew any existing mains and pipes within the limits to be supplied with gas, and lay down and place mains and pipes in, through, across, along, over, or under streets, roads, highways, lanes, footways, rivers, canals, waters, bridges, railways, or tramways, and other passages and places within the said district, and to break up and interfere with such streets, roads, highways, lanes, footways, bridges, railways, or tramways and other passages and places; and also with any sewers, drains, or pipes, in, over, or under the same. To manufacture, purchase, or hire gas meters, fittings, and other gas apparatus; and to sell or let the same, and to take remuneration therefor.

7. To levy and collect rates, rents, and charges for the sale and supply of gas, fittings, gas meters, and other gas apparatus, and to authorise contracts and agreements with any local authority, company, or public body, either with reference to the supply of gas or otherwise.

8. To enable the Company to purchase by agreement or take on lease and hold lands, houses, buildings, and property or easements therein, within the district aforesaid, for the purpose of or connected with their undertaking, and to sell, lease, or otherwise dispose of any lands not required for the purposes of the Company.

9. To authorise the Company and the Limited Company to enter into any agreement or agreements in relation to the matters aforesaid, and to confirm any such agreement or agreements, as

may have been entered into before the passing of the intended Act.

10. To authorise the Company, and any company, public bodies, or persons, to enter into contracts or agreements necessary for or incident to the carrying out this undertaking.

11. To provide for the dissolution of the Limited Company, and the cancellation of the deed of settlement under which it is at present acting, and all other deeds, and the winding up of the affairs of the Limited Company.

12. The Act will incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Land Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Gasworks Clauses Acts, 1847 and 1871;" and any Act amending such Acts, and any other Acts or provisions of Acts which may be deemed necessary or expedient for effecting the objects aforesaid.

13. 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 5th day of November, 1872.

R. W. Staepoole, Pinners' Hall, Old Broad-street, Solicitor.

Frederick Gale, 43, Parliament-street, Parliamentary Agent.

In Parliament.—Session 1873.

Pontypridd and Ely Valley Junction Railway. (Incorporation of Company; Construction of Railways from Pontypridd to Ely Valley Railway at Ton-yr-efail; Compulsory Purchase of Lands; Tolls; Running Powers over part of the Gellyrhaidd Branch of Ely Valley Railway and the Ely Valley Extension Railway; Facilities over the Railways of and working and other Agreements with the Taff Vale, the Ely Valley, the Llynvi and Ogmore, the Llantrissant and Taff Vale Junction, and the Great Western Railway 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 to incorporate a Company for making and maintaining 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, and to confer upon the Company to be thereby incorporated (hereinafter called "the Company") all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them (that is to say):—

A Railway (No. 1) commencing in the parish of Llanwonno and county of Glamorgan by a junction with the Rhondda Branch Railway of the Taff Vale Railway Company at or near the signal box or station on the said Rhondda Branch Railway, situate about $4\frac{1}{2}$ chains measured along the said railway in a north-westerly direction from the bridge carrying the same railway over the road leading from Pontypridd to Hopkins Town, and terminating in the parish of Llantrissant and county of Glamorgan at the southern corner of a field, part of Glyn Farm, numbered 2,574 on the tithe commutation map of the last-mentioned parish.

A Railway (No. 2) commencing by a junction with the intended Railway No. 1, above described at or near its termination as above described, and terminating in the said parish of Llantrissant by a junction with the Ely Valley Railway, at a point

28 chains or thereabouts, measured in a southerly direction, along that railway from the mile post marked with the figure 5, and placed near the village of Ton-yr-efail.

A Railway (No. 3) commencing by a junction with the intended Railway No. 2, at or near its termination as above described, and terminating by a junction with the Gellyrhaidd Branch Railway of the Ely Valley Railway Company, at or near the milepost marked with the figures $\frac{3}{4}$, and placed on the said branch railway to the north-west of its junction with the Ely Valley Railway, which said intended Railways (No. 1) (No. 2) and (No. 3) will be made or pass from, in, through, or into the parishes of Llanwonno and Llantrissant aforesaid, both in the county of Glamorgan.

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

To 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 tramroads within the parishes aforesaid, 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 intended Bill.

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 intended 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.

To levy tolls, rates and duties upon or in respect of the intended railways and works, and upon the railways, stations, and works hereinafter mentioned belonging to other railway companies, and to alter the tolls, rates, and duties which those Companies respectively are now authorised to take thereon, to confer exemptions from the payment of such tolls, rates, and duties and to confer, vary or extinguish other rights and privileges.

And it is also intended by the Bill to empower the Company, on such terms and conditions, and on payment of such tolls, rates and duties as may be agreed on between the Company, and any or either of the Companies mentioned in this paragraph, or as may be prescribed by the Bill to run over, work, and use with their engines and carriages, and for the purposes of traffic of every description, so much of the Gellyrhaidd Branch Railway of the Ely Valley Railway Company, as lies between the intended junction therewith of the said Railway (No. 3) hereinbefore described, and the termination of the said Gellyrhaidd Branch Railway; and the whole of the Ely Valley Extension Railway, together with all stations, platforms, water, water engines, engine sheds, standing room for engines, booking, and other offices, warehouses, sidings, machinery, works, and conveniences of, or connected with, the said portion of railway and railway respectively.

To empower the Company from time to time to enter into, and carry into effect, and rescind contracts, agreements, and arrangements with the Taff Vale Railway Company, the Ely Valley Railway Company, the Llynvi and Ogmore Valley Railway Company the Llantrissant and Taff Vale Junction Railway Company, and the Great Western Railway Company, or with any one or more of those Com-

panies, with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of their railways and works, or any part thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from, or destined for the railways of the contracting Companies, or 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 agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To require the Taff Vale Railway Company, the Ely Valley Railway Company, the Llynvi and Ogmore Valley Railway Company, and the Llantrissant and Taff Vale Junction Railway Company respectively (hereinafter called the four Companies) upon such terms and conditions as shall be agreed upon, or as shall be provided by the Bill, to book through and forward all passengers, goods, minerals, carriages, and traffic (that word having in this notice the meaning assigned to it by the Railway and Canal Traffic Act, 1854) to, or from, or over the whole or any part of the railways belonging to them, or under their management or control, to and from the intended railways, or any part thereof, so as to prevent any undue interruption, diversion, or delay, in the passage of the said traffic, and (if need be) to alter and vary the tolls which the four Companies may be respectively entitled to receive and take upon their respective railways, or the railways so under their management or control, and to confer, vary, or extinguish exemptions therefrom.

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.

And it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill to amend or repeal the provisions or some of them of the several Acts of Parliament following (that is to say): "The Llynvi Valley Railway Act, 1866;" "The Ogmore Valley Railways Act, 1866;" "The Llynvi and Ogmore Railways (Amalgamation) Act, 1866;" "The Llynvi and Ogmore Railway Act, 1867;" and "The Llynvi and Ogmore Railway Act, 1869;" and all other Acts relating to the Llynvi and Ogmore Railway Company; 6 William the 4th, cap. 82; 1 Vic., cap. 70; 8 and 4 Vic., cap. 110; 7 and 8 Vic., cap. 84; 8 and 9 Vic., cap. 159; 9 and 10 Vic., cap. 893; 12 and 13 Vic., cap. 61; and 20 and 21 Vic., cap. 153; and 33 and 34 Vic., cap. 72; and all other Acts relating to the Taff Vale Railway Company; 20 and 21 Vic., cap. 41; 21 Vic., cap. 80; 24 Vic., cap. 51; and 25 and 26 Vic., cap. 196; and 29 and 30 Vic., cap. 248, and all other Acts relating to the Ely Valley Railway Company, "The Llantrissant and Taff Vale Junction Railway Act, 1861;" "The Llantrissant and Taff Vale Junction Railway Act, 1866;" and "The Llantrissant and Taff Vale Junction Railway Act, 1870;" and all other Acts relating to the Llantrissant and Taff Vale Junction Railway Company; 5 and 6 Will. 4, cap. 107, and all other Acts relating to the Great Western Railway Company.

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 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 Glamorgan, at his office at Cardiff, in the same county, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place, in or through which the said railways or works, or any 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 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.

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 15th day of November, 1872.

Spickett and Price, Pontypridd, Solicitors for the Bill.

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

In Parliament—Session 1873.

Borough of Portsmouth Waterworks.

Provisions as to Fittings and other Provisions affecting Consumers—Temporary Suspension of obligations as to Constant Supply and Pressure—Provisions affecting Local Board or Urban Sanitary Authority of Borough—Exemption of Company from obligation to Supply in Certain Cases—Power to make Regulations as to Fittings and Supply—Definition of Owners—Amendment of Acts.

APPPLICATION is intended to be made to Parliament next Session by the Borough of Portsmouth Waterworks Company, for an Act to effect the objects, or some of the objects following (to wit):—

1. To amend the Section (58) of the Borough of Portsmouth Waterworks Act, 1857, relating to constant supply and pressure, and all other parts of that Act, and of the Borough of Portsmouth Waterworks Act, 1861, and of the Borough of Portsmouth Waterworks Act 1868, and the Acts incorporated therewith, relating to those subjects or fittings, or to waste, misuse, undue consumption, or contamination of water, or to the consumers' rights, duties, and obligations, and to make further or other provision with respect to all or any of the matters aforesaid.

2. For the purposes of the constant supply or of the Company's supply generally, to prescribe (either in the intended Act itself or by regulations to be made under its powers) the fittings (which word "fittings" includes in this notice all communication, pipes, and other pipes, cocks, cisterns, baths, soil-pans, water-closets, valves, and other apparatus, and receptacles, and other fittings) to be provided in or about the premises of the consumers of the Company's water, and to require and enforce (either by the intended Act itself or by such regulations) the alteration or removal of existing fittings now being in or about such premises.

3. To empower the Company to forbid and prevent the construction, laying down adoption,

maintenance, or use of any fittings, in or about any such consumers' premises, or of any arrangement or alteration thereof, which, in the judgment of the officer of the Local Board or Urban Sanitary Authority of the Borough, and of the Company's officer, or in case of difference between them, in the judgment of an Umpire or Arbitrator, would be likely to occasion waste, misuse, undue consumption or contamination of water, and to enforce the alteration or removal of any such fittings which may now or hereafter be in existence.

4. To empower the Company, and the Local Board or Urban Sanitary Authority, jointly or severally, or either of those bodies alone, or their agents, servants, officers, or workmen, to do any requisite act with regard to the fittings of any consumer which the consumer fails to do, and to recover the expense thereof from him.

5. To empower the Company, their agents, servants, and workmen, and any persons duly appointed by the Local Board or Urban Sanitary Authority, or by a Justice, to enter consumers' premises for any of the purposes of the Company's said Acts, or the intended Act or regulations.

6. To suspend for a time the Company's obligations to give a constant supply and to lay the water on under pressure, and to postpone the operation of those obligations until the Company's works and the consumer's fittings are altered or added to so far as requisite for such constant supply.

7. To impose penalties and damages for breaches of the provisions of the intended Act, or of the intended regulations.

8. To provide for the making of regulations for the purposes of the intended Act and the varying and rescinding of any such regulations.

9. To confer powers and impose duties on the Company, the Local Board or Urban Sanitary Authority, and the Board of Trade, or the Local Government Board, or on one or more of those bodies with respect to making, varying, and rescinding regulations, and the carrying into effect of the regulations.

10. To empower the Company, and the Local Board or Urban Sanitary Authority respectively, to apply their respective corporate funds and revenues for the purposes of the intended Act and regulations.

11. To make provision for the supply of water to groups of houses or buildings by means of stand pipes, and as to payment for same.

12. To relieve the Company from their obligation to give any supply (constant or intermittent) during necessary repairs, and in case of frost, drought, or unavoidable cause or accident.

13. To alter the Company's obligations with respect to fire-plugs and supply of water thereto, and the provisions of their said Acts and the Acts incorporated therewith relating to those matters, and to make provision for substituting hydrants for fire-plugs when and where necessary.

14. To provide that the absence of the required fittings in any consumer's premises shall be deemed a nuisance within the Nuisances Removal Acts.

15. To require and compel consumers to give notice of the existence of fittings likely to lead to waste, and of fittings being out of repair.

16. To define the persons who shall be deemed owners within the meaning of the Company's said Acts and the Acts incorporated therewith, and the intended Act, or within any regulations made under the authority of the intended Act, and to include therein the agents of the owners.

17. To vary and extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

18. To make provisions for settling disputes by justices.

19. To make special provisions as to the form, execution, and service of documents or instruments, under the Company's said Acts or the intended Act or the said regulations.

20. To amend in other particulars the said Acts of 1857, 1861, and 1868.

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 15th day of November, 1872.

R. W. Ford, Solicitor, Portsmouth.

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

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.

Brighton Borough Extension.

Extension of the Boundaries of the Municipal Borough to Hove and Preston; Provisions as to Wards; Increase of the number of Aldermen and Councillors; Dissolution of Improvement Commissioners, Tenantry Down Trustees, and other Bodies within the extended area; Transfer of Property, Powers, Duties, &c., to Corporation; Provisions for Arrangement of Debts; Powers of Lighting, Improving, &c.; to Purchase Lands, and to Levy Rates, &c.; Borrow Money, &c.; Agreements, Amendment of Acts.

NOTICE is hereby given, That application is intended to be made to Parliament, in the next Session, for an Act to Extend the Limits of the Municipal Borough of Brighton to the Limits of the Parliamentary Borough of Brighton, or some part or parts thereof, or so as to comprise within the area of the said Municipal Borough the Parishes of Hove and Preston, or some part or parts thereof respectively.

And it is proposed to form or to provide for the

formation of the said parishes, or the parts thereof to be comprised within the said municipal Borough (and which are hereinafter referred to as "the new part of the Borough") into one ward or into two wards, or to add the new part of the Borough to one or more of the existing wards, or otherwise to alter the present distribution of the said municipal borough into wards, and form or provide for the formation of the whole borough as extended under the Act into such number of wards as may be fixed by the intended Act, and to define or otherwise to provide by the appointment of Commissioners or otherwise for setting out and fixing the boundaries of all the said wards, and to make such increase in the number of aldermen and councillors of the said Borough and such provision for the election of councillors by the several wards as may be found expedient.

And it is proposed to extend to the new part of the Borough all or certain of the jurisdictions, powers, rights, privileges, and authorities, duties, obligations, and liabilities, which the Mayor, Aldermen, and Burgesses of the Town of Brighton, in their corporate capacity, or as Town Council of the Borough, or as the Urban Sanitary Authority, or otherwise, or each of them separately in his official capacity, and any of the Officers of the Borough in their or his official capacity, now respectively have, use, enjoy, or exercise, or can or may lawfully exercise, within the present Borough; and to extend and make applicable within the new part of the Borough all or any of the provisions of all or any Local Acts of Parliament, enactments, and bye-laws now in force within the present Borough, with such exceptions, amendments, or alterations as may be deemed expedient.

And it is proposed to authorize the Mayor, Aldermen, and Burgesses of the town of Brighton, as extended under the provisions of the intended Act (hereinafter referred to as the Corporation) to levy rates, duties, and charges within the whole Borough, including the new part of the Borough, or any part or parts, to the exclusion of the other parts or part thereof, and to alter existing rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of rates, duties, and charges.

And it is proposed to dissolve all improvement commissioners or trustees and other local authorities within the new part of the Borough, and to transfer to and vest in the Corporation all their estates, lands, property, effects, or parts or part thereof respectively, and to repeal, annul, and make void, or otherwise transfer to the Corporation all or certain of their powers, rights, authorities, and privileges, and to transfer to the Corporation all or any of the mortgage and other debts, obligations, and liabilities of the said Commissioners, trustees, and other local authorities, and to provide for the payment and discharge thereof, and for securing the same until payment upon all or any part or parts of the property, rates, duties, and revenue of the Corporation, whether situate or levied or derived in, upon, or from the whole Borough as extended under the intended Act, or in, upon, or from the new part of the borough, or any other particular part or parts of the extended Borough.

And it is proposed to make further provision with respect to all or any of the mortgage and other debts, obligations, and liabilities of the Corporation, and to charge the same upon all or certain parts only of the borough, as extended under the provisions of the intended Act.

And it is proposed to authorise the Mayor, Aldermen, and Burgesses of the town of Brighton,

and the Corporation, and all or any of such improvement commissioners, trustees, or other local authorities, as aforesaid, to enter into agreements with respect to all or any of the matters hereinbefore mentioned, and to confirm and provide for carrying into effect all or any such agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed to confer upon the Corporation further powers for paving, lighting, sewerage, draining, cleansing, and improving the extended or enlarged Borough, and all such rights and authorities as may be necessary or expedient for enabling them fully and completely to carry those objects into effect.

And it is proposed by the said Act to vest in the Corporation a piece of land containing 105a. Or. 30p. or thereabouts, held upon certain trusts for the inhabitants and visitors of the town of Brighton, situate in the parish of Brighton, in the county of Sussex, known as the Race Ground or Tenantry Down, and all other lands, tenements, and hereditaments situate in the said parish of Brighton, also held upon certain trusts for the inhabitants and visitors of the town of Brighton, described in or expressed to be assured by the following indentures and fine, or some or one of them; that is to say, an indenture dated the 17th day of April, 1822, and made or expressed to be made between Thomas Read Kemp, and Frances, his wife, of the first part, Charles Scrase Dickins the elder, and Elizabeth, his wife, and Charles Scrase Dickins the younger of the second part, John Whichelo of the third part, Nathaniel Kemp of the fourth part, Philip Mighell of the fifth part, Thomas Attree of the sixth part, Isaac Tree Rich and Mary his wife of the seventh part, and George Hoper of the eighth part, and which indenture was enrolled in Chancery on or about the 7th day of May, 1822, and a fine levied in or as of Hilary Term, 1822, in pursuance of a covenant contained in the said indenture. Indentures dated respectively the 21st and 22nd days of April, 1822, the latter made or expressed to be made between George Hoper of the first part, Charles Scrase Dickins the elder and Charles Scrase Dickins the younger of the second part, John Whichelo of the third part, Nathaniel Kemp of the fourth part, Philip Mighell of the fifth part, Thomas Attree of the sixth part, and Isaac

Tree Rich of the seventh part, Thomas Read Kemp of the eighth part, and the said George Hoper of the ninth part. And another indenture also dated the 22nd day of April, 1822, and made or expressed to be made between George Hoper of the first part; Thomas Read Kemp, Charles Scrase Dickins the elder, Charles Scrase Dickins the younger, John Whichelo, Nathaniel Kemp, Philip Mighell, Thomas Attree, and Isaac Tree Rich of the second part; and the said Thomas Read Kemp of the third part; and to enable the Corporation to purchase compulsorily, or by agreement, of and from the assign or assigns of Thomas Read Kemp, Esq., deceased, and his or their lessees, the right of soil and pasturage in or over the said piece of land, containing 105a. Or. 30p., or thereabouts, in the said parish of Brighton hereinbefore referred to, and all other the estate, right, and title, which in and by the said indentures of the 17th day of April, 1822, 21st and 22nd days of April, 1822, and 22nd day of April, 1822; and the said fine, or any or either of them, was or is granted, reserved, or limited to the said Thomas Read Kemp, his heirs or assigns, either in the said 105a. Or. 30p., or any part thereof, or in the other lands, tenements, and hereditaments situate

in the said parish of Brighton, described in or assured, reserved, or limited by the said indentures and fine, or either of them. And also to take away the powers, rights, and authorities by the said indentures, or some or one of them given, or expressed to be given, to Thomas Read Kemp, Charles Scrase Dickins the elder, Charles Scrase Dickins the younger, John Whichelo, Nathaniel Kemp, Philip Mighell, and Thomas Attree, as managing trustees of the said indentures, or some or one of them, or the managing trustees for the time being acting under the said indentures, or some or one of them, either alone or with the consent of the Vicar for the time being of the Parish Church of Brighton, and the Lords for the time being of the Manor or Manors of Brighthelmston, and of the Manor of Atlingworth, and to transfer the same powers, rights, and authorities to the Corporation. And also to transfer to the Corporation all the debts, obligations, and liabilities of the managing Trustees acting under the said indentures, or any of them, and to enable the Corporation to provide pleasure-grounds, and purchase lands by compulsion or agreement, in the said parishes of Brighton, Hove, and Preston, or some or one of them, for the use of the inhabitants of the extended Borough, and to vest in the Corporation all lands held for the general benefit of such inhabitants, and to purchase all outstanding interests therein.

To put in force for the purposes aforesaid, or any of them, the Lands Clauses Consolidation Act, 1845, the Lands Clauses Consolidation Acts Amendment Act, 1860, and the Lands Clauses Consolidation Act, 1869, and to make bye-laws for all or any of the purposes of the Act.

And it is proposed to authorise the Corporation to raise further sums of money by mortgage, annuities, or otherwise, and to charge all or any such annuities on the Borough Fund and Borough-rates, and all or any other rates and property of the Corporation, and to pay the costs of the intended Act out of any funds or money at their disposal, and to make provision for all such other matters and things as it may be necessary, proper, or convenient to provide for in the intended Act with reference to the objects and purposes aforesaid, and to vary or extinguish all existing rights and privileges which would or might in any way hinder or prevent any of the objects of the intended Act being fully effected, and to confer other rights and privileges.

And it is proposed to repeal, alter, or amend all or some of the several Acts of Parliament following, that is to say—6 George 4th, chapter 179; 13 and 14 Victoria, chapter 5; 18 and 19 Victoria, chapters 6 and 31; 24 and 25 Victoria, chapter 39; 30 and 31 Victoria, chapter 22; the Brighton Interception and Outfall Sewers Act, 1870; the Brighton Corporation Waterworks Act, 1872; and all other Acts (if any) relating to or conferring powers upon the Corporation of Brighton, or relating to the town or borough of Brighton, or any part thereof. Also, 11 Geo. 4, and 1 William 4, chapter 16; 14 and 15 Victoria, chapter 140; 21 and 22 Victoria, chapter 120, and all other Acts (if any) relating to the parish of Hove, or any part thereof.

And Notice is hereby also given, that a Plan in duplicate, showing the lands and houses proposed to be taken, and a Book of Reference to the said plan, containing the names of the owners and lessees, or reputed owners or lessees, and of the occupiers of such lands and houses, will be deposited with the Clerk of the Peace of the County of Sussex, at his office at Lewes, and that

a copy of so much of the said plan and Book of Reference as relates to any parish will be deposited with the parish clerk of such parish, at his residence, and that each such deposit will be made on or before the 30th day of November, 1872, and will be accompanied by a copy of this Notice; and that printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated the 15th day of November, 1872.

David Black, Town Clerk, Solicitor for the Bill.

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

(To the Shareholders of the Wimborne Minster Gas and Coal Company and all others whom it may concern.)

NOTICE is hereby given, that it is intended to make application to the Board of Trade, under or by virtue of the Act 33 and 34 Victoria, chapter 70, for power and a Provisional Order to erect and complete new gas works for the town of Wimborne Minster, in accordance with a notice delivered to the Secretary of the said Company, dated 31st October last.

Dated this 21st day of November, 1872.

Frank H. Tanner, Solicitor, Wimborne.

In Parliament.—Session 1873.

Brecon and Merthyr Tydfil Junction Railway Company.

(Re-constitution of Board; Apportionment of Income; Amendment of Arrangement Act, 1868; and of other Acts of the Company, and of Schemes of 1869 and 1872.)

APPPLICATION is intended to be made to Parliament in the next session thereof, by the Brecon and Merthyr Tydfil Junction Railway Company (hereinafter called "the Company") or by the Board of Directors thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. To enable and require the Company, or the Board of Directors, to pay and distribute the net revenue of the Company among the holders of Debenture and Preference Stocks, according to a scale, and in an order to be prescribed by the Bill, such scale being lower than that to which the holders of those stocks might, under the powers of the said Acts and Schemes, or otherwise be entitled; and to alter the construction and constitution of the Board of Directors.

2. To vary certain other of the powers of the Act of 1868 (31 and 32 Vict., cap. 142), and to enlarge those provisions, and to vary, amend, and enlarge the provisions of other Acts relating to the Company and bearing its name, passed in the years 1859, 1860, 1861 (two Acts), 1862, 1863 (two Acts), 1864 (two Acts), 1865 (two Acts), and 1867, and of the schemes of 1869 and 1872, and to vary or extinguish any existing rights or privileges which may interfere with the objects of the Bill, and especially the rights of the holders of Debentures and Preference Stocks, and to confer other rights and privileges.

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.

J. R. Cobb, Brecon, Solicitor to the Company.

In Parliament.—Session 1873.

Bradford District Tramways.

(Incorporation of Company—Construction of Street Tramways in Bradford and neighbourhood; Deviations of Tramways to meet alterations of Streets; Tolls; Provisions for use of Tramways and Streets traversed; Agreements with and Powers to Corporation of Bradford, Street Authorities, &c.; Arrangements with Corporation of Bradford and with other Companies and Bodies; Amendment of Acts, and other Powers.)

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

To incorporate a Company (hereinafter called the Company) and to authorize the Company to make and maintain the following street Tramways or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively (that is to say),

A Tramway No. 1, commencing in the township and parish of Bradford, at or near the junction of Charles-street with Leeds-road, passing along or across Leeds-road, Hall Ings, Bridge-street, Market-street, and the open space in front of the Town Hall, Tyrrel-street and Thornton-road, and terminating in the township of Thornton in the said parish of Bradford, in the Bradford and Thornton-road, at Thornton, at or near a point 34 feet, measuring in a north-westerly direction from the north-east corner of the Friendly Inn beerhouse.

The centre line of the Tramway No. 1 will be as follows:—At the commencement thereof on the south side of and at a distance of one foot from the imaginary centre line, thence for a distance of three chains and a half or thereabouts, it will be at a gradually increasing distance from the imaginary centre line until it attains the distance of four feet from the imaginary centre line, and thence for a distance of one chain or thereabouts, it will be at a distance of four feet from the imaginary centre line, thence for a distance of half a chain or thereabouts, it will be at a gradually increasing distance from the imaginary centre line, until it attains the distance of six feet from the imaginary centre line, and will so continue to the western end of the Leeds-road, and thence for a distance of one chain or thereabouts, it will be at a gradually diminishing distance until it approaches within four feet of the imaginary centre line, and thence for a distance of five chains or thereabouts, it will continue at the distance of four feet from the imaginary centre line, thence for the length of a chain or thereabouts, it will be at a gradually diminishing distance until it attains the centre line, and from thence to its termination it will be laid along the centre of Thornton-road, except that,

(a) For a distance of one chain from and westward of a point 55 feet measured in a south-easterly direction from the south-east corner of Brick-lane Mill, it will be at a gradually increasing distance from the imaginary centre line until it attains the distance of four feet, and southward therefrom and thence for a distance of one chain it will gradually approach until it attains the imaginary centre line.

(b) At a point 175 feet, measured in an easterly

direction from the north-west corner of Rosse-street, the centre line of the Tramway will, proceeding in a westerly direction, gradually diverge until in the length of half a chain it attains the distance of four feet from and southward of the imaginary centre line, and will thence continue at the same distance from the imaginary centre line up to a point 70 feet, measured in a westerly direction, from the north-east corner of the Craven Heifer Inn, and thence for the length of half a chain it will gradually approach till it attains the centre line.

(c) At a point 212 feet, measured in an easterly direction from the south-east corner of the road leading from the Bradford and Thornton-road to Shuttleworth Hall, the centre line of the Tramway will, proceeding in a westerly direction, gradually diverge until in the length of half a chain it attains the distance of four feet from and southward of the imaginary centre line, and will thence proceed at the same distance for a length of one chain, and thence it will gradually approach till in the length of half a chain it attains the imaginary centre line.

(d) At a point 500 feet measured in an easterly direction from the north-east corner of the road leading from the Bradford and Thornton-road, to Leaventhorp Mill and Crosley Hall, the centre line of the Tramway will, proceeding in a westerly direction, gradually diverge until, in the length of half a chain, it attains the distance of four feet from and southward of the imaginary centre line, and will thence proceed at the same distance for a length of one chain, and thence it will gradually approach till, in the length of half a chain, it attains the imaginary centre line.

(e) At a point 860 feet measured in a westerly direction from the north-east corner of the road leading from the Bradford and Thornton-road, to Leaventhorp Mill and Crosley Hall, the centre line of the Tramway will, proceeding in a westerly direction, gradually diverge until, in the length of half a chain, it attains a distance of four feet from and southward of the imaginary centre line, and will thence proceed at the same distance for a length of one chain, and thence it will gradually approach till, in the length of half a chain, it attains the imaginary centre line.

(f) At a point 100 feet measured in a westerly direction from the place where the Head Goit leading to Leaventhorp Mill passes under the Bradford and Thornton-road, the centre line of the Tramway will, proceeding in a westerly direction, gradually diverge until in the length of half a chain it attains the distance of four feet from and southward of the imaginary centre line, and will thence proceed at the same distance for a length of one chain, and thence it will gradually approach till in the length of half a chain it attains the imaginary centre line.

(g) At a point 220 feet measuring in an easterly direction from the south-east corner of the road leading from the Bradford and Thornton-road at a place called 'The Bricks' to School Green, the centre line of the tramway will, proceeding in a westerly direction, gradually diverge until in the length of half a chain it attains the distance of four feet from and southward of the imaginary centre line, and will thence proceed at the same distance for

a length of one chain, and thence it will gradually approach till in the length of half a chain it attains the imaginary centre line.

- (h) At a point 180 feet, measured in a north-easterly direction from the north-west corner of the Waggoners' Inn, where the lane leading to Chat-hill joins the Bradford and Thornton-road leading from the Bradford and Thornton-road to School-green, the centre line of the Tramway will, proceeding in a westerly direction, gradually diverge until in the length of half a chain it attains the distance of four feet from and southward of the imaginary centre line, and will thence proceed at the same distance for a length of one chain, and thence it will gradually approach till in the length of half a chain it attains the imaginary centre line.
- (i) At a point 135 feet, measured in an easterly direction from the north-east corner of the lane leading from the Bradford and Thornton-road to Thornton-hall, the centre line of the Tramway will, proceeding in a westerly direction, gradually diverge until in the length of half a chain it attains the distance of four feet from and southward of the imaginary centre line, and will thence proceed at the same distance for a length of one chain, and thence it will gradually approach till in the length of half a chain it attains the imaginary centre line.
- (j) At a point 135 feet measured in an easterly direction from the north-east corner of Green-lane, where it adjoins the Bradford and Thornton-road, the centre line of the Tramway will, proceeding in a westerly direction, gradually diverge until, in the length of half a chain, it attains the distance of four feet from and southward of the imaginary centre line, and will thence proceed at the same distance for a length of one chain, and thence it will gradually approach till, in the length of half a chain, it attains the imaginary centre line.
- (k) At a point 100 feet from the termination hereinbefore described of the Tramway No. 1, the centre line of the Tramway will gradually diverge until, in the length of half a chain, it attains the distance of four feet from and southward of the imaginary centre line, and will so proceed at the same distance to the termination.

A Tramway No. 1A, wholly situate in the township and parish of Bradford, commencing in Leeds-road by a junction with the intended Tramway No. 1B, at a point 70 feet measuring in an easterly direction from the north-east corner of Drake-street where it joins Leeds-road, and terminating in Leeds-road at a point 23 feet, measuring in a north-easterly direction from the same corner.

The centre line of the proposed Tramway No. 1A will be at its commencement on the north side of the imaginary centre line and $6\frac{1}{2}$ feet therefrom, and will pass across such centre line in a westerly direction, and will in the length of three-quarters of a chain terminate at a distance of two feet southward of such centre line.

A Tramway No. 1B, wholly situate in the township of Bradford and parish of Bradford, commencing at or near the junction of Charles-street with Leeds-road, passing along or across Leeds-road, Hall Ings, Bridge-street, the open space in front of the Town-hall, Market-street, and terminating in Market-street at a point 105 feet, measuring in an easterly direction from the north-east corner of the public-house known as the New Inn.

The centre line of the proposed Tramway No. 1B, will at the commencement thereof be on the north side of and at a distance of seven feet from the imaginary centre line, thence for a distance of three chains and a half or thereabouts at a gradually decreasing distance from the imaginary centre line until it attains the distance of four feet from the imaginary centre line, thence for a distance of one chain or thereabouts at a distance of four feet from the imaginary centre line, thence for a distance of half a chain or thereabouts at a gradually increasing distance from the imaginary centre line until it attains the distance of six feet from the imaginary centre line, thence to the west end of Leeds-road it will be at the distance of six feet from the imaginary centre line, thence for a distance of one chain or thereabouts at a gradually diminishing distance until it approaches within four feet of the imaginary centre line, and thence for a distance of five chains or thereabouts it will continue at the distance of four feet from the imaginary centre line, thence for a length of a chain or thereabouts at a gradually diminishing distance till it attains at its termination the imaginary centre line.

For the purposes of this notice the imaginary centre line between the footpath on the south-west side of Bridge-street and Thornton-road—where Thornton-road adjoins Tyrrel-street—shall be deemed to be as follows:—It will commence 28 feet north of the north-east corner of the Town-hall, thence continue in curved directions to a point 32 feet north of the centre of the north side of the tower of the Town-hall, and thence to a point 40 feet north of the north-west corner of the Town-hall; thence continuing from this point a distance of one chain in a straight line; and thence in a curved direction to the centre of Thornton-road, where such road adjoins the west side of Tyrrel-street.

A Tramway No. 1C, in Thornton-road, wholly situate in the township of Bradford and parish of Bradford, commencing and terminating by junctions with Tramway No. 1, the point of commencement being 175 feet, measuring in a south-easterly direction from the south-west corner of the public-house known as the Black Swan Inn, and the point of termination being 80 feet therefrom, measuring in a south-easterly direction.

The centre line of the Tramway No. 1C will be on the south-west side of the imaginary centre line, and eight feet therefrom, except for a length of three-quarters of a chain at its commencement and termination respectively it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing-place No. 1D, in Thornton-road, situate wholly in the township of Manningham and parish of Bradford, commencing and terminating by junctions with Tramway No. 1, the point of commencement being 55 feet measured in a south-easterly direction from the south-east corner of Brick-lane Mills, and the point of termination being 108 feet from the same point measuring in a westerly direction.

The centre line of the Tramway No. 1D will be on the north side of the imaginary centre line and four feet therefrom, except that for a length of three-quarters of a chain at its commencement and termination respectively it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway No. 1E, in Thornton-road, situate wholly in the township of Manningham, and parish of Bradford, commencing and terminating by junctions with Tramway No. 1, the point of commencement being 175 feet measured in an

easterly direction from the north-west corner of Rosse-street, and the point of termination being 108 feet measured in a westerly direction from the north-east corner of the Craven Heifer Inn.

The centre line of the Tramway No. 1E will be on the north side of the imaginary centre line and four feet therefrom, except that for a length of half a chain at its commencement and termination respectively it will gradually approach, until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing-place No. 1F, in the Bradford and Thornton-road, situate wholly in the township of Allerton and parish of Bradford, commencing and terminating by junctions with Tramway No. 1, the point of commencement being 212 feet measured in an easterly direction from the south-east corner of the road leading from Thornton-road to Shuttleworth Hall, and the point of termination being 80 feet from the same point measured also in an easterly direction.

The centre line of the Tramway No. 1F will be on the north side of the imaginary centre line and four feet therefrom, except that for a length of half a chain at its commencement and termination respectively it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing-place No. 1G in the Bradford and Thornton-road, situate wholly in the township of Allerton and the parish of Bradford, commencing and terminating by junctions with Tramway No. 1, the point of commencement being 500 feet measured in an easterly direction from the north-east corner of the road leading from Thornton-road to Leavenworth Mill and Crosley Hall, and the point of termination being 368 feet from the same point also measured in an easterly direction.

The centre line of the Tramway No. 1G will be on the north side of the imaginary centre line and four feet therefrom, except that for half a chain at its commencement and termination respectively it will gradually approach, until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing-place No. 1H, in the Bradford and Thornton-road, situate wholly in the township of Allerton and parish of Bradford, commencing and terminating by junctions with Tramway No. 1, the point of commencement being 860 feet measured in a westerly direction from the north-east corner of the road leading from the Bradford and Thornton-road to Leavenworth Mill and Crosley Hall, and the point of termination being 992 feet from the same point measured also in a westerly direction.

The centre line of the Tramway No. 1H, will be on the north side of the imaginary centre line, and four feet therefrom, except that for half a chain at its commencement and termination respectively it will gradually approach, until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing-place No. 1I, in the Bradford and Thornton-road, situate wholly in the township of Thornton and parish of Bradford, commencing and terminating by junctions with Tramway No. 1, the point of commencement being 100 feet measured in a westerly direction from the place where the Head Goit leading to Leavenworth Mill passes under the Bradford and Thornton-road, and the point of termination being 232 feet from the same point measured also in a westerly direction.

The centre line of the proposed Tramway No. 1I, will be on the north side of the imaginary centre line, and four feet therefrom, except that for half a chain at its commencement and termination respectively it will gradually approach, until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing-place, No. 1J, in the Bradford and Thornton-road, situate wholly in the township of Thornton and parish of Bradford, commencing and terminating by junctions with Tramway No. 1, the point of commencement being 220 feet, measuring in an easterly direction from the south-east corner of the road leading from the Bradford and Thornton-road, at a place called "The Bricks," to School Green, and the point of termination will be 90 feet, measuring in an easterly direction from the same point.

The centre line of the Tramway No. 1J, will be on the north side of the imaginary centre line, and four feet therefrom, except that for a length of half a chain at its commencement and termination respectively it will gradually approach, until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing-place, No. 1K, in the Bradford and Thornton-road, situate wholly in the township of Thornton and parish of Bradford, commencing and terminating by junctions with Tramway No. 1, the point of commencement being 180 feet, measured in a north-easterly direction from the north-west corner of the Waggoners' Inn, where the lane leading to Chat Hill joins the Bradford and Thornton-road, and the point of termination being 50 feet from the same point, measuring also in a north-easterly direction.

The centre line of the Tramway No. 1K, will be on the north side of the imaginary centre line, and four feet therefrom, except that for a length of half a chain at its commencement and termination respectively it will gradually approach, until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing-place, No. 1L, in the Bradford and Thornton-road, situate wholly in the township of Thornton and parish of Bradford, commencing and terminating by junctions with Tramway No. 1, the point of commencement being 135 feet measured in an easterly direction from the north-east corner of the lane leading from the Bradford and Thornton-road to Thornton Hall, and the point of termination being twenty feet from the same point measuring in a northerly direction.

The centre line of the Tramway No. 1L, will be on the north side of the imaginary centre line, and four feet therefrom, except that for a length of half a chain at its commencement and termination respectively it will gradually approach, until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing-place, No. 1M, in the Bradford and Thornton-road, situate wholly in the township of Thornton and parish of Bradford, commencing and terminating by junctions with Tramway No. 1, the point of commencement being 135 feet measured in an easterly direction from the north-east corner of Green-lane, where it adjoins the Bradford and Thornton-road, and the point of termination being 19 feet from the same point measuring in a northerly direction.

The centre line of the Tramway No. 1M will be on the north side of the imaginary centre line and four feet therefrom, except that for a length of half a chain at its commencement and termination

respectively it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway No. 1N, in the Bradford and Thornton-road at Thornton, situate wholly in the township of Thornton and parish of Bradford, commencing by a junction with intended Tramway No. 1 at a point 75 feet, measuring in an easterly direction from the north-east corner of the Friendly Inn beer-house, and terminating at a point 38 feet in a north-westerly direction from the same point.

The centre line of the Tramway No. 1N, will at its commencement be in the centre of the Bradford and Thornton-road, and will thence gradually diverge until in the length of half a chain it attains the distance of four feet from and northward of the imaginary centre line of that road, and will so continue to its termination.

A Tramway No. 2, commencing in the township and parish of Bradford, in Market-street, by a junction with the intended Tramway No. 1, at a point 47 feet, measuring in a westerly direction from the north-west corner of the Town-hall, and passing thence in a south-westerly direction along Market-street, Tyrrel-street, and thence in a southerly direction into Manchester-road, thence along Manchester-road and terminating in the township of Bowling and parish of Bradford, at a point opposite the south-west corner of the Red Lion Inn, at Wibsey Bank Foot, and 54 feet therefrom, measuring in a westerly direction.

The centre line of the proposed Tramway No. 2, will at its commencement be on the left-hand side (proceeding from the commencement of the Tramway) and four feet from the imaginary centre line, and will so continue until it reaches a point 110 feet or thereabouts (measuring in a northerly direction) from the south-west corner of the public-house known as the Odd Fellows' Arms, and thence for a distance of half a chain it will gradually approach until it attains the imaginary centre line, and thence to its termination it will pass along the imaginary centre line.

A Tramway No. 2A, commencing in Market-street, wholly situate in the township and parish of Bradford, by a junction with the intended Tramway No. 1B, at a point 55 feet measured in a westerly direction from the north-west corner of the Town Hall, and passing thence in a south-westerly direction along Market-street and Tyrrel-street, and thence in a southerly direction into Manchester-road, and thence along Manchester-road, and terminating in the township of Horton, in the parish of Bradford, by a junction with Tramway No. 2, at a point in Manchester-road 77 feet or thereabouts (measured in a northerly direction) from the south-west corner of the public-house known as the Odd Fellows' Arms.

The centre line of the proposed Tramway No. 2A will, at its commencement, be on the right-hand side (proceeding from the commencement of the Tramway) of, and four feet from, the imaginary centre line, and will so continue to its termination, except that for a distance of half a chain from its termination it will gradually approach until it attains the imaginary centre line.

A Tramway or passing-place No. 2B, in the Manchester-road, wholly situate in the said township of Horton, in the parish of Bradford, commencing and terminating by junctions with Tramway No. 2, the point of commencement being 36 feet or thereabouts from the north-west corner of Clifford-street, measuring in a north-westerly direction, and the point of termination being at a point opposite to the north-east corner of Earl-

street, and 23 feet therefrom, measuring in an easterly direction.

The centre line of the proposed Tramway No. 2B, will be on the east side of the imaginary centre line, and eight feet therefrom, except that for a length of three-quarters of a chain at its commencement and termination respectively it will gradually approach, until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing-place No. 2C, in Manchester-road, wholly situate in the township of Horton, in the parish of Bradford, commencing and terminating by junctions with Tramway No. 2, the point of commencement being 66 feet from the north-west corner of Bowling-old-lane, measuring in a northerly direction, and the point of termination being 75 feet south-west of the same point.

The centre line of the proposed Tramway No. 2C, will be on the east side of the imaginary centre line, and eight feet therefrom, except that for a length of three-quarters of a chain at its commencement and termination respectively, it will gradually approach, until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 2D, in Manchester-road, wholly situate in the township of Horton, in the parish of Bradford, commencing and terminating by junctions with Tramway No. 2, the point of commencement being 40 feet, measuring in a south-easterly direction from the south-east corner of Jacob-street, and the point of termination being opposite the south-east corner of Albion Mill, and 26 feet therefrom, measuring in an easterly direction.

The centre line of the proposed Tramway No. 2D, will be laid on the east side of the imaginary centre line, and eight feet therefrom, except that for a length of three-quarters of a chain at its commencement and termination respectively it will gradually approach, until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing-place, No. 2E, in Manchester-road, wholly situate in the township of Bowling and parish of Bradford, commencing and terminating by junctions with Tramway No. 2, the point of commencement being 28 feet from the south-east corner of Marsh-street, measuring in a north-easterly direction, and the point of termination being 115 feet from the same point, measuring in a south-easterly direction.

The centre line of the proposed Tramway No. 2E, will be on the east side of the imaginary centre line of the said road and eight feet therefrom, except that for a length of three-quarters of a chain at its commencement and termination respectively it will gradually approach, until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing-place, No. 2F, in Manchester-road, wholly situate in the township of Bowling and parish of Bradford, commencing and terminating by junctions with Tramway No. 2, the point of commencement being 85 feet from the south-east corner of the Craven Heifer Inn, measuring in a south-easterly direction, and the point of termination being 217 feet from the same point and in the same direction.

The centre line of the proposed Tramway No. 2F, will be laid on the east side of the imaginary centre line of the said road, and eight feet therefrom, except that for a length of three-quarters of a chain at its commencement and termination

respectively it will gradually approach, until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway No. 2g, in Manchester-road, wholly situate in the township of Bowling and parish of Bradford, commencing by a junction with Tramway No. 2, at a point 127 feet (measuring in a north-westerly direction) from the south-west corner of the Red Lion Inn at Wibsey Bank Foot, and terminating at a point opposite the south-west corner of the said Red Lion Inn, and 44 feet therefrom, measuring in a westerly direction.

The Tramway No. 2g will, at its commencement, be in the centre of the Manchester-road, and will thence gradually diverge until in the length of three quarters of a chain it attains the distance of eight feet from and eastward of the imaginary centre line of that road, and will so continue to its termination.

A Tramway No. 3, commencing in the said township and parish of Bradford by a junction with the intended Tramway No. 1b, opposite to the north-east corner of the building in the occupation of John Milligan & Sons, in Leeds-road, and 28 feet measuring in a northerly direction from the north-east corner of the said building, passing along or across Leeds-road, Hall Ings, Charles-street, Booth-street, Well-street, High-street, Bolton-road, Bradford and Eccleshill-road, Bolton-lane, the Bradford and Idle-road, Stony-lane, and terminating in the township of Eccleshill, in the parish of Bradford, at a point opposite the north-east corner of the Wesleyan Methodist Chapel, in Stony-lane aforesaid, and 29 feet therefrom, measuring in a northerly direction.

The centre line of the proposed Tramway No. 3 will at the commencement thereof be four feet north of the imaginary centre line of Leeds-road, and will proceed in a curved direction until in a distance of one and a half chains it reaches the imaginary centre line of Hall Ings at the north side of Leeds-road, and will thence proceed along the centre of the portion of Hall Ings north-east of Leeds-road, Bolton-road, Bradford, and Eccleshill-road, Stony-lane, until it reaches a point in that road one and a half chains from and westward of the termination of the said Tramway, whence it will gradually diverge until in a length of half a chain it attains a distance of four feet from and north of the imaginary centre line of that road, and from thence will continue at that distance from the imaginary centre line until it reaches the termination of the Tramway hereinbefore described.

A Tramway No. 3a, wholly situate in the township of Bradford and parish of Bradford, commencing by a junction with the intended Tramway No. 1a, opposite the north-east corner of a building in the occupation of John Milligan and Sons, in Leeds-road, and twenty feet measuring in a northerly direction from the north-east corner of the said building, passing along Leeds-road, Hall Ings, and terminating at a point at the junction of Hall Ings with the south-west side of Charles-street.

The centre line of the proposed Tramway No. 3a will at the commencement thereof be four feet south of the imaginary centre line of the Leeds-road, and will proceed in a curved direction until at a distance of one and three-quarter chains it attains a distance of eight feet from the imaginary centre line of Hall Ings, and will thence continue in a north-easterly direction until in a length of one chain it gradually attains at its termination the imaginary centre line.

A Tramway or passing place No. 3b, wholly situate in the township of Bradford and parish of Bradford, commencing and terminating by junctions with the Tramway No. 3, the point of commencement being 48 feet, measuring in a south-westerly direction, from the south-west corner of the public-house known as the Ring of Bells, and the point of termination being 20 feet, measuring in a north-westerly direction from the north-west corner of the same building.

The centre line of the Tramway No. 3b will be on the west side of the imaginary centre line of the said road, and eight feet therefrom, except that for a length of three-quarters of a chain at its commencement and termination respectively it will gradually approach, until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 3c, wholly situate in the township of Bradford and parish of Bradford, commencing and terminating by junctions with Tramway No. 3, the point of commencement being 78 feet, measuring in a southerly direction, from the south-west corner of Arthur-street, and the point of termination being 70 feet from the same point, measuring in a north-westerly direction.

The centre line of the Tramway No. 3c will be on the east side of the imaginary centre line of the said road and eight feet therefrom, except that for a length of three-quarters of a chain at its commencement and termination respectively it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 3d, wholly situate in the township of Bradford and parish of Bradford, commencing and terminating by junctions with the Tramway No. 3, the point of commencement being 38 feet, measuring in a north-westerly direction, from the north-west corner of the Old Toll Bar-house, at the junction of Wapping-road with Bolton-road, and the point of termination being 170 feet, measuring in a north-westerly direction from the same point.

The centre line of the Tramway No. 3d will be on the east side of the imaginary centre line of the said road, and eight feet therefrom, except that for a length of three-quarters of a chain at its commencement and termination respectively it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 3e, wholly situate in the township of Bradford and parish of Bradford, commencing and terminating by junctions with the Tramway No. 3, the point of commencement being 40 feet measuring in a north-westerly direction from the south-west corner of the road leading to Cliffe-wood Quarries from Bolton-road, and the point of termination being 170 feet measuring in a northerly direction from the same point.

The centre line of the Tramway No. 3e will be on the east side of the imaginary centre line of the said road, and eight feet therefrom, except that for a length of three-quarters of a chain at its commencement and termination respectively it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 3f, wholly situate in the township of Bradford and the parish of Bradford, commencing and terminating by junctions with Tramway No. 3, the point of commencement being 242 feet measuring in an easterly

direction from the south-east corner of Carnarvon-street, and the point of termination being 374 feet from the same point measuring in the same direction.

The centre line of the Tramway No. 3f will be on the south side of the imaginary centre line of the said road, and eight feet therefrom, except that for a length of three-quarters of a chain at its commencement and termination respectively it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 3g, wholly situate in the township of Bolton and parish of Calverly, commencing and terminating by junctions with Tramway No. 3, the point of commencement being 55 feet measuring in a south-easterly direction from the south-west corner of a public-house known as Bolton-hotel, and the point of termination being 34 feet measuring in a northerly direction from the north-east corner of Bolton-lane, where it enters the Bradford and Eccleshill-road.

The centre line of the Tramway No. 3g will be on the south-east side of the imaginary centre line of the said road, and eight feet therefrom, except that for a length of three-quarters of a chain at its commencement and termination respectively it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 3h, wholly situate in the township of Bolton and parish of Calverly, commencing and terminating by junctions with Tramway No. 3, the point of commencement being 442 feet, measuring in a north-easterly direction from the south-east corner of a private road to Bolton-grange, leading from the Eccleshill and Bradford Turnpike-road, and the point of termination being 574 feet from the same point measuring in the same direction.

The centre line of the Tramway No. 3h, will be on the south-east side of the imaginary centre line of the said road and eight feet therefrom, except that for a length of three-quarters of a chain at its commencement and termination respectively it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 3i, wholly situate in the township of Eccleshill and parish of Bradford, commencing and terminating by junctions with Tramway No. 3, the point of commencement being opposite the north-east corner of fence at the junction of Bradford and Eccleshill-road with Pottery-road and 17 feet therefrom measuring in a northerly direction, and the point of termination being 204 feet from the same point measuring in a north-easterly direction.

The centre line of the Tramway No. 3i will be on the south-easterly side of the imaginary centre line of the said road and eight feet therefrom, except that for a length of three-quarters of a chain at its commencement and for one chain at its termination it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 3j, wholly situate in the township of Eccleshill and parish of Bradford, commencing at a point 103 feet measuring in a north-westerly direction from the north-east corner of the Wesleyan Methodist Chapel in Stoney-lane, and terminating at a point 21 feet from such point measuring in a northerly direction.

The centre line of the Tramway No. 3j at its commencement will be in the centre of the said

road, and will gradually diverge until in a length of half a chain it attains the distance of four feet from and south-east of the imaginary centre line of that road, and will so continue to its termination.

A Tramway No. 4, commencing in the township and parish of Bradford, in North Parade, where it joins Northgate at a point twenty-eight feet measured in a south-easterly direction from the south-west corner of North Parade, at its junction with Northgate, and passing thence along North Parade, Manningham-lane and the Bradford and Keighley-road, and terminating in the township of Shipley, in the said parish of Bradford, in the Bradford and Keighley-road, at a point opposite the north-east corner of the Rosse-hotel, and thirty-seven feet therefrom, measuring in a northerly direction.

The centre line of the proposed Tramway No. 4 will at its commencement be twenty feet north-westward of the imaginary centre line at the south-west corner of North Parade, from which point it will gradually approach until in the length of a chain and a half it attains the centre line of North Parade, and will so continue to its termination, except that

- (a) At a point 130 feet, measured in a north-westerly direction from the south-west corner of the boundary-wall of the Clockhouse estate, where it adjoins the Bradford and Keighley-road, the centre line of the Tramway will gradually diverge until in the length of half a chain it attains the distance of four feet south-westward of the imaginary centre line, and will thence proceed at such distance in a northerly direction for the length of half a chain, and thence it will gradually approach till in the length of half a chain it again attains the imaginary centre line.
- (b) At a point 88 feet, measured in a northerly direction, from the south-east corner of the Turf Tavern, the centre line of the Tramway will gradually diverge until in the length of half a chain it attains the distance of four feet westward of the imaginary centre line, and will thence proceed at such distance in a northerly direction for the length of half a chain, and thence it will gradually approach till in the length of half a chain it again attains the imaginary centre line.
- (c) At a point 112 feet, measured in a south-easterly direction, from the south-east corner of the road leading to Firth Carr from the Bradford and Keighley-road, the centre line of the Tramway will gradually diverge until in the length of half a chain it attains the distance of 4 feet westward of the imaginary centre line, and will thence proceed at such distance in a northerly direction for the length of half a chain, and thence it will gradually approach till in the length of half a chain it again attains the imaginary centre line.
- (d) At a point where the stream called the Red Beck passes under the Bradford and Keighley-road, the centre line of the Tramway will gradually diverge until in the length of half a chain it attains the distance of 4 feet westward of the imaginary centre line, and will thence proceed at such distance in a north-westward direction for the length of half a chain, and thence it will gradually approach till in the length of half a chain it again attains the imaginary centre line.
- (e) At a point 36 feet, measuring in a north-

westerly direction from the south-westerly corner of the Coach and Horses-inn, the centre line of the Tramway will gradually diverge until in the length of half a chain it attains the distance of 4 feet from and westward of the imaginary centre line, and will thence proceed at such distance in a northerly direction for the length of half a chain, and thence it will gradually approach till in the length of half a chain it again attains the imaginary centre line.

(f) At a point 550 feet, measuring in a south-easterly direction from the south-westerly corner of the private road, the entrance of which to the Bradford and Keighley-road is near to the milestone indicating three miles from Bradford and seven from Keighley, the centre line of the Tramway will gradually diverge until in the length of half a chain it attains the distance of four feet south-westward of the imaginary centre line, and will thence proceed at such distance in a north-westerly direction for the length of half a chain, and thence it will gradually approach until in the length of half a chain it again attains the imaginary centre line.

(g) At a point 230 feet measured in a south-easterly direction from the south-east corner of Victoria-road, where such road enters the Bradford and Keighley-road, the centre line of the Tramway will gradually diverge until in the length of half a chain it attains the distance of four feet southward of the imaginary centre line, and will thence proceed at such distance in a westerly direction to its termination.

A Tramway or passing-place No. 4a, in North Parade, wholly situate in the township and parish of Bradford, commencing at a point 36 feet measuring in a south-easterly direction from the south-west corner of North Parade at its junction with Northgate, and terminating 45 feet measuring in a south-westerly direction from the south-west corner of the building known as the Blind Institute, in North Parade.

The centre line of the intended Tramway or passing-place No. 4a, will at its commencement be 12 feet from, and north-westward of the imaginary centre line opposite the south-west corner of North Parade, from which point it will gradually approach until in the length of three-quarters of a chain it attains the imaginary centre line and will so continue to its termination.

A Tramway or passing-place No. 4b, in North Parade, situate wholly in the township of Bradford and parish of Bradford, commencing and terminating by junctions with Tramway No. 4, the point of commencement being 21 feet measuring in an easterly direction from the north-east corner of the street known as Snow-hill, and the point of termination being near the south-west corner of Manor-street and 24 feet therefrom, measuring in a south-westerly direction.

The centre line of the Tramway No. 4b will be on the north-east side of the imaginary centre line and eight feet therefrom, except that for a length of three-quarters of a chain at its commencement and termination respectively, it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 4c, in Manningham-lane, situate wholly in the township of Bradford and parish of Bradford, commencing and terminating by junctions with Tramway No. 4, the point of commencement being 23 feet measured in a north-easterly direction from the

north-east corner of Hanover-square, and the point of termination being 146 feet from such point of commencement measured in a northerly direction.

The centre line of the Tramway No. 4c will be on the north-east side of the imaginary centre line and eight feet therefrom, except that for a distance of three-quarters of a chain at its commencement and termination respectively it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 4d, in Manningham-lane, wholly situate in the township of Manningham and parish of Bradford, commencing and terminating by junctions with Tramway No. 4, the point of commencement being opposite to the south-east corner of the back road to Belle Vue and 20 feet therefrom measured in an easterly direction, and the point of termination being 135 feet from the same point of commencement measured in a northerly direction.

The centre line of the Tramway No. 4d will be on the east side of the imaginary centre line and eight feet therefrom, except that for a distance of three-quarters of a chain at its commencement and termination respectively it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 4e, in Manningham-lane, situate wholly in the township of Manningham and parish of Bradford, commencing and terminating by junctions with Tramway No. 4, the point of commencement being 210 feet measured in a northerly direction from the north-east corner of St. Paul's-road, where it joins Manningham-road, and the point of termination being 28 feet measured in a south-easterly direction from the south-east corner of Lister-park, abutting upon Bradford and Keighley-road opposite Oak-avenue.

The centre line of the Tramway No. 4e will be on the east side of the imaginary centre line of the said road and eight feet therefrom, except that for a distance of three-quarters of a chain at its commencement and termination respectively it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 4f in the Bradford and Keighley-road, wholly situate in the township of Manningham and parish of Bradford, commencing and terminating by junctions with Tramway No. 4, the point of commencement being 130 feet and the point of termination being 230 feet measured in a north-westerly direction from the south-west corner of the boundary wall of the Clock-house Estate, where it adjoins the Bradford and Keighley-road.

The centre line of the Tramway No. 4f will be on the east side of the imaginary centre line of the said road and four feet therefrom, except that for a distance of half of a chain at its commencement and termination respectively it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 4g in the Bradford and Keighley-road, wholly situate in the township of Heaton and parish of Bradford, commencing and terminating by junctions with Tramway No. 4, the point of commencement being 83 feet and the point of termination being 188 feet from the south-east corner of the Turf Tavern.

The centre line of the Tramway No. 4g will be

on the east side of the imaginary centre line of the said road and four feet therefrom, except that for a distance of half of a chain at its commencement and termination respectively, it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 4H, in the Bradford and Keighley-road, wholly situate in the township of Heaton and parish of Bradford, commencing and terminating by junctions with Tramway No. 4, the point of commencement being 112 feet, measured in a south-easterly direction from the south-east corner of the road leading to Firth Carr from the Bradford and Keighley-road, and the point of termination being 23 feet from the same point measuring in an easterly direction.

The centre line of the Tramway No. 4H will be on the east side of the imaginary centre line of the said road and four feet therefrom, except that for a length of half a chain at its commencement and termination respectively, it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 4I, in the Bradford and Keighley-road, wholly situate in the township of Shipley and parish of Bradford, commencing and terminating by junctions with the Tramway No. 4, the point of commencement being where the stream, called the Red Beck, passes under the Bradford and Keighley-road, and the point of termination being 100 feet therefrom, measuring in a northerly direction.

The centre line of the Tramway No. 4I will be on the east side of the imaginary centre line and four feet therefrom, except that for a length of half a chain at its commencement and termination respectively, it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 4J, in the Bradford and Keighley-road, wholly situate in the township of Shipley and parish of Bradford, commencing and terminating by junctions with Tramway No. 4, the point of commencement being 36 feet, measuring in a north-westerly direction, from the south-west corner of the Coach and Horses Inn, and the point of termination being 130 feet from the same point, measuring in a northerly direction.

The centre line of the Tramway No. 4J will be on the east side of the imaginary centre line, and four feet therefrom, except that for a length of half a chain at its commencement and termination respectively, it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 4K, in the Bradford and Keighley-road, wholly situate in the township of Shipley and parish of Bradford, commencing and terminating by junctions with the tramway No. 4, the point of commencement being 550 feet, measuring in a south-easterly direction, from the south-westerly corner of the private road, the entrance to which from the Bradford and Keighley-road is near to the milestone denoting three miles from Bradford and seven miles from Keighley, and the point of termination being 452 feet, measuring from the same point and in the same direction.

The centre line of the Tramway No. 4K will be on the north-east side of the imaginary centre line of the said road, and four feet therefrom, except that for a length of half a chain at its commencement and termination respectively it

will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place No. 4L, in the Bradford and Keighley-road, wholly situate in the township of Shipley and parish of Bradford, commencing and terminating by junctions with the Tramway No. 4, the point of commencement being 230 feet, measuring in a south-easterly direction, from the south-east corner of Victoria-road, where such road enters the Bradford and Keighley-road, and the point of termination being a point opposite the north-east corner of the Rosse-hotel and 45 feet therefrom, measuring in a northerly direction.

The centre line of the Tramway No. 4L, will at its commencement be in the centre of the Bradford and Keighley-road, and will thence gradually diverge until in a length of half a chain it attains the distance of four feet from and northward of the imaginary centre line of that road, and will so continue to its termination.

A Tramway No. 5, commencing in Leeds-road, in the township and parish of Bradford, at or near the junction of Charles-street with Leeds-road, by a junction with the intended Tramway No. 1, and passing along or across Leeds-road, Vicar-lane, the Dudley-hill, Killinghall, and Harrowgate Turnpike-road, and terminating in the township of Calverley-with-Farsley, in the parish of Calverley, at or near the junction of the Leeds and Bradford Old-road with the Leeds and Bradford-road.

The centre line of the proposed Tramway No. 5 will at the commencement thereof and for a distance of three-quarters of a chain or thereabouts, be on the south side of and at a distance of one foot from the imaginary centre line of Leeds-road, and thence it will gradually approach until in a length of half a chain it reaches the centre of the Leeds-road, and will so continue until it reaches a point twenty-eight feet measured in a northerly direction from the north-west corner of Lyndhurst-street, where that street joins Leeds-road, and thence for a distance of half a chain it will gradually diverge until it attains a distance of four feet southward of the centre line, and will so continue till it reaches a point 166 feet (measuring in a south-westerly direction) from the fence corner at the junction of the Leeds and Bradford Old-road, with the Leeds and Bradford-road, and thence for a distance of three-quarters of a chain it will gradually approach until it attains the centre line, and thence to its termination it will gradually diverge until at its termination it attains a distance of twenty feet north-westward of such imaginary centre line of road, except that,

(a) At a point 46 feet, measuring in a south-westerly direction from the south-west corner of Harris-street where it joins Leeds-road, the centre line of the Tramway will gradually diverge until in the length of half a chain it attains the distance of 4 feet southward of the imaginary centre line, and will thence proceed at the same distance in an easterly direction for the length of one chain, and thence it will gradually approach till in the length of half a chain it attains the imaginary centre line.

(b) At a point 23 feet, measured in a southerly direction from the south-west corner of Joseph-street where it joins Leeds-road, the centre line of the Tramway will gradually diverge until in the length of half a chain it attains the distance of 4 feet southward of the imaginary centre line, and will thence

proceed at the same distance in an easterly direction for the length of one chain, and thence it will gradually approach till in the length of half a chain it attains the imaginary centre line.

- (c) At a point 37 feet, measured in a north-easterly direction from the north-east corner of Wentworth-street, the centre line of the Tramway will gradually diverge, until in the length of half a chain it attains the distance of 4 feet southward of the imaginary centre line, and will thence proceed at the same distance in an easterly direction for the length of one chain, and thence it will gradually approach till in the length of half a chain it attains the imaginary centre line.

A Tramway No. 5A in Leeds-road, wholly situate in the township and parish of Bradford, commencing by a junction with the intended Tramway No. 1B, at a point 60 feet or thereabouts, measuring in an easterly direction from the Peel Statue, passing along Leeds-road in an easterly direction, and terminating by a junction with Tramway No. 5, at a point 42 feet from the south-west corner of Booth-street measuring in a south-westerly direction.

The centre line of the proposed Tramway No. 5A, will at its commencement be on the north side of and at a distance of seven feet from the imaginary centre line, and will so continue to its termination, except that for a distance of half a chain from its termination it will gradually approach until it attains the imaginary centre line.

A Tramway or passing place, No. 5B, in Leeds-road, wholly situate in the township and parish of Bradford, commencing and terminating by junctions with Tramway No. 5, the point of commencement being 46 feet measuring in a south-westerly direction, and the point of termination being 65 feet from the same point measuring in a south-easterly direction from the south-west corner of Harris-street, where it joins Leeds-road.

The centre line of the Tramway No. 5B, will be on the north side of the imaginary centre line, and four feet therefrom, except that for a length of half a chain at its commencement and termination respectively it will gradually approach, until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place, No. 5C, in Leeds-road, wholly situate in the township and parish of Bradford, commencing and terminating by junctions with Tramway No. 5, the point of commencement being 23 feet measured in a southerly direction from the south-west corner of Joseph-street, where it joins Leeds-road, and the point of termination being 104 feet from the same point measuring in an easterly direction.

The centre line of the proposed Tramway, No. 5C, will be on the north side of the imaginary centre line, and 4 feet therefrom, except that for a length of half of a chain at its commencement and termination respectively it will gradually approach until at its commencement and termination respectively it reaches the imaginary centre line.

A Tramway or passing place, No. 5D, in Leeds-road, wholly situate in the township and parish of Bradford, commencing and terminating by junctions with Tramway No. 5, the point of commencement being 37 feet measuring in a north-easterly direction from the north-east corner of Wentworth-street, and the point of termination being 130 feet from the same point measuring in an easterly direction.

The centre line of the proposed Tramway,
No. 23924.

No. 5D, will be on the north side of the imaginary centre line, and 4 feet therefrom, except that for a length of half a chain at its commencement and termination respectively, it will gradually approach until at its commencement and termination respectively, it reaches the imaginary centre line.

A Tramway No. 5E, in Leeds-road, commencing in the township and parish of Bradford, by a junction with the intended Tramway No. 5, at a point 28 feet measured in a northerly direction from the north-west corner of Lyndhurst-street, where it joins Leeds-road, and terminating in the township of Calverley-with-Farsley, in the parish of Calverley, at or near the junction of the Leeds and Bradford Old-road with the Leeds and Bradford-road.

The proposed Tramway No. 5E will at its commencement be in the centre of the Leeds-road, and will thence gradually diverge until in the length of half a chain it attains the distance of four feet from and northward of the imaginary centre line of that road, and will so continue until it reaches a point 164 feet, measuring in a south-westerly direction, from the fence-corner at the junction of the Leeds and Bradford Old-road with the Leeds and Bradford-road, from which point it will diverge until at its termination it attains a distance of 28 feet north-westward of such centre line of Leeds-road.

A Tramway or passing place No. 5F, in Leeds-road, wholly situate in the township of Calverley-with-Farsley in the parish of Calverley, commencing by a junction with the intended Tramway No. 5E at a point 50 feet, measuring in a southerly direction from the fence-corner at the junction of the Leeds and Bradford Old-road with the Leeds and Bradford-road, and terminating by a junction with the intended Tramway No. 5, 108 feet, measuring in a southerly direction from the above point.

The centre line of the Tramway No. 5F will be at its commencement on the north-west side of the centre line of the said road and 20 feet therefrom, and will gradually approach until at its termination it will be two feet from the centre line of the road.

The proposed Tramways will be wholly made or situate in the townships of Bradford, Manningham, Allerton, Thornton, Horton, Bowling, Bolton, Eccleshill, Heaton, Shipley, Calverley-with-Farsley, in the parishes of Bradford and Calverley, all in the West Riding of the county of York.

Each of the proposed Tramways will be constructed on the gauge of four feet, and will occupy throughout a space of four feet four and a half inches.

The distance 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 or some other description is given) an imaginary line drawn along the centre of the carriage-way of the street, road, or other thoroughfare (by whatever name called or known), through or along which the respective Tramway is intended to be made.

In the following instances the said Tramways will be laid along the several roads or streets hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than nine feet six inches will intervene between the outside of the footpath on either side of the said roads or streets, and the nearest rail of the Tramway (that is to say:—

In Leeds-road, on both sides thereof, from a point opposite where Charles-street joins that road, for a distance of $10\frac{1}{2}$ chains, measuring in a westerly direction along that road.

In Thornton-road, on both sides thereof, from a point opposite the south-east corner of Cemetery-road, where it joins Thornton-road, for a distance of two and a quarter chains, measuring in an easterly direction along Thornton-road.

In Manchester-road, on the east side thereof, from a point opposite the south-east corner of Sterling-street, for a distance of one and three-quarters chains, measuring in a southerly direction along the said road.

In Manchester-road, on the east side thereof, from a point 50 feet from the north-west corner of Bowling-Old-lane for a distance of one and three-quarter chains, measuring in a southerly direction along the said road.

In Hall lngs, on the south-east side thereof, from its junction with Leeds-road on the north-east side thereof for a distance of one chain, measuring in a north-easterly direction along the said road.

In Bolton-road, on both sides thereof, from a point opposite the south-east corner of a road known as Broad-stones, where such road enters Bolton-road for a distance of eight chains, measuring in a northerly direction along the said road.

In Bolton-road, on both sides thereof, from a point 60 feet, measuring in a northerly direction from the south-east corner of Wharf-street for a distance of three chains, measuring in a northerly direction along the said road.

In Bolton-road, on the east side thereof, from a point 30 feet, measuring in a south-westerly direction from the south-west corner of Arthur-street for a distance of two chains measuring in a northerly direction along the said road.

In Bolton-road, on the east side thereof, from a point 70 feet, measuring in a northerly direction from the south-west corner of road leading to Cliffe-wood Quarries for a distance of one chain, measuring in a northerly direction along the said road.

In Bolton-road, on the south side thereof, from a point 257 feet, measuring in an easterly direction from the north-easterly corner of Carnarvon-street for a distance of one and a half chains, measuring in a north-easterly direction along the said road.

In the Bradford and Eccleshill-road, on the south-east side thereof, from a point 80 feet measuring in an easterly direction from the south-west corner of Bolton Hotel for a distance of two chains, measuring in a north-easterly direction along the said road.

In Bradford and Eccleshill-road, on the south-east side thereof, from a point 450 feet measuring in a north-easterly direction from the south-east corner of a private road leading to Bolton Grange from the Bradford and Eccleshill-road for a distance of one and a half chains, measuring in a north-easterly direction along the said road.

In Stony-lane, on both sides thereof, from a point in the said road opposite the north-east corner of the Wesleyan Methodist Chapel for a distance of three and a quarter chains, measuring in a westerly direction along the said road.

In North Parade, on both sides thereof, from a point opposite north-east corner of the street known as Snow Hill for a distance of two chains, measuring in a south-easterly direction along the said road.

In Manningham-lane, on the north-east side thereof, from a point twenty-eight feet measuring in a northerly direction from the north-east corner

of Hanover-square for a distance of one and three quarters chains, measuring in a north-westerly direction along the said road.

In Manningham-lane, on the north-east side thereof, from a point 26 feet, measuring in a north-easterly direction from the south east corner of Back-road to Belle Vue for a distance of one and three quarters chains, measuring in a north-westerly direction along the said road.

In the Bradford and Keighley-road, on both sides thereof, from a point 140 feet measuring in a north-westerly direction from the south-west corner of the boundary wall of the Clock House Estate abutting on the Bradford and Keighley-road for a distance of one and a quarter chains, measuring in a north-westerly direction along the said road.

In Leeds-road, on both sides thereof, from a point 40 feet measuring in a north-easterly direction from the north-east corner of Wentworth-street for a distance of one and a quarter chains, measuring in an easterly direction along the said road.

To authorise deviations from the lines and levels of so much and such parts of the proposed several Tramways as will be situate in Thornton-road, Manchester-road, Bolton-road, Manningham-lane, and Leeds-road, so far as may be necessary, in order that those Tramways respectively may be laid and maintained in the centre of those streets and roads respectively, and upon the surface thereof as the same shall eventually be deviated, widened, or altered, formed, and completed by the Corporation of Bradford.

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

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

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 passengers 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 along or upon 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 parts of any highway, local board of health, 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 Bill of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

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 edged rail or on a grooved rail.

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

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed Tramways will be laid, or any part or parts thereof, and along, over and across such Tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's principal Secretaries of State, or the Board of Trade, or the Mayor, Aldermen, and Burgesses of the Borough of Bradford, or some other public body or authority, to make bye-laws, rules, or 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 or road or thoroughfare or otherwise, it is necessary or expedient to remove or discontinue the use of any Tramway as aforesaid or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township, or place mentioned in this Notice, and maintain, so long as occasion may require, a temporary Tramway or temporary Tramways, in lieu of the Tramway or part of a Tramway so removed or discontinued to be used or intended so to be.

To enable the Company, and the Mayor, Aldermen, and Burgesses of the Borough of Bradford, and any Local Board, District Board, Trustee, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed Tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same, by animal, steam, or other power.

To empower the Company, and the Mayor, Aldermen, and Burgesses of the Borough of Bradford, and any company or companies who may hereafter be authorized to lay down a Tramway or Tramways, in any of the streets or roads along which the Tramways hereinbefore described are intended to be laid, to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, ownership, user,

working, maintenance, and management of the Tramway or Tramways of the contracting parties, or some part or parts thereof respectively; the procuring of rolling and working stock; the appointment, removal, and payment of officers and servants; the interchange, transmission, collection and delivery of traffic, the fixing, collection, division, apportionment, and appropriation of rates, tolls, and charges upon their respective undertakings, and all incidental matters; and to sanction and give effect to contracts, agreements, and arrangements made or to be made with respect to any of the matters aforesaid.

To incorporate with the Bill, and to extend and apply to the Tramways and works, all or some of the powers and provisions of the Tramways Act, 1870, and so far as may be necessary for the purposes of the Bill, or, as may be deemed expedient, to alter, amend, or repeal the provisions, or some of the provisions, of that Act, and of any public or local Act in force within the borough of Bradford, or in any parish, township, or extra-parochial or other place hereinbefore mentioned, as may interfere or be inconsistent with the objects or purposes of the Bill.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with, its objects, and will confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the proposed Tramways and works, a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the West Riding of the county of York, at his Office at Wakefield, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes or extra-parochial places, from, in, through, or into which the intended Tramways and works will be made or pass; and also a copy of the said notice as published in the London Gazette, will, on or before the 30th day of November instant, 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 residence.

And notice is hereby further given, that 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.

Rooke and Midgley, Solicitors, Leeds.

Dawson and Greaves, Solicitors, Bradford.

William Toogood, 16, Parliament-street, Westminster, Parliamentary Agent.

Forge Valley Railway.

(Incorporation of Company; Powers to Construct Railway, and Works, and form Junction with Scarborough and Whitby Railway; to run over portion of that Railway, to use Stations, &c.; to enter into agreements; to Purchase Lands compulsorily; to levy Tolls; to repeal, alter, and amend Acts; to extinguish rights and privileges; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a Company by the name of "The Forge Valley Railway Company," (or by such other name as may be deemed expedient) hereinafter called "the Company," and to confer upon such Company powers for all or some of the following purposes (that is to say):—

To make and maintain the railway and works hereinafter mentioned, or some part thereof, together with all necessary junctions, stations, bridges, works, and conveniences connected therewith, and approaches thereto; that is to say:—

A railway commencing at the south-west corner of a field in the township of West Ayton, in the parish of Hutton Bushell (abutting on the high road leading from West Ayton to Wykeham), belonging or reputed to belong to the trustees of Lady Hewley's Charity, and in the occupation of James Smith Darrell, situate 500 yards or thereabouts, measured in a westerly direction from the point of junction of that road with the Gaith End-road, and thence passing from, in, through, or into the parishes, townships, extra-parochial and other places of Hutton Bushell, Seamer, Hackness, West Ayton, East Ayton, Suffield-cum-Everley, Scalby, Throxenby, and Newby, or some of them, and terminating in the township of Newby and parish of Scalby by a junction with the authorised line of the Scarborough and Whitby Railway (now in the course of construction) at a point marked 1 mile, 7 furlongs and in a field numbered 35 on the plans of that railway, deposited with the Clerk of the Peace for the North Riding of the county of York, all which said railway will be situate in the parishes, townships, extra-parochial, and other places aforesaid, or some of them in the said North Riding.

To deviate in constructing the proposed railway junction 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 alter, cross on the level, or over, or under, or otherwise 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 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 purpose of the said railway junctions and works, or any of them, to be authorised by the said Act: to vary or repeal or extinguish all existing rights or privileges in any manner connected with the lands, houses, and other property proposed to be purchased, or with any railway, railway works or property, or other property or work or interests which may be interfered with by the said intended railway or other works, or which would or could in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and other works, or any of them, or with any of the objects and purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To make such junctions and communications with, or openings in, and alterations of the Scarborough and Whitby Railway, and otherwise to interfere with the rails, works, and lands of that railway 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 levy tolls, rates, and charges for or in respect of the said intended railway and other

works, and for and in respect of the conveyance of traffic on such railway and works or either of them, and to confer exemptions from the payment of such tolls, rates, and charges, or any of them.

To enable the Company and all Companies and persons using their railway or works to run over and use with their engines, carriages, and servants, and for the purposes of traffic of every description, all or any part or parts of the railway of the Scarborough and Whitby Railway Company as lies between the intended junction therewith, as hereinbefore described, and the termination of that railway in the borough and township of Scarborough, together with and including the stations, platforms, sidings, water, water engines, engine sheds, standing room for engines, booking and other offices and conveniences connected therewith respectively upon such terms and conditions, and upon payment of such tolls and charges or other consideration and under such regulations as may be named in the said Act or as may be agreed upon or as may be settled by the Board of Trade in case of difference, or by arbitration, and if necessary or expedient to alter and vary the tolls and charges now authorised to be taken by the Scarborough and Whitby Railway Company.

To enable the Company and the Scarborough and Whitby Railway Company to enter into agreements with respect to the interchange, accommodation, and conveyance of traffic coming from or destined for their respective undertakings, and the division and appropriation of the revenue arising from such traffic, or to confirm any agreement or agreements now existing or that may be made touching any of the matters aforesaid, and in default of agreement to provide for referring to arbitration or the Board of Trade the terms and conditions upon which such interchange, accommodation, and conveyance of traffic and other facilities are to be afforded and effected.

To create a joint stock or capital, and to raise money by borrowing on mortgage of the undertaking, and to confer on the Company, and to incorporate with the said Act, and to make applicable to the objects of the said undertaking, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" and "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railway Clauses Act, 1863;" and all other Acts, statutes, and provisions relating to, or necessary for effecting the objects and purposes to be authorised by the said intended Act.

To alter, amend, extend, and enlarge, and if necessary to repeal, as far as 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, and all other Acts of Parliament and Charters, as 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, 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 offices 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 railway and works will 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 11th day of November, 1872.

Moody, Turnbull, and Graham, Scarborough, Solicitors.

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

Ilford Gas.

(Application under "The Gas and Water Works Facilities Act, 1870," to the Board of Trade for a Provisional Order for power to maintain and continue Gas Works, to define Limits of Supply; Power to break up Streets and levy Rents; to raise additional Capital; to acquire additional Land; Incorporation of Acts; and for other purposes.)

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

1. To enable the Company to maintain and continue in and upon the lands now leased to and occupied by them and hereafter described gas works in that portion of the parish of Barking, in the county of Essex, called Great Ilford Ward, and to manufacture and store and supply gas and sell the same, and to manufacture and sell all residual and other products thereof, and carry on there all the business usually carried on by Gas Companies or which is or may become incident thereto.

2. To carry into effect the said powers in and upon certain lands now leased to, and occupied by, the Company, containing by admeasurement one quarter of an acre or thereabouts, situated in Great Ilford Ward aforesaid, and in the parish and county aforesaid, bounded on the north by a wharf and limekiln yard and premises belonging or reputed to belong to Sir Edward Hulse, Bart., and now in the occupation of George Augustus Burrell, as his tenant; on the east by the River Roden, otherwise Roding; on the south by marsh land, belonging or reputed to belong to the Marquess of Salisbury, and now in the occupation of the said George Augustus Burrell, as his tenant; and on the west by marsh land, belonging or reputed to belong to the said Sir Edward Hulse, and now in the occupation of Mrs. Tyler, as tenant thereof.

3. To authorise the Company to acquire and hold patent rights and licences in relation to the manufacture or distribution of gas, and the utilisation of the residual products obtainable therefrom.

4. To supply gas for public and private lights and other purposes within that portion of the parish of Barking aforesaid called Great Ilford Ward.

5. To enable the Company to lay down and maintain pipes in, through, across, and under streets, roads, lanes, bridges, rivers, and other public passages and places within the limits above defined, 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 authorise the Company to manufacture, purchase, sell, or let gas-meters, fittings, and other gas apparatus, and to levy and recover rates, rents, and charges for the sale and supply of gas for public and private lights, and for other purposes, and of gas-meters, pipes, apparatus, and fittings, to alter existing rates or rents, to confer, vary, or extinguish exemptions from the payment of rates or rents, and to confer, vary, or extinguish other rights and privileges.

7. To raise additional capital by shares or stock and by borrowing with power to issue any new shares or stock with a preference or priority of dividend and upon such terms and conditions as may be prescribed in the Order.

8. To fix and regulate the capital of the Company, to authorise and empower the Company, to create and issue debenture stock.

9. To purchase by agreement, or take on lease, additional land for the general purposes of the Company and subject to such regulations as shall be defined by the said Order.

10. To incorporate with the intended Provisional Order all or some of the provisions of "The Gas Works Clauses Act, 1847," and "The Gas Works Clauses Act, 1871," "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863," respectively.

11. In so far as may be necessary for the purposes of the said Provisional Order, to alter and vary all or some of the provisions of the Deed of Settlement of the Ilford Gas Light and Coke Company, and to amend, enlarge, vary, or repeal all or any of the existing powers of the Company.

12. To vary or extinguish all existing rights and privileges which would interfere with the powers to be sought for as aforesaid.

On or before the 30th day of November, 1872, a copy of this notice, as published in the London Gazette, will be deposited in the office of the Clerk of the Peace for the county of Essex, situate at Chelmsford, in the same county, and at the office of the Board of Trade, Whitehall.

Printed copies of the draft proposed Provisional Order will be deposited at the office of the Board of Trade, and copies of the said draft Order when deposited, and of the same Order when made, can be obtained at the office of Mr. Edward Walmisley, 25, Abingdon-street, Westminster, on payment of one shilling 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 also sent to the agent of the Company as under-mentioned.

Dated this 12th day of November, 1872.

Edward Walmisley, 25, Abingdon-street Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

North Metropolitan Tramways.

(Power to North Metropolitan Tramways Company to Construct New Tramways; Agreements with Great Eastern Railway Company and the Corporation of the City of London; Provisions as to Carriages and Trucks, Motive Power, and Rails; further Capital; Extension of time for Construction of certain Tramways authorised by the North Metropolitan Tramways Act, 1870; Amendment of Acts.)

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

To enable the North Metropolitan Tramways Company, hereinafter called "the Company," to make, form, lay down, and maintain the several Tramways hereinafter described, or some or one of such Tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences (that is to say):—

ISLINGTON AND POST-OFFICE ROUTE EXTENSION.

Tramway (No. 1) commencing by a junction with the Tramways 14 and 14B, authorised by the North Metropolitan Tramways Act, 1871, at their termination in Goswell-road, and passing thence into and along Aldersgate-street and St. Martin's-le-Grand, and terminating in St. Martin's-le-Grand, at or near its junction with Newgate-street.

The centre line of Tramway No. 1 will be, at its commencement, in the centre of the street, and will so continue for a length of $3\frac{1}{2}$ chains, and will thence gradually diverge for a length of 1 chain, until it reaches a distance of $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line, and will so continue for a length of 1 chain, and will thence, for a length of 1 chain, gradually approach until it reaches the imaginary centre line, and will so continue to a point 2 chains south of the south side of Long-lane, and will thence again diverge for a length of 4 chains till it reaches a distance of 9 feet from and on the east side of the imaginary centre line, and will so continue for a length of 3 chains, and will thence for a length of 1 chain gradually approach until it reaches a distance of $4\frac{1}{2}$ feet from and on the same side of the imaginary centre line, and will so continue to a point 1 chain south of the south side of Little Britain, and will thence for a length of 1 chain gradually diverge until it reaches a distance of 9 feet from and on the same side of the imaginary centre line, and will so continue to a point opposite the north side of St. Ann's-lane, and will thence for a length of 1 chain gradually approach until it reaches a distance of $4\frac{1}{2}$ feet from and on the same side of the imaginary centre line, and will so continue to its termination.

Tramway No. 1A, commencing by a junction with Tramway No. 1 in Aldersgate-street, at a point 2 chains south of the south side of Long-lane, and passing thence along Aldersgate-street into and terminating in St. Martin's-le-Grand at the same point as Tramway No. 1.

The centre line of Tramway No. 1A will be at its commencement in the centre of the street, and will thence gradually diverge for a length of 4 chains till it reaches a distance of 9 feet from and on the west side of the imaginary centre line, and will so continue for a length of 3 chains, and will thence for a length of 1 chain gradually approach until it reaches a distance of $4\frac{1}{2}$ feet from and on the same side of the imaginary centre line, and will so continue to a point 1 chain south of the south side of Little Britain, and will thence for a length of

1 chain gradually diverge until it reaches a distance of 9 feet from and on the same side of the imaginary centre line, and will so continue to a point opposite the north side of St. Ann's-lane, and will thence for a length of 1 chain gradually approach until it reaches a distance of $4\frac{1}{2}$ feet from and on the same side of the imaginary centre line, and will so continue to a point 2 chains from its termination, whence it will gradually approach and intersect the imaginary centre line at a point 1 chain from its termination, and thence will gradually diverge until it reaches its termination, where it will be at a distance of $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line.

Tramway or passing-place No. 1B, 3 chains in length, wholly situate in Aldersgate-street, commencing and terminating by junctions with Tramway No. 1, at points 3 chains and 6 chains respectively from its commencement as above described.

The centre line of Tramway No. 1B will at its commencement and termination respectively be in the centre of the street, and will for a length of 1 chain in its centre be at a distance of $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line.

Tramways Nos. 1 and 1A are proposed to be so laid as that for a length in Aldersgate-street of 30 yards on each side of the end of Little Britain, and for a length in St. Martin's-le-Grand of 30 yards north from the end of Angel-street, a less space than 9 feet 6 inches will intervene between the outside of the footpath on each side of the street and the nearest rail of the tramway.

The said Tramways Nos. 1 1A, and 1B will pass from, through, or into, or be situate in the parishes and places following, viz.,—St. Botolph, Aldersgate, St. Ann and St. Agnes, St. Leonard, Foster-lane, and Christchurch, all in the City of London.

BROAD-STREET LINES.

Tramways No. 2 and No. 2A, commencing respectively by junctions with the existing Tramways of the Company at their termination in Finsbury-place, and passing thence into and along South-place, Eldon-street, Blomfield-street, and Liverpool-street, and terminating in Liverpool-street, at or near its junction with and on the west side of New Broad-street.

The centre lines of Tramways No. 2 and No. 2A will be at a distance of $4\frac{1}{2}$ feet from and respectively on the north and south sides of the imaginary centre line in South-place, Eldon-street, and Liverpool-street, and respectively on the east and west sides of the imaginary centre line in Blomfield-street, except that Tramway No. 2A will, from a point 2 chains from its termination gradually approach and intersect the imaginary centre line at a point 1 chain from its termination, and thence will gradually diverge until it reaches its termination, where it will be at a distance of $4\frac{1}{2}$ feet from and on the north side of the imaginary centre line.

Tramways Nos. 2 and 2A are proposed to be so laid as that for the whole length of Eldon-street, and in Blomfield-street for a length of 30 yards from the northern end of that street, a less space than 9 feet 6 inches will intervene between the outside of the footpath on each side of the said streets and the nearest rail of the Tramway.

Tramways Nos. 2 and 2A will pass from, through, or into, or be situate in, the several parishes and places following,—that is to say, St. Stephen, Coleman-street, and St. Botolph, Bishopsgate, in the City of London, and St. Luke, Middlesex, and St. Leonard's, Shoreditch, in the county of Middlesex.

MOORGATE-STREET EXTENSIONS.

Tramways Nos. 3 and 3A, being short curves about $1\frac{1}{2}$ chains in length, commencing in Moorgate-street, at or near the south end thereof, by junctions with Tramways Nos. 5 and 5A, authorised by "The North Metropolitan Tramways Act, 1870," at their termination, and thence passing in an easterly direction into and terminating in Lothbury, at or near the usual situate near the west end thereof.

The centre lines of Tramways Nos. 3 and 3A will be at their commencements in the centre of the street, and at their terminations respectively on the north and south sides of, and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

Tramways Nos. 4 and 4A, commencing respectively in and at the south end of Moorgate-street, by junctions with Tramways Nos. 5 and 5A, authorised by "The North Metropolitan Tramways Act, 1870," at their termination, and passing thence into and along, and terminating in Princes-street, near the south end thereof.

The centre line of Tramway No. 4 will be at a distance of 8 feet from and on the east side of the imaginary centre line of Princes-street, except that for a length of 2 chains from its termination it will gradually diverge until at its termination it will be 13 feet from and on the same side of the imaginary centre line.

The centre line of Tramway No. 4A will be in the centre of the street, except that for a length of 2 chains from its termination it will gradually diverge until at its termination it will be 13 feet from and on the east side of the imaginary centre line.

Tramways Nos. 4 and 4A are proposed to be so laid as that a less space than 9 feet 6 inches will intervene between the nearest rail of the Tramway and the outside of the footpath on the east side of the street through the whole length of Princes-street, and between the outside of the footpath on the west side of the street from a point 30 yards, to a point 100 yards, respectively measured from the north-west corner of the Bank of England.

Tramways Nos. 3, 3A, 4, and 4A, will pass from, through, and into, or be situate in the several parishes and places of Saint Margaret's, Lothbury; Saint Mildred, Poultry; Saint Mary, Woolchurch Haw; and Saint Christopher-le-Stock, all in the City of London.

ALDGATE EXTENSION.

Tramway No. 5, commencing in Aldgate High-street by a junction with the Tramways Nos. 9 and 9A, authorised by "The North Metropolitan Tramways Act, 1870," at their termination, and passing thence into and along Aldgate and Leadenhall-street, to and terminating at the east end of the piece of vacant ground at the junction of Leadenhall-street and Fenchurch-street.

The centre line of Tramway No. 5 will, from its commencement to Houndsditch, be at a distance of $4\frac{1}{2}$ feet from and on the north-west side of the imaginary centre line, and will thence for a length of one chain gradually approach until it reaches the imaginary centre line, and will so continue to Mitre-street, and will thence pass round the north side of Aldgate Pump to its termination.

Tramway No. 5A, commencing in Aldgate High-street by a junction with Tramway No. 9A, authorised by the last-mentioned Act, at a

point 2 chains north-east of the termination of that Tramway, and passing thence along Aldgate High-street into and along Aldgate, and terminating in Aldgate at or near the end of Jewry-street.

The centre line of Tramway No. 5A will be throughout at a distance of $4\frac{1}{2}$ feet from and on the south-east side of the imaginary centre line, except for a distance of 1 chain from its termination, whence it will gradually approach until at its termination it reaches the imaginary centre line.

Tramway No. 5B, about 2 chains in length, commencing in Aldgate by a junction with Tramway No. 5, at or near the end of Mitre-street, and passing thence into Fenchurch-street, and terminating at the point hereinbefore described as the termination of Tramway No. 5.

Tramway No. 5B will at its commencement be in the centre of the street, and will thence pass round the south side of Aldgate Pump to its termination.

Tramway No. 5 is proposed to be so laid in Aldgate as that between Mitre-street and Duke-street a space of less than 9 feet 6 inches will intervene between the outside of the footpath on both sides of the street and the nearest rail of the Tramway.

Tramways Nos. 5, 5A, and 5B, will pass from, through, and into, or situate in the several parishes and places following, that is to say, Saint Botolph without Aldgate, and Saint Katharine Cree Church, both in the City of London.

SHOREDITCH LINES.

Tramways No. 6 and 6A, commencing in Norton Folgate, at the end of White Lion-street, and passing thence into and along High-street, Shoreditch, into and terminating at the south end of Kingsland-road by junctions with Tramway No. 2, authorised by the North Metropolitan Tramways Act, 1871, at the commencement thereof.

Where in this notice reference is made to High-street, Shoreditch, that street is intended to be referred to as authorised to be widened by the Metropolitan Street Improvements Act, 1872.

The centre line of Tramway No. 6 will be at its commencement on the east side of and $4\frac{1}{2}$ feet from the imaginary centre line, and will thence for a length of one chain gradually approach until it intersects the imaginary centre line, and will thence for a length of one chain gradually diverge until it reaches a distance of $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line, and will so continue to a point three chains north of Worship-street, whence it will for a length of one chain gradually diverge until it reaches a distance of 9 feet from and on the same side of the imaginary centre line, and will so continue for a length of three chains, and will thence for a length of one chain gradually approach until it reaches a distance of $4\frac{1}{2}$ feet from and on the same side of the imaginary centre line, and will so continue through and to the north end of High-street, Shoreditch, and thence to its termination, where it will be in the centre of Kingsland-road.

The centre line of Tramway No. 6A will be at its commencement $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line, and will so continue to a point three chains north of Worship-street, whence it will, for a length of one chain, gradually diverge until it reaches a distance of 9 feet from and on the same side of the imaginary centre line, and will so continue for a length of three chains, and will thence for a length of one

chain gradually approach until it reaches a distance of 4½ feet from and on the same side of the imaginary centre line, and will so continue to a point two chains from its termination, whence it will gradually approach, and at its termination will be in the centre of Kingsland-road.

Tramways Nos. 6 and 6A are proposed to be so laid in High-street, Shoreditch, as that for a length of 20 yards northwards from Holywell-lane a space of less than 10 feet 6 inches will intervene between the outside of the footpaths on each side of the street and the nearest rail of the Tramways.

Tramways Nos. 7 and 7A, each about one chain in length, wholly in High-street, Shoreditch, commencing respectively by junctions with Tramways Nos. 6 and 6A at a point thereon three chains from their termination, as hereinbefore described, and terminating respectively by junctions with Tramways Nos. 9 and 9A, authorised by "The North Metropolitan Tramways Act, 1871," at their commencements.

Tramways Nos. 6, 6A, 7, and 7A, will pass from, through, and into, or be situate in the several parishes and places following (that is to say), Liberty of Norton Folgate and Saint Leonards, Shoreditch, both in the county of Middlesex.

Each of the said Tramways hereinbefore described will occupy throughout a space of 5 feet 1 inch in width, and the distance thereof from the imaginary centre line hereinbefore stated, means the distance of the centre line of the Tramway from the imaginary centre line, and the imaginary centre line means in all cases, except where otherwise stated, an imaginary line drawn along the centre of the carriage way of the street (by whatever name known or called), along which the Tramway is intended to be laid.

Wherever it is stated in or appears from this notice that the centre line of any Tramway will be laid partly on and partly at one and partly at another distance from such imaginary centre line the deviation of the centre line of the Tramway from the imaginary centre line to the stated distance, and *vice versa*, and from any one to any other distance, will (where not otherwise expressly stated), be effected within a length of one chain by a gradually increasing or lessening distance for that length as the circumstances require.

To authorise, or to authorise and require the Company from time to time to make such crossings, passing places, sidings, junctions, and other works as may be necessary or convenient to the efficient working of their Tramways or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage sheds or works of the Company.

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

To enable the Company for all or any of the purposes of their undertaking to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect

offices, buildings, or other conveniences on any such lands.

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

To empower the Company to raise more money by new, ordinary, or preference shares, and by borrowing to make regulations relating to the application of their authorised capital to the construction of the works to be authorised by the intended Act, and to empower the Company to apply to the general purposes of their undertaking all or any part of the capital which they are by their existing Acts or may be by the intended Act authorised to raise.

To reserve to the Company the exclusive right of using on the proposed Tramways carriages adapted or suitable for running thereon.

To prohibit, except by agreement with the Company, the use of the proposed Tramways by persons or corporations other than the Company, with carriages having flange wheels, or otherwise, suitable or adapted to run on the Tramways, and to authorise and give effect to agreements between the Company and any other person or corporation 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 Company when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any Tramway or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish or place mentioned in this notice, and maintain so long as occasion may require a Temporary Tramway or Temporary Tramways in lieu of the Tramway or part of a Tramway so removed or discontinued to be used, or intended so to be.

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

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

To extend the time for the construction of the following Tramways and parts of Tramways authorised by the North Metropolitan Tramways Act, 1870, viz.—

Tramways Nos. 5 and 5A, and such parts of Tramways Nos. 9 and 9A, as are situate within the City of London.

To empower the Company to use upon their Tramways, whether already authorised or proposed to be authorised by the intended Act, or on such parts thereof as may be prescribed or provided for

by the intended Act, any kind of motive power that may be prescribed or authorised by the said intended Act.

To authorise the use upon the authorised and intended Tramways of the Company, or on such or such parts thereof as may be prescribed by the intended Act of railway or other trucks and carriages extending beyond the outer edge of the wheels of such trucks and carriages more than 11 inches on each side, and to make provision with reference to the form of rail to be laid down upon such Tramways.

To empower the Company and the Great Eastern Railway Company, and the Lord Mayor and Corporation of the City of London as the "Owners of the Columbia Market" under the Columbia Market Approaches and Tramway Act, 1871, to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, user, working, maintenance, and management of their respective undertakings, as authorised or proposed to be authorised, or some part or parts thereof respectively, the procuring and supply of rolling and working stock, the appointment, removal, and payment of officers and servants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, apportionment, and appropriation of rates, tolls, and charges upon their respective undertakings, and all incidental matters, and to sanction and give effect to contracts, agreements, and arrangements, made or to be made with respect to any of the matters aforesaid.

To extend and enlarge the powers of the Company with respect to the entering upon streets and roads, and laying down Tramways and works therein, and otherwise to incorporate, alter, amend, and extend, or repeal all or some of the provisions of all or some of the following Acts, viz.:—The Tramways Act, 1870; the North Metropolitan Tramways Act, 1869; the North Metropolitan Tramways Act, 1870; the North Metropolitan Tramways Act, 1871; the Great Eastern Railway Act, 1862, and all other Acts relating to the Great Eastern Railway Company.

And notice is hereby further given, that duplicate plans and sections of the proposed Tramways and works, a book of reference to such plans, and a copy of this notice, as published in the *London Gazette*, will be deposited on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell, in the said county, and with the Clerk of the Peace for the City of London, at his office, in the Old Bailey, in the said city, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, extra-parochial, and other places from, in, through, or into which the proposed Tramways and works will be made or pass, and also a copy of this notice, as published in the *London Gazette*, will, on or before the said 30th of November, be deposited for public inspection, as follows (that is to say)—as regards the parish of Saint Luke, Middlesex, with the vestry clerk of that parish, at the Vestry-hall of that parish, in the City-road; as regards the parish of Saint Leonard, Shoreditch, with the vestry clerk of that parish, at the Town-hall, Gild-street; and as regards the liberty of Norton Folgate, with the clerk of the District Board of Works for the district of Whitechapel, at his office in Great Alie-street, Whitechapel; and as regards each of the other parishes, with the parish clerk of such parish, at his residence.

And Notice is hereby further 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 of the House of Commons.

Dated this 15th day of November, 1872.

C. & H. & R. Takourdin,

1, Victoria-street, Westminster,

Solicitors for the Bill.

Sherwood, Grubbe, Pritt, & Cameron,

7, Great George-street,

Westminster,

Parliamentary Agents.

In Parliament.—Session 1873.

Atherton Gas Company (Limited).

(Incorporation of Company; Powers to maintain and continue Gasworks and to manufacture and supply Gas and other products; to make agreements with public bodies and others; to do all acts necessary for carrying on a Gas Company; Regulations and increase of Capital, &c.)

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

To incorporate by the same or some other name the Atherton Gas Company, Limited, hereunder called the Company, and to confer upon the Company all necessary powers and authorities for carrying into effect the objects of the Bill.

To dissolve the Company, as it now exists, and to vary or extinguish all such existing rights and privileges as may interfere with that object.

To vest in the Company all lands belonging to the Company as it now exists, and also all other property, real and personal, undertaking, powers, rights and privileges thereof.

To confer upon the Company all necessary powers for lighting with gas the township of Atherton, in the parish of Leigh, in the county of Lancaster, or any part or parts thereof.

To fix and regulate the capital of the Company and to authorise the Company to raise further capital by preferential and ordinary shares or stock and by borrowing.

To authorise the Company to hold lands and to maintain, and from time to time alter, extend, enlarge, and renew their existing gas and other works, buildings, and apparatus on the lands belonging to and now used by the Company for the purposes aforesaid, that is to say—on a piece or parcel of land situate in the township of Atherton aforesaid, and containing 3,794 superficial square yards or thereabouts, bounded on the east by Water-street and by an occupation road leading to the "Two Porchers," and on the north, west, and south sides thereof by land belonging to the Right Honourable Thomas Littleton, Lord Lilford, Baron Lilford.

To authorise the Company to manufacture and supply gas, and to manufacture coke and residual products, and to sell the same at their works or elsewhere.

To authorise the Company from time to time for the purpose of laying down, repairing, and maintaining any mains, pipes, and other works, to break up and interfere with all streets, roads, highways, lanes, bridges, streams, watercourses, public and private passages and places, and also to interfere with any sewers, drains, and pipes in, over, or under the same, so as to enable the Company to carry on the business usually carried on by gas companies.

To authorise the Company to manufacture, purchase, and hire gas meters and gas apparatus, and to sell or let the same, and to levy and collect rates, rents, and charges therefor, and

for the gas supplied by them; to alter existing rates or rents, and to authorise, confirm, or regulate any contracts with any local authority and persons; to incorporate in the said Act all or some of the powers and provisions of the Companies Clauses Consolidation Act, 1845, the Lands Clauses Consolidation Act, 1845, the Gasworks Clauses Act, 1847, the Acts for regulating measures used in sale of gas, the Lands Clauses Consolidation Amendment Act, 1860, the Companies Clauses Act, 1863, the Gasworks Clauses Act, 1871, and of any other Act which it may be necessary or expedient to incorporate; to authorise the Company to amalgamate with or to sell or lease the undertaking to The Leigh District Gas Company, the Tyldesley and Shakerley Local Board, or the Atherton Local Board, or to purchase or take on lease the undertaking of the said Leigh District Gas Company, or the gas undertaking of the Tyldesley and Shakerley Local Board.

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.

Bailey and Read, 25, Wood-street, Bolton,
Solicitors for the Bill.

Chester, Urquhart, Bushby, and Mayhew,
11, Staple Inn, London, Parliamentary
Agents.

In Parliament.—Session 1873.

The Penzance and St. Just Railway.

(Incorporation of Company; Construction of Railway from Penzance to St. Just-in-Penwith; Working Arrangements with West Cornwall, and the Cornwall, and other Railway Companies; Amendment of Acts.)

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

To incorporate a company (herein referred to as "The Company,") and to enable them to make and maintain the following railway, or some part or parts thereof, with all needful works, stations, and approaches and conveniences connected therewith, that is to say:—

A. railway commencing by a junction with the West Cornwall Railway at a point about 88 yards, or thereabouts, east of Ponsandane river, in the parish of Gulval, in the county of Cornwall, and terminating in a field belonging to Miss Charlotte Ann Borlase Pascoe and others, in the said parish of St. Just-in-Penwith, in the county of Cornwall, in the occupation of Mr. Richard Boyne, and numbered 2824 on the tithe commutation map of the said parish of St. Just-in-Penwith; and which said intended railway will be situated in the parishes or places following, or some of them, that is to say Gulval, Madron, Zennor, Morvah, and St. Just-in-Penwith, all in the said county of Cornwall.

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, drains, sewers, pipes, rivers, streams, water-courses, and other works, so far as it may be necessary in constructing or maintaining the said intended railway and works; to deviate from the lines of railway, both vertically and horizontally, to such an extent as may be defined in the Bill.

To purchase lands, houses, easements and other property compulsorily and by agreements, for the purposes of the said intended railway and works; to levy tolls, rates, and charges, in respect

thereof; and to exercise other rights and privileges.

To enable the West Cornwall, Cornwall, South Devon, Bristol and Exeter, and Great Western Railway Companies, or either of them, to maintain, use, and work the hereinbefore-described railway; and to subscribe and contribute funds towards the construction and maintenance of the said intended railway and works; 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 those companies, respectively, 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 them, or either of them, or under the control of their directors.

To enable the company on the one hand, and the West Cornwall, the Cornwall, South Devon, Bristol and Exeter, and Great Western 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, or any part or parts thereof; the supply of rolling-stock and machinery, and of officers and servants for the conduct of the traffic of the railway; the payment 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 agreements as aforesaid; and to confirm any agreement which, previously to the passing of the Bill, may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation Act, 1845, 1860 and 1869;" "The Railway Clauses Consolidation Act, 1845;" and "The Railway Clauses Act, 1863;" and it will, or may, amend and enlarge the powers and provisions of the several Acts relating, respectively, to the West Cornwall, Cornwall, South Devon, Bristol and Exeter, and Great Western Railway Companies.

Duplicate plans and sections describing the line, situations, and levels of the proposed railway, and the lands, houses, and other property in or through which it 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 and leasees, and of the occupiers of such lands and 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 Cornwall, at his office, at Bodmin; and on, or before, the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in, or through, which the intended railway will be made, or in which any lands, houses, or other property are intended to be taken; and a copy of this notice

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

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

Dated this 13th day of November, 1872.

A. Hurst, 17, Parliament-street, Westminster, Parliamentary Agent.

Board of Trade.—Session 1873.

Felixstowe Pier.

(Application for Provisional Order for Powers to construct a Pier at Felixstowe; Rates, Money Powers, &c.)

NOTICE is hereby given, that in pursuance of the provisions of "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," application is intended to be made to the Board of Trade, by a memorial, to be deposited at the office of the said Board, on or before the 23rd day of December next, for a Provisional Order, pursuant to the provisions of the said Acts, to confer on the person or persons to be named in that behalf in the Order, and who are hereinafter called "the Promoters," the following, or some of the following, among other powers (that is to say), power to construct and maintain the pier and works following, or some of them, namely:—

A pier, commencing on Langer Common, in the parish of Felixstowe, in the county of Suffolk, at the point of termination of a proposed Tramway No. 1, as laid down on the plans deposited in the month of November, 1872, with the Clerk of the Peace for the said county, and distant eight chains, measured in an easterly direction, from the boundary stone numbered 1, erected by and belonging to Her Majesty's War Department, and proceeding from such commencement, in a westerly direction, for eight chains, across the said common, to high-water mark, and thence projecting into the estuary or waters formed by the confluence of the Rivers Orwell and Stour, or one of them, and the sea, in the same westerly direction, for the further distance of 500 feet, or thereabouts.

All necessary dredgings, moorings, breakwaters, piers, quays, wharves, warehouses, sheds, stages, slips, docks, sluices, locks, landing-places, bridges, approaches, and other works and conveniences, in the said estuary or waters, and on the foreshore adjoining the same, and in connection with the intended pier and works before described.

The aforesaid pier and other works will be situated wholly in the parish of Felixstowe, in the county of Suffolk.

The Provisional Order will also confer on the Promoters the following powers, namely:—

To appoint and license pilots and employ piermasters and other officers, and provide steam tugs and ferry boats in connection with the said pier.

To appoint a place for the sale of fish, and to make regulations for the landing and disposal thereof.

To appoint a place and make regulations and charges for the taking in and discharge of ballast.

To take specified lands by agreement.

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

The Provisional Order will also provide for

advances or loans of public money being made to the Promoters, for the purposes of the intended pier and works in connection therewith, and will make applicable to those purposes the provisions of the 24 and 25 Vict., cap. 80, and of the Act 25 and 26 Vict., cap. 30, regulating such advances or loans.

The Order will vary and extinguish all existing rights and privileges in and over the said River Orwell, and all other rights and privileges which would interfere with its objects.

On or before the 30th day of November, 1872, proper plans and sections of the said works, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Suffolk, at his office at Bury St. Edmund's, in the said county, and also with the said Clerk of the Peace, at his office at Ipswich, in the said county, at the Custom House, Ipswich, in the said county, with the town clerk of the borough of Ipswich aforesaid, at his office there, at the offices of the Harwich Conservancy Board, in Church-street, Harwich, in the county of Essex, and at the offices of Messrs. Philbrick and Son, Clerks to the said Harwich Conservancy Board, at Colchester, in the said county of Essex, and at the offices of the Admiralty and Board of Trade, Whitehall, London.

And notice is hereby given, that on and after the 23rd day of December next, printed copies of the Draft Provisional Order will be furnished (at the price of one shilling for each copy) to all persons applying for the same, at the office of Messrs. Morley and Shirreff, 59, Mark-lane, London, and at the office of Mr. Edward Walmisley, 25, Abingdon-street, Westminster.

Dated this 13th day of November, 1872.

Morley and Shirreff, 59, Mark-lane, London, Solicitors for the Promoters.

Edward Walmisley, 25, Abingdon-street, Parliamentary Agent.

In Parliament.—Session 1872—73.

Upwell, Outwell, and Wisbech Railway.

(Incorporation of Company; Construction of Railway; Working Arrangements with Great Eastern Railway Company; Facility Powers over such Railway; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company for the construction and maintenance of the railway hereinafter mentioned, and all necessary approaches, stations, and works connected therewith, that is to say:—

A railway commencing by a junction with the Great Eastern Railway, at a point 72 yards or thereabouts, measured in an easterly direction, from the east end of the platform of the passenger station of the Great Eastern Railway, at the town of Wisbech, in the parish of Wisbech St. Peter, and terminating at the north side of the turnpike-road leading from Wisbech to Ely, about 95 yards west from Three Holes Bridge, in the parish of Upwell, which said intended railway will pass from, through, or into, or be situate within the several parishes, townships, townlands, and extra-parochial places following, or some of them, viz.:—Wisbech St. Peter, Elm, Emneth, Outwell, and Upwell, all in the Isle of Ely, in the county of Cambridge, and Upwell, in the county of Norfolk.

And in the said Act the following powers, or some of them, will be taken, viz.:—

To stop up, cross, divert, or alter, either temporarily or permanently, such roads, streets,

highways, sewers, canals, rivers, navigations, bridges, and railways, within the parishes aforesaid, as may interfere with the construction of the said railway and works.

To deviate in the construction of the said intended railway from the line and levels laid down upon the plans and sections to be deposited as after mentioned, to such extent as will be provided by the intended Act.

To purchase and take by compulsion or agreement, lands and houses for the purposes of the said intended railway and works, and to alter, vary, or extinguish all existing rights and privileges connected therewith.

To levy tolls, rates, and duties upon and in respect of the said railway and works, to confer exemptions from the payment of such tolls, rates, and duties, and other rights and privileges. To enable the proposed Company and the Great Eastern Railway Company to enter into contracts, agreements, and arrangements with respect to the maintenance, working, and using of the said intended railway and works, and for the supply of rolling stock and plant, and to authorise the said Great Eastern Railway Company to work and use the same or some part or portion thereof, and to regulate and manage the traffic thereon and to agree with the Company to be incorporated for the payment of certain tolls or sums of money for the use of the said intended railway and works, or for the apportionment of the tolls and fares received on the said intended railway and works, or the payment of fixed sums in lieu thereof, and otherwise in relation to the undertakings of the Companies.

To require and authorise the said Great Eastern Railway Company to grant all proper and reasonable facilities for the transmission upon and along their said railways, or any part thereof, of all traffic which having passed over the said intended railway, or any part thereof, may be tendered to them respectively for transmission along their own railways, or any part thereof respectively, upon and subject to such conditions, rules, and regulations, and upon payment of such tolls, rates, and charges as shall in case of disagreement be settled by arbitration or otherwise as may be fixed and determined in and by the said intended Act, and to alter the tolls, rates, and charges presently authorised to be taken by the Great Eastern Railway Company.

And with the said intended Act will be incorporated the powers and provisions of the Acts following, or some of them, viz., "The Lands Clauses Consolidation Acts 1845, 1860, and 1869;" "The Companies Clauses Consolidation Act 1845;" "The Companies Clauses Acts 1863 and 1869;" "The Railways Clauses Consolidation Act 1845;" and "The Railways Clauses Act 1863."

To alter, amend, or in part to repeal, as far as may be necessary, the powers and provisions of the Acts relating to the said Great Eastern Railway Company, that is to say, "The Great Eastern Railway Act, 1862," and any other Act or Acts relating directly or indirectly to the Great Eastern 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 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, and a published map showing the general course and direction of the said intended railway, and a copy of this notice as published in the London Gazette, will, on or before the 30th

day of November instant, be deposited with the Clerk of the Peace for the Isle of Ely, in the county of Cambridge, at his office at Wisbech; with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge; and with the Clerk of the Peace for the county of Norfolk, at his office at Norwich. And a copy of so much of the said plans, sections, and books of reference as relates to the several parishes in or through which the said railway and works will be made; and a copy of the said Gazette notice 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 an adjoining parish at his place of abode.

And notice is hereby also given, that 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 12th day of November, 1872.

G. H. Hull, 4, Westminster Chambers, Victoria-street, Solicitor for the Bill.

Holmes and Co., 18, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1873.

Metropolitan and St. John's Wood Railway.

(Construction of New Lines to join the Hampstead Junction Railway and the Midland Railway; Extension Line to Kingsbury; Repeal of Restriction as to Conveyance of Goods on Metropolitan and Saint John's Wood Railway; Compulsory Purchase of Lands; Additional Capital; Powers to the London and North Western Railway Company, the Midland Railway Company, and the Metropolitan Railway Company; Running Powers to the London and North-Western Railway Company, the Midland Railway Company, and the Metropolitan Railway Company over the Metropolitan and Saint John's Wood Railway; Vesting of the last-mentioned Railway, or any part thereof, in the above-mentioned Companies, or one of them; Amendment of Acts.)

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

1. To authorise the Company to make and maintain the following railways in the county of Middlesex, with all necessary works, stations, and approaches, namely:—

Railway No. 1.—A railway to be wholly situate in the parish of Saint John, Hampstead, to commence from and out of the Metropolitan and Saint John's Wood Railway at a point adjoining and to the westward of the Finchley New-road, about fifty yards northwards of the "North Star Inn," and to terminate by a junction with the Hampstead Junction Railway, at or near the bridge which carries the last-mentioned railway over the Edgware-road.

Railway No. 2.—A railway to be wholly situate in the parish of Saint John, Hampstead, to commence from and out of the Metropolitan and Saint John's Wood Railway, at a point adjoining and to the westward of the Finchley New-road, about 100 yards northwards of the "North Star Inn," and to terminate by a junction with the Midland Railway at or near a point 7 chains west of where that railway crosses under the said Finchley New-road.

Railway No. 3.—A railway to commence in the parish of Saint John, Hampstead, from and out of the Metropolitan and Saint John's Wood Railway, at a point adjoining and to the westward of the Finchley New-road, about 100 yards northwards of the "North Star Inn," and terminating in the parish of Willesden, on the western side of a field abutting upon the River Brent on the southeasterly side thereof, and which field is distant 270 yards or thereabouts, measured along the said river in a southerly direction from the Kingsbury Bridge, carrying the public road leading from Neasden to Kingsbury over the said River Brent, and which last-mentioned railway will be wholly situate in the two last-mentioned parishes.

2. To widen the whole or any part of the existing railway of the Company within the parishes of Saint John, Hampstead, and Saint Marylebone; and for that purpose to purchase lands and houses compulsorily or by agreement.

3. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, streets, roads, drains, sewers, pipes, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the lines of railway, both laterally and vertically, to such an extent as may be necessary or expedient in the construction of the railways and works; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works, and certain lands in the parish of Willesden, in the said county of Middlesex, for the construction and erection of station, works, workshops, buildings, sheds, and conveniences for the purposes of and in connection with the railways and works of the Company, and of the Company or Companies working or using the same, or any part thereof; and to enable the Company to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges, and to exercise other rights and privileges.

4. To underpin or otherwise secure buildings or works which may be rendered insecure by the works of the Company, and which the Company do not desire to purchase for the purposes of their works, and (notwithstanding anything contained in the 92nd section of the Lands Clauses Consolidation Act, 1845) to exempt the Company from the necessity of purchasing the whole of any house or other building, with the cellars or other portions of which their works will interfere.

5. To authorise the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the said intended railways and works, and for the same purposes to raise additional capital by shares or by stock and by borrowing, and to attach to such shares or stock any preference or priority of dividend and any other advantage which the Bill may define, and the Bill may provide for the capital to be raised for the purposes of the Bill being made a separate capital, and the undertaking to be authorised by the Bill being made a separate undertaking.

6. To authorize the London and North Western Railway Company, the Midland Railway Company, and the Metropolitan Railway Company, or either of those Companies, to guarantee the payment of the interest upon the debentures or debenture stock for the time being of the Company.

7. To repeal the 88th Section of "The Metropolitan and Saint John's Wood Railway Act, 1864," and to enable the Company and all Com-

panies and persons lawfully using their railway to convey thereon any goods, wares, or merchandise, and to take and demand the tolls, rates, and charges to be specified in the Bill, in respect of such goods, wares, and merchandise.

8. To enable the Company on the one hand, and the Midland Railway Company on the other hand, to enter into contracts and agreements for and with respect to the construction and working of the before-mentioned railways, or either of them, or any part or parts thereof respectively, or of the undertaking of the Company by the Midland Railway Company, and to confer on the Company, and the London and North Western Railway Company, and the Metropolitan Railway Company, like powers with respect to the construction and working of the proposed railways, or either of them, or any part of the undertaking of the Company, and to confer upon the last-mentioned Companies respectively all necessary powers for enabling them to construct the said railways, or either of them, and to levy tolls and charges in respect thereof.

9. To empower the Company, and the Metropolitan Company on the one hand, and the London and North Western Railway Company, and the Midland Railway Company, or either of those Companies on the other hand, to enter into arrangements, and execute agreements with respect to the booking, forwarding, and interchange of traffic, and with respect to the apportionment of the tolls and profits arising from such traffic, and to enable the London and North Western Railway Company, the Midland Railway Company, and the Metropolitan Railway Company, or either of those Companies, to apply to the purposes of the Bill the capital or funds which they respectively now have, or may have power to raise, and also, if necessary, to raise further moneys by shares or stock, and by mortgage, and either with or without a preference of dividend attached to such shares or stock respectively.

10. To empower the London and North Western Railway Company, the Midland Railway Company, and the Metropolitan Railway Company, respectively, and all other Companies and persons lawfully using their respective railways, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon or settled by arbitration, or be defined by the Bill, the undertaking for the time being of the Company; with powers also to use the stations, watering-places, booking-offices, works, and other conveniences connected with the Metropolitan and Saint John's Wood Railway.

11. To vest or provide for the vesting in the London and North Western Railway Company, the Midland Railway Company, and the Metropolitan Railway Company, or any or either of those Companies, and either jointly or separately, the undertaking of the Company, or any part or parts thereof, upon such terms and conditions as may be agreed upon, or as may be provided for or prescribed by the intended Act, and to dissolve or provide for the dissolution of the Company, and to provide for the exercise and fulfilment by the London and North Western Railway Company, the Midland Railway Company, and the Metropolitan Railway Company, or any or either of them, in their own names and under their own seals, and in the names and under the hands of their respective 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 and maintenance of works, the fixing, demanding, and recovering of tolls, rates and charges, the granting and issuing of mortgages, bonds, or debenture stock, or otherwise, and for the conversion into shares or stock of the said three last-mentioned Companies, or either of them, of the shares or stock in the capital of the Company, whether before or after the same shall have been paid up in full.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of, amongst other Acts, "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Company, namely, "The Metropolitan and Saint John's Wood Railway Act, 1864;" "The Metropolitan and Saint John's Wood (Extension to Hampstead) Act, 1865;" "The Metropolitan and Saint John's Wood Railway (Capital) Act, 1866;" "The Metropolitan and Saint John's Wood Railway Act, 1868;" and "The Metropolitan and Saint John's Wood Railway (Further Powers) Act, 1870;" also the Act 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North Western Railway Company: also the Acts 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181, and any other Acts relating to the Midland Railway Company; also, "The Metropolitan Railway Act, 1854;" "The Metropolitan Railway Act, 1867;" and the several other Acts relating to the Metropolitan Railway Company; and if need be the Bill will alter the tolls, rates, and charges authorised to be taken by the Metropolitan Railway Company.

Duplicate plans and sections describing the line, situation and levels of the proposed new lines of railway and other works, and the lands, houses, and other property, in or through which they will be made, and plans of other lands intended to be taken for the general purposes of the Company, together with books of reference to such plans respectively, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property: and 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 will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell-green, and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to the before-mentioned parishes will, together with a copy of this Notice, be deposited in the case of the parish of St. John, Hampstead, with the Vestry Clerk of that parish, at his office, at the Vestry Hall, in Hampstead; and in the case of the parish of Saint Marylebone, with the Vestry Clerk of that parish, at his office, at the Vestry Hall, Saint Marylebone; and in the case of each other parish with the parish clerk thereof, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the 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.

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

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

The New Gas Works, Wimborne Minster.

NOTICE is hereby given, that it is intended to make application to the Board of Trade for power and a Provisional Order to construct and complete new gas works for the town of Wimborne Minster, the same being required to meet the demand for the supply of gas to this town and its increasing neighbourhood, in accordance with a memorial from the gas consumers of the town.

The said works are intended to consist of the usual buildings, machinery, and appliances required for the manufacture and supply of gas, to be erected on a piece of land situated near the new borough, in the parish of Wimborne Minster, Dorset.

A map, showing the land on which the proposed works are intended to be erected, together with a plan and section of the same, will be deposited on November 30th next, at the following places:—

At the office of Messrs. Evans and Fletcher, Architects, Wimborne.

At the office of the Clerk of the Peace for the county of Dorset.

At the office of the Board of Trade.

Printed copies of the Draft Provisional Order, when made, may be obtained at the office of Mr. Tanner, Solicitor, Wimborne.

Frank H. Tanner Solicitor.

In Parliament—Session 1873.

Tower Bridge.

(Incorporation of Company; Construction of Bridge over River Thames, with Road Approaches from Fair-street, Horselydown, to Little Tower-hill; Tunnels or Subways under the River, &c.; Purchase of Lands; Special Powers as to Underpinning or Purchasing parts of Houses, &c., and of leasing, &c.; purchased Property; extinguishing Ferry and other Rights over River Thames; Tolls; Sale or Leases of Undertaking or Tolls; Agreements with Corporation of London, Metropolitan Board of Works, London and Saint Katherine Docks Company, and Tower Subway Company; power to Corporation, Commissioners of Sewers, or Metropolitan Board of Works, or Police, or other authorities, to make Bye-Laws and Regulations as to Traffic over Bridges and Roads within the City of London and the Metropolitan Area; Amendment of Acts.)

APPPLICATION is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for the purposes, or some of the purposes, following, that is to say:—

1. To incorporate a Company, and to empower the Company to be incorporated (in this notice called "the Company"), to make and maintain the following works or some of them, that is to say:—

(a.) A bridge over the river Thames, with roadways and approaches thereto for the passage of horses, cattle, vehicles, foot passengers, animals, and things, with all necessary works and conveniences connected therewith, to commence in the parish of St. John, Horselydown, in the county of

Surrey, in Fair-street, at a point 50 feet eastward from the north-east corner of Church-row, and to terminate in the parish of St. Botolph Without, Aldgate, and the district of the Tower or one of them, in the county of Middlesex, in Little Tower-hill, immediately to the westward of the main entrance gateway (fronting to Little Tower-hill) to the Saint Katharine Docks, and which bridge, roadways, approaches, works, and conveniences will be made or pass from, in, through, or into the parishes, townships, and places following, or some of them, that is to say, Saint John, Horselydown, in the county of Surrey, Saint Botolph Without, Aldgate, the district of the Tower, otherwise Saint Peter ad Vincula, Liberty of the Tower Within, Liberty of Her Majesty's Tower of London, Precinct of the Tower, Old Tower Without, Saint Katharine near the Tower of London, and the district of the Tower, in the county of Middlesex, or some or one of them, and the bed and foreshore of the river Thames.

(b.) Four tunnels or subways in the line of the proposed bridge and in or under the bed of the River Thames (to be respectively connected with the footways on the said bridge by means of shafts to be constructed in the piers of the said bridge), two of which tunnels or subways (parallel to and at the distance of about 80 feet from each other) will be situate in the parish of Saint John, Horselydown, and the other two of which tunnels or subways (also parallel to and at a like distance from each other) will be situate in the district of the Tower and the parish or precinct of Saint Katherine near the Tower of London, or one of them, and which said tunnels will respectively be constructed in a direction nearly north and south, and will be respectively about 150 feet in length, and will respectively be at the distance (measuring to the nearest point of the respective tunnel or subway) of 200 feet from the centre of the River Thames, such centre being taken to be a point equidistant from the north and south shores respectively of that river.

(c.) All necessary and proper piers, walls, fences, drains, culverts, footpaths, toll houses, toll gates, stairs, plying places, landing places, and other buildings, works, and conveniences connected with the said bridge, roadways, approaches, and tunnels or subways respectively.

And to authorise the Company to exercise the powers or some of the powers following, viz.:—

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

3. To cross, stop up, alter, or divert, either temporarily or permanently, roads, highways, footpaths, towing paths, canals, rivers, streams, watercourses, drains, sewers, pipes, ways and approaches within the parishes and places aforesaid, or any of them, which it may be necessary or convenient to cross, stop up, alter, or divert for the purposes of any of the intended works or of the Bill.

4. To purchase by compulsion or by agreement, for the purposes of the intended works, and other the purposes of the Bill, lands, houses, and

hereditaments and easements in or over any lands, houses, and hereditaments, and the Bill will vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments, or in or over the foreshore, bed, bank, and soil of the River Thames which it may be necessary or convenient for the purposes of the Bill to vary or extinguish.

5. To underpin or otherwise secure or strengthen any house or building which may be rendered insecure, or affected by any of the intended works, and which houses and buildings, or the whole of which may not be required to be taken or used for the purposes thereof.

6. To purchase and take, the whole, or a part only (as the Company may think fit) of any house, manufactory, warehouse, building, wharf, or other property, any part of which may be required for the purposes of the Bill.

7. To sell and convey, demise, and lease, let, or otherwise dispose of any lands and hereditaments or any right or interest in any lands and hereditaments purchased or acquired under the powers of the Bill, and which may not be required for the intended works or other the purposes of the Bill, and, if thought necessary or advisable, to exempt the Company and their superfluous lands from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

8. To extinguish or vary all or any rights of ferry or other public or private rights across or affecting the River Thames, which it may be considered necessary or advisable to extinguish or vary for any of the purposes of the Bill.

9. To levy tolls, rates, and duties in respect of the use of the said bridge, roadways, and other works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties, and to lease such tolls, rates, and duties, and all and any of the proposed works.

10. To sell or demise and lease from time to time the undertaking of the Company, or any part thereof, and the tolls, rates, and charges authorised to be taken by the Bill for the use of the intended works or any of them, to any other Company, or to any person or persons, upon, and subject to such terms and conditions as may be authorised or prescribed by the Bill.

11. To authorise the Company on the one hand, and the mayor, aldermen, and commonalty of the city of London (hereinafter called "the Corporation") and the Metropolitan Board of Works, and the London and Saint Katherine Docks Company, and the Tower Subway Company, or any of them on the other hand, to enter into and carry into effect contracts and arrangements with respect to the construction, management, and maintenance of the proposed works or any of them, the use, collection, and appropriation of all or any of their respective buildings and property, tolls, and revenue, the employment and payment of officers and servants, the application of their respective funds and revenues to the purposes of such contracts and arrangements, and any incidental matters.

12. To authorise and empower the Corporation, or the Commissioners of Sewers of the City, or the Metropolitan Board of Works, or the Police authorities of the City, or of the Metropolis, or some other public body to make, vary, and rescind bye-laws, rules, and regulations for the conduct management, and regulation of traffic upon the intended bridge and roads, and upon any other bridge or roads within the City of London or the

metropolitan area, and to prescribe the route or routes which any particular traffic or class of traffic shall follow, and to enforce the observance of such bye-laws, routes, and regulation, and impose and recover penalties for the breach or non-observance thereof.

13. And the Bill will vary and extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

14. And the Bill will or may incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies' Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and the provisions of "The Railways Clauses Consolidation Act, 1845," relating to the temporary occupation of lands and to interference with roads.

15. And it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions, or some of them, of the several Acts of Parliament following, that is to say:—3 and 4 Vict., cap. 131; 10 and 11 Vict., cap. 37; 26 and 27 Vict., cap. 46; 27 and 28 Vict., cap. 61; 30 and 31 Vict., caps. 1, 3, and 55, and all other Acts relating to or affecting the City and Corporation of London; "The Metropolis Management Act, 1855," and all other Acts relating to or affecting the Metropolitan Board of Works, and the local management of the metropolis, 27 and 28 Vict., cap. 178, and all other Acts relating to or affecting the London and Saint Katherine Docks Company; and 31 and 32 Vict., cap. 8; and 34 and 35 Vict., cap. 7, relating to the Tower Subway Company.

16. And notice is hereby also given that plans and sections defining the lines, situation, and levels of the intended bridge, road, and other works, and the lands, houses, and other property which may be taken for the purposes thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at North-street, Lambeth, in that county, and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county; and with the Clerk of the Peace for the liberty of Her Majesty's Tower of London at his office at No. 110, Ely-place, Holborn, in the city of London; 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 of the parishes or extra-parochial places in or through which the intended works, or any part of them, are or is intended to be made, or in which any lands or houses 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 follows:—For the parish of Saint John, Horselydown, above mentioned, with the Clerk of the District Board of Works for Saint Olave's District at his office at No. 86, Queen Elizabeth-street, Saint John's, Southwark, and for the other parishes and places mentioned in this notice with the Clerk of the District Board of Works for the Whitechapel district, at his office at No. 15, Great Alie-street, Whitechapel.

17. 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 15th day of November, 1872.

Nash, Field, and Layton, 2, Suffolk-lane, Cannon-street, E.C., Solicitors for the Bill.

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

Board of Trade, Session 1872-73.

High Wycombe Water.

(Application for Provisional Order for authority to construct Water Works and to supply Water to High Wycombe, otherwise Chepping Wycombe, and other places in the County of Bucks; Acquisition of existing Water Works; Powers to High Wycombe Corporation and Local Board to purchase or lease Undertaking, Rates, &c.

Pursuant to the Gas and Water Facilities Act 1870.

NOTICE is hereby given that the High Wycombe Water Works Company (Limited) intend to apply to the Board of Trade on or before the 23rd day of December next, for a Provisional Order, pursuant to the Gas and Water Facilities Act, 1870, for authority to construct and maintain Water Works and Works connected therewith, within 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 Order 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, levels, dams, weirs, outfalls, 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, and boiler houses, and other works, buildings, and conveniences, to be situated in the south-west corner of a field belonging to William Terry, Esq., 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 situate in the field or enclosure known as Middle Nicholas, belonging to William Terry, Esq., and occupied by William Birch, and numbered 54 on the Tithe Commutation Map of the said parish, at or near the place where the 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 High Wycombe, nearly opposite to the place where that street is joined by Crendon Street.

The aforesaid works will all be situate in the borough and parish of High Wycombe, otherwise 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 intended Order will also authorise the Company to effect the following objects, viz. :—

To purchase and acquire by 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 Order, and to confer other rights and privileges.

To purchase by agreement, the existing Water Works in the borough and parish of High Wycombe, otherwise Chepping Wycombe, belonging to Messrs. Thomas Wheeler and Company, and also the Water Works in the said borough and parish, belonging to the Great Western Railway Company, and 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 Order will enable the Company and the Town Council or Local Board for the borough of Chepping Wycombe, and the Local Board for the parish of High Wycombe, otherwise Chepping Wycombe; and any Commissioners, Trustees, Surveyors, bodies, and persons within the limits of the Order, to contract and agree with the Company for a supply of water in bulk or otherwise, for any purpose whatsoever, and will enable such Town Council, Local Boards, 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 of the said Parish of High Wycombe, otherwise Chepping Wycombe (hereinafter referred to as the Local Board), the whole or any part of the works and undertaking, to be authorised by the Order; and the Order 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 or Local Board may mutually agree upon, or as may be provided for as prescribed by the Order.

The Order will, for the purposes thereof, alter, amend, enlarge, or repeal all or some of the provisions of the Act 5 and 6 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 "Water Works Clauses Acts, 1847 and 1863," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate towards the temporary occupation of lands, and such other matters as may be deemed expedient.

The Provisional Order will also confer upon the Company the other powers mentioned or referred to in the Gas and Water Facilities Act, 1870, and all other powers usually conferred upon water companies.

On or before the 30th day of November, 1872, a copy of this advertisement and a plan and section of the proposed Works will be deposited for public inspection with the Clerk of the Peace for the County of Bucks, at his office at Aylesbury, in the said County, and also at the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order when deposited at the Board of Trade, and copies of the Order when made may be obtained on application at the office of William Bell, 27, Great George-street, Westminster, 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 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 day of January, 1873, and copies of such representation or objection must at the same time be sent to the said William Bell for the promoters.

Dated this 13th day of November, 1872.

Daniel Clarke, Solicitor, High Wycombe.

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

Board of Trade, Session 1873.

Felixstowe and Fagborough Cliff (Walton)
Tramway.

(Application for Provisional Order for power to construct Tramway.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next for a Provisional Order to authorize and empower the person or persons to be named in that behalf in the said Order (hereinafter referred to as "the promoters"), to construct and maintain the Tramway described in this Notice, or some part or parts thereof respectively, with all necessary and convenient turnouts passing places, stations, works, and conveniences (that is to say)—

A Tramway (1 mile 3 furlongs and 2 chains in length) situate in the parishes of Felixstowe, Walton, and Trimley, Saint Mary, all in the County of Suffolk, commencing on Langer Common at a point about 8 chains in an easterly direction from the boundary stone numbered 1, erected by and belonging to Her Majesty's War Department, in the parish of Felixstowe aforesaid, thence proceeding in a northerly direction on the western side of Walton Creek for a distance of 50 chains or thereabouts, then crossing the said Walton Creek in a north-easterly direction by a bridge, and proceeding in a northerly direction at a distance of about 20 feet on the east side of the boundary stone numbered 4, situate on the east side of the Martello Tower (N), thence crossing at right angles on the level the road leading from Walton Ferry and the Martello Tower aforesaid to the village of Walton, and proceeding for a distance of 12 chains or thereabouts in a north-westerly direction on to the embankment formed for the protection of the oyster-beds hereinafter mentioned or described, belonging to Colonel George Tomline, M.P., and thence proceeding on the said embankment for a distance of 40 chains or thereabouts, and terminating at the northern end of the said oyster-beds situated under Fagborough Cliff, in the parish of Trimley Saint Mary aforesaid and County aforesaid.

And it is proposed to lay such Tramway as a single line and for its entire length along the centre of the road or route hereinbefore described, and such tramway will occupy throughout a space of four feet eight and a-half inches in width.

The proposed Order will incorporate with itself the provisions of the Tramways Act, 1870, except

so far as the same may be specially varied or excepted by the Order, which will also contain powers for effecting the objects or some of the objects, and for conferring upon 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 Tramway by carriages passing along the same, and for the conveyance of passengers and goods 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 roads and places upon or along which the proposed Tramway rails or plates may be laid, and 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 road or place upon or along which the proposed Tramway may be laid.

To make provisions for regulating the passage of the traffic (whether of the Promoters or not) along roads or places in which the proposed Tramway will be laid, or any part or parts thereof, and for preventing obstructions to all or any such traffic and to enable the Promoters and the respective Road 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 order.

To empower the Promoters from time to time to make such crossings, passing places, sidings, junctions, bridges, and other works; in addition to those particularly specified in this Notice as may be necessary or convenient to the efficient construction and working of the proposed Tramway 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 road or thoroughfare or otherwise, it is necessary or expedient to remove or discontinue the use of the tramway as aforesaid, or any part thereof, to make in the same or any adjacent road or thoroughfare in either of the said parishes, 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 confer on the promoters all rights, powers, and privileges necessary or convenient for carrying into effect the objects aforesaid, and to vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects.

And notice is hereby further given that on or before the 30th day of November, 1872, plans and sections of the said intended Tramway, 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 Suffolk at his office at Bury St. Edmunds, in the said County, and also with the said Clerk of the Peace at his office at Ipswich in the said County; at the Custom-house, Ipswich, in the said County, and with the Town Clerk of the Borough of Ipswich aforesaid at his office there, at the offices of the Harwich Conservancy Board in Church Street Harwich in the County of Essex, and the offices of Messrs. Philbrick and Son, Clerks to the said Harwich Conservancy Board at Colchester in the said County of Essex, and at the offices of the Board of Trade, Whitehall, London, and that on or before the same day a copy of so much of

the said plans and sections as relates to each of the before-mentioned parishes, with a copy of the said Gazette Notice, will be deposited with the Clerk of each such parish, at his residence, and with the Local Authority of each such parish by such deposit as aforesaid being made with the Surveyor or Acting Surveyor as the case may be 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 thereof 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 office of Messrs. Morley and Shirreff, 59, Mark Lane, London, and at the office of Mr. Edward Walmisley, 25, Abingdon Street, Westminster.

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

Dated this 15th day of November, 1872.

Morley and Shirreff, 59, Mark Lane,
London, Solicitors for the Promoters.

Edward Walmisley, 25, Abingdon Street,
Westminster, Parliamentary Agent.

Board of Trade.—Session 1873.

South London Tramways.

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, for a Provisional Order, authorising the construction and maintenance of the tramways hereinafter described, or one of such tramways, with all necessary and convenient turnouts, passing places, stations, works, and conveniences, viz:—

Tramway No. 1.

Situate in the parishes of Greenwich and Lewisham, in the county of Kent, commencing at a point in the Lewisham-road, 2 chains or thereabouts west of the north-west corner of the "George and Dragon" tavern, situate in the Lewisham-road and Blackheath-hill, and proceeding along and terminating in the said Lewisham-road, at a point opposite or nearly opposite the junction of Cock Shed-lane with the said Lewisham-road.

It is proposed to lay the said tramway along the centre of the said road through which it will pass, except that (A) at a point at its commencement, its centre line will be 4 feet 6 inches south of and from the imaginary centre line, and it will thence, in a length of $\frac{1}{4}$ chain or thereabouts, gradually approach until it reaches the said imaginary centre line with which it will coincide, and (B) at a point $1\frac{1}{2}$ chains or thereabouts, to the north of the junction of the Avenue and Lewisham roads, the centre line of the tramway will gradually diverge to the east of the imaginary centre line until it attains a distance of 4 feet from the imaginary centre line, and will so continue for a distance of $\frac{1}{2}$ chain, when it will again approach and coincide with the said imaginary centre line, and (C) at a point $1\frac{1}{2}$ chains south of the south entrance of the Lewisham churchyard, and where the centre line of the said tramway will again gradually diverge to the east, to a distance of 4 feet from the imaginary centre line, and will so continue for a distance of about $\frac{1}{2}$ chain, when it will again approach and coincide

with the said imaginary centre line, and (D) at a point $1\frac{1}{4}$ chains south of the Willow-walk, where the centre line of the tramway will again diverge to the eastward, to a distance of 4 feet from the imaginary centre line, and will so continue for a distance of $\frac{1}{2}$ chain, when it will again approach and coincide with the said imaginary centre line.

Tramway No. 2.

Situate in the parishes of Lewisham and Lee in the county of Kent, commencing in the Lewisham-road by forming a junction with the proposed Tramway No. 1, at a point opposite the "Lion and Lamb" tavern, thence proceeding along the high road to Lee, and terminating at a point in the said road opposite or nearly opposite the "Tiger's Head" tavern at Lee-green.

It is proposed to lay the said tramway No. 2 in the centre of the said roads through which it passes, except (A), at a point opposite the junction of the Marischal-road with the high road Lee, where the centre line of the tramway will gradually diverge to the north-east of the imaginary centre line until it attains a distance of 5 feet from the imaginary centre line, and will so continue for a distance of 76 chains or thereabouts, when it will again approach and coincide with the imaginary centre line.

Tramway No. 3

Situate in the parishes of Lewisham, Lee, and Eltham, in the county of Kent, commencing in the High-road at Lee-green, by forming a junction with the proposed Tramway No. 2, thence proceeding along the Eltham-road, and terminating in the village of Eltham, at a point opposite or nearly opposite, where the court-yard joins the said Eltham-road.

It is proposed to lay the said Tramway No. 3 along the centre of the said roads along which it will pass, except (A) at a point 3 chains west of the south-west corner of Eltham-green, where the centre line of the tramway will gradually diverge to a distance of 5 feet 6 inches from the imaginary centre line of the road, and so continue for a distance of 66 chains, when it will approach and coincide with the imaginary centre line. The said divergence above specified will be made on the north side of the said imaginary centre line.

Notes (1) In each of the several instances hereinbefore specified of "divergence" or "approach" from or to the imaginary centre line of any street or road, the same will be effected by a gradual divergence or inclination (as the case may be) of the centre line of the tramway, for the distance of 1 chain from the imaginary centre line of the street to the distance therefrom stated to be reached, or from such latter distance back to the imaginary centre line of the street, as the case may be.

(2.) And in each of the instances, in either of the before-mentioned tramways, where a distance or divergence from the imaginary centre line of the street or road is stated to occur, a less space than 9 feet 6 inches from the outside of the foot-path on that side of the road where or towards which the distance or divergence from the said centre line is specified to occur, and the nearest rail of the tramway will intervene at the same place and for the like distance.

It is proposed to lay the said tramways as a single line of rail along the said several roads and streets through which they will respectively pass, except where turnouts or passing places may be required to be constructed for the satisfactory working of the tramways, where a double line will be laid, subject to such restrictions as regards the position of such turnouts and passing places as the local authority or road authority may in each case approve, or as may be prescribed by the intended Provisional Order.

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 passengers and goods traffic upon the same, and to confer exemptions from the payment of tolls, rates, and charges, and to confer, vary, or extinguish other rights or privileges, and to exercise the other powers granted by "The Tramways Act, 1870," and to those who are therein called Promoters, and the Order will incorporate with itself the said Act.

On or before the 30th instant proper plans and sections of the proposed tramway and works, and a copy of this notice as published in the London Gazette will be deposited at the office of the Board of Trade, with the Metropolitan Board of Works, at their office in Spring Gardens, and for public inspection with the clerk of the peace for the county of Kent, at his office at Maidstone in the said county; with each of the parish clerks of the parishes in which the intended tramway will be made or pass, at his place of residence; with the clerk to the Board of Works for the Greenwich District, at his office at Church-street, Greenwich; with the clerk to the Board of Works for the Lewisham District, at his office at Grove-place, Lewisham-road; and with the clerk of the Board of Works for the Plumstead District, at his office at Old Charlton, in the said county of Kent.

All persons desirous of making any representations to the Board of Trade, or of laying before them any objections 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 day of January next ensuing.

And notice is hereby further given that on and after the 23rd of December next, printed copies of the draft Provisional Order will be furnished to all persons applying for the same at the price of 1s. each, by the Solicitor for the Provisional Order at his office, situate as under-mentioned.

Dated this 14th day of November, 1872.

Geo. S. Warrington, 1 Gresham-buildings, London, E.C., Solicitor to the Promoters.

In Parliament.—Session 1873.

Nottingham Tramways.

Incorporation of Company for making Tramways in Nottingham; Tolls; Provisions for use of Tramways and Streets traversed; Agreements with and Powers to Mayor, Aldermen, and Burgesses of the Town of Nottingham, Street and other Authorities; Working and other Arrangements with other Companies and bodies.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company, and to enable them to make and maintain the following or some of the following tramways, or some part or parts thereof respectively, with all needful works connected therewith, and to exercise the other powers hereinafter mentioned.

A Tramway (No. 1) commencing in Arkwright-street in the parish of St. Mary, in the town of Nottingham, opposite the south-east corner of the Union Inn, thence passing along Arkwright-street, in Queen's-road, and terminating in the said Queen's-road, in the parish of St. Mary, in the town of Nottingham, opposite the entrance to the goods office of the Midland Railway Company. The tramway will follow the centre lines of the streets through which it passes.

A Tramway (No. 1a) commencing in Arkwright-street aforesaid, opposite the south-east corner of the Union Inn, at a point distant 9 feet from and on the north-eastern side of the centre line of the street, continuing thence for a distance of 66 feet along the said street, at the same distance of 9 feet from the centre line, thence gradually approaching the same, and joining it in a further length of 66 feet, and there terminating by a junction with Tramway No. 1 aforesaid, at a point 182 feet from its commencement. The whole of the above tramway will be situate in the parish of St. Mary, in the town of Nottingham.

A Tramway (No. 1b) commencing by a junction with Tramway No. 1, opposite the north side of St. Saviour's Church, in Arkwright-street, and in the centre line thereof passing thereon in a northerly direction along the said Arkwright-street, and gradually diverging from the centre line thereof for a distance of 66 feet, at which point it is distant 9 feet from and to the eastward of the said centre line, continuing thence and for a further length of 66 feet, at the same distance of 9 feet from the centre line, and thence gradually approaching the said centre line, and terminating by a junction with Tramway No. 1, in the centre line of the street at a further distance of 66 feet, the said point of termination being 198 feet from the north side of St. Saviour's Church aforesaid, measured in a northerly direction along the said Arkwright-street. The whole of the tramway will be situate in the parish of St. Mary, in the town of Nottingham. The tramway is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the footpath on the east side of the road from a point 50 feet north of the north side of St. Saviour's Church aforesaid, for a length of 98 feet in a northerly direction.

A Tramway (No. 2) commencing in the road opposite the main entrance to the booking office of the Great Northern Railway station, in the parish of St. Mary, proceeding thence along Station-street, and terminating in Queen's-road, by a junction with Tramway No. 1 at its termination as aforesaid. The line of the tramway will follow the centre of the lines of the streets through which it passes until within 50 feet of reaching the centre line of Queen's-road, at which point it will pass by a gradual curve to the northward and join the centre line of Queen's-road at its termination. The whole of the tramway will be situate in the parish of St. Mary, in the town of Nottingham.

A Tramway (No. 2a) commencing by a junction with Tramway No. 2 in Station street, at a point 165 feet from the centre of the entrance to the booking office of the Midland Railway Station, measured in an easterly direction along the said street, at which point it is coincident with the centre line of the street, passing thence in a westerly direction along the said Station-street, and diverging from the centre line thereof until, at a distance of 66 feet from its commencement, it is distant 9 feet from and to the south of the said centre line, continuing thence at the same distance of 9 feet from the centre line a further length of 198 feet, thence gradually approaching the said centre line, and terminating by a junction with Tramway No. 2, at a point distant 165 feet from the entrance

to the booking office aforesaid, measured in a westerly direction along the said street. The whole of the tramway will be situate in the parish of St. Mary, in the town of Nottingham.

A Tramway (No. 3) commencing in Queen's-road, in the parish of St. Mary, in the town of Nottingham, by a junction with Tramways Nos. 1 and 2, at their respective terminations, proceeding thence along Queen's-road, Carrington-bridge, in the parish of St. Mary, Carrington-street, Lister-gate, Albert-street, and St. Peter's-square, in the parish of St. Peter, in the town of Nottingham, and terminating in the said St. Peter's-square, opposite the south-east corner of the Star Inn. The tramway will throughout its length pass along the centre lines of the respective streets through which it passes.

A Tramway (No. 3a) commencing in St. Peter's-square by a junction with Tramway No. 3 at a point 198 feet from its termination as aforesaid in the centre line of the street forming part of the said square leading from Albert-street to Wheeler-gate, passing thence in a northerly direction along the said street and gradually diverging from the said centre line until at a point 66 feet from its commencement it is distant 9 feet from and to the eastward of the said centre line, continuing thence for a further length of 66 feet at the same distance of 9 feet from the said centre line and thence gradually approaching the said line and terminating on the said centre line by a junction with Tramway No. 3, at its termination as aforesaid. The whole of the tramway will be situate in the parish of Saint Peter, in the town of Nottingham.

A Tramway (No. 4) commencing by a junction with Tramways Nos. 3 and 3a at their termination as aforesaid in St. Peter's-square in the parish of Saint Peter, in the town of Nottingham, passing thence along through Wheeler-gate, and terminating at the top of Wheeler-gate aforesaid, opposite the south side of Market-place all in the parish of St. Peter, in the town of Nottingham. The line of the said tramway will at its commencement be coincident with the centre line of the street forming the west side of St. Peter's-square thence it will gradually diverge from the said centre line until at a point 200 feet from its commencement it is distant 3 feet 6 inches from and to the east side of the said centre line whence it gradually approaches the centre line and is coincident with it at the termination of the tramway as aforesaid.

The tramway is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the footpath on the eastern side of Wheeler-gate, from a point opposite the north-east corner of the Star Inn for a length of 300 feet in a northerly direction.

A Tramway (No. 5) commencing in Market-place in the parish of St. Mary, in the town of Nottingham, by a junction with Tramway No. 4 at its termination passing thence along the road across Market-place leading from Wheeler-gate to Market-street, Market-street, Upper Parliament-street, Milton-street, Melbourne-street, Mansfield-road, and Forest-road, in the parish of St. Mary, in the town of Nottingham, and terminating in Forest-road at the intersection of the centre line of Mount Hooton-road. The line of the tramway will follow the centre lines of the roads through which it passes except at

the following points:—(a.) At the north end of Market-street at a point 100 feet from the centre line of Upper Parliament-street, it diverges from and to the east of the centre line of Market-street, and passes by a gradual curve into Upper Parliament-street, passing to the north of the centre line until reaching a point 16 feet from and to the north of the said centre line until passing the urinal in the latter street, whence it gradually approaches and joins the said centre line at a point 100 feet from the said urinal measured along the centre line of the said street. (b.) At the east end of Upper Parliament-street, and at a distance of 80 feet from the junction of the centre line of Milton-street and the said street, it diverges from and to the north of the said centre line, and passes by a gradual curve to join the centre line of Milton-street aforesaid, at a distance of 80 feet from the junction of the said centre line. (c.) At the junction of Forest-road and Mansfield-road, and between points situate a distance of 100 feet from the intersection of their centre lines, respectively measured along the said centre lines, the line will pass by a gradual curve to the west of the centre line of Mansfield-road and the south of that of Forest-road.

A Tramway (No. 5a) commencing in Upper Parliament-street by a junction with Tramway No. 5, at the north end of Market-street, passing thence by a gradual curve to the south of the centre line of the said street until opposite the urinal, at which point it is distant 16 feet from it to the south of the said centre line, thence gradually approaching the same, and joining it at a point 100 feet from the said urinal, measured along the centre line of the said Upper Parliament-street by a junction with Tramway No. 5 at the same point. The tramway will be wholly situate in the parish of Saint Mary, in the town of Nottingham.

A Tramway (No. 5b) commencing in the Mansfield-road by a junction with Tramway No. 5 opposite the south side of Fox-lane, and in the centre line of the road, continuing thence in a northerly direction along the said Mansfield-road, and diverging from the centre line thereof until at a distance of 66 feet from its commencement it is distant 8 feet from and to the east of the said centre line, continuing thence at the same distance of 9 feet for a further length of 66 feet, thence gradually approaching the said centre line and terminating by a junction with Tramway No. 5 in the centre of the said road at a point 198 feet from the south side of Fox-lane aforesaid, measured in a northerly direction along the said Mansfield-road. The whole of the tramway will be situate in the parish of Saint Mary, in the town of Nottingham.

A Tramway (No. 5c) commencing in Forest-road, and in the centre line thereof by a junction with Tramway No. 5 at a point opposite the west side of Addison-street, proceeding thence in a westerly direction along the said Forest-road, and diverging from the centre line thereof for a length of 66 feet, at which point it is distant 9 feet from and to the south of the said centre line, continuing thence for a further length of 66 feet at the same distance of 9 feet from the centre line, thence gradually approaching the said line and terminating by a junction with Tramway No. 5 in Forest-road at a

point distant 198 feet from the west side of Addison-road aforesaid, measured along the centre line of Forest-road. The whole of the Tramway will be situate in the parish of Saint Mary, in the town of Nottingham.

The tramway is intended to be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the footpath on the southern side of the Forest-road, from a point 33 feet west of the west corner of Addison-street for a length of 132 feet in a westerly direction.

The imaginary centre line means in all cases except where otherwise stated an imaginary line drawn along the centre of the existing carriage way of the street or road, by whatever name known or called, along which the tramway is intended to be laid.

And it is proposed by the Bill to authorise the Company for the purposes of the tramways to lay down and maintain tramways, iron rails, and plates in, along, and upon the surface of the streets, roads, and places mentioned in this notice, and to enter upon and open the surface of, and to alter or stop up, remove, and otherwise interfere with streets, turnpike-roads, public roads, ways, footpaths, watercourses, bridges, sewers, drains, pavements, thoroughfares, cab stands, weighing machines, gas pipes, 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 re-instating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

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

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

To provide for the maintenance and repair of the whole, or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any tolls, 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 Bill of any paving, metalling, or road materials extracted or moved by them during the construction of any of the proposed works and the ownership and disposal of any surplus paving, metalling, or materials.

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

To prohibit except by agreement with the Company or upon terms to be prescribed by the Bill the use of the proposed tramways by persons or corporations other than the Company with carriages with flange wheels or other wheels specially or particularly adapted to run on an edged rail or on a grooved rail, and to authorise and give effect to agreements between the Company and any other persons and 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 provisions for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company, and the respective street or road authorities, or either of them, or 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 empower the Company from time to time to make such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in this notice, as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Company.

To enable the Company when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish 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 mayor, aldermen, and burgesses of the town of Nottingham, and the vestry, district board, highway surveyors, or any turnpike or other trustees, or other bodies corporate local authorities, or persons having respectively the duty of directing the repairs, or control, or management of the streets, roads, and places respectively along or into which any of the proposed tramways shall or may be constructed, 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 passages of carriages or traffic over or along the same by means of animal, steam, or other power, and for the payment of composition, or adjusted or modified tolls, or duties in respect of the user of such streets, roads, and places, and for securing the carrying out of the said tramways and the undertaking to be authorised by the Bill, 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 incorporate with and extend and apply to the Bill all or some of the provisions of the public General Acts of Parliament, viz.: the Companies Clauses Acts, 1845, 1863, and 1869; the Lands Clauses Acts, 1845, 1860, and 1869; the Railways Clauses Acts, 1845, and 1863; and the Tramways Acts 1870, or some of them or some part or parts thereof respectively with such variations therein as may be deemed necessary or expedient or wholly or partially to exempt the Company from any of the provisions of these several Acts or to modify or alter the same with reference to all or any of the objects of the Bill and to vary or extinguish all rights or privileges there-

under, or any other Act or Acts, so far as may be necessary for the purposes of the Bill.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects and will confer other rights and privileges.

And notice is hereby further given that plans and sections of the proposed tramways and works and the lands houses and other property in or through which they may 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 land, houses, and other property, 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 Nottingham at his office at Nottingham, 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 proposed tramways and works will be made, or in which any lands, houses, or other property, are intended to be taken, and a copy of this notice will be deposited for public inspection with the respective parish clerks of those parishes, at their respective residences.

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 15th day of November, 1872.

Ben Hawkrigge Cockayne, Solicitor, Nottingham.

C. Walker, 36, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

Okehampton Corporation.

(Amendment and Enlargement or Repeal of Charters, Amalgamation of Corporation, the Trustees for the Improvement of the Borough and the Local Board, Extension of Borough, Exemption from Parish Rates, Provision as to constituting the Borough a separate Parish, Power to purchase the Okehampton Gasworks, Purchase of Lands, Provision as to Buildings, Sanitary objects, Market, Slaughter-houses, Trades' Licenses, Sewerage, Drainage, Nuisances, and General Improvement Powers, New and Altered Rates and Tolls, Borrowing Powers, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Mayor and Burgesses of the town and borough of Okehampton, in the county of Devon (hereinafter called "the Corporation"), for leave to bring in a Bill for the following, amongst other purposes, that is to say:—

—To extend for municipal and other purposes the borough of Okehampton, in the county of Devon (hereinafter called "the borough") by adding thereto, and including therein, the whole of the ancient parish of Okehampton, and hamlet of Kigbeare, in the said county.

To amend and enlarge the powers of the Corporation under the respective charters of the 21st year of the reign of James the 1st and of the 36th year of the reign of Charles the 2nd, to amalgamate and vest in the Corporation the powers, property, duties, and liabilities of the trustees for the improvement of the said borough and of the borough of Okehampton local board.

To extend the jurisdiction, powers, duties, and liabilities of the borough justices, constables, and other officers to the extended borough.

To regulate the rating and application of rates in the proposed borough.

To exempt all property within the extended borough from parochial rates and debts.

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

To constitute the said borough as proposed to be extended a separate and distinct parish and to make provision for preventing the exercise within the said parish of any powers, rights, privileges, authorities, or jurisdictions of the vestry of the parish of Okehampton, whether with reference to the appointment of churchwardens, overseers, or otherwise, and for the exercise within the proposed new parish by the churchwardens, overseers, or other officers of that parish, of all the powers, rights, and duties heretofore exercised or performed by the vestry, churchwardens, overseers, or other officers of the parish of Okehampton, and to make all other provisions necessary or incidental thereto.

To transfer to and vest in or provide for the transferring to and vesting in the corporation (for such price or consideration, and upon such terms and conditions as may be agreed upon between the Corporation and the Okehampton Gas Company (Limited), or as may be settled by arbitration, or as may be fixed or prescribed in, or otherwise provided for by the Bill) the undertaking works and property of the said Gas Company, and to confer upon the Corporation all necessary powers for enabling them to effect such purchase, and for the supply of gas within the Company's limits of supply, and to enable the Corporation to maintain and enlarge the said existing gas works when acquired by them, and to alter the said rates and charges now authorised to be taken by the said Gas Company, and to levy other rates and charges in respect thereof.

To authorise the Corporation to acquire the property, powers, and duties, and take over the liabilities of the borough of Okehampton local board.

To authorise the corporation to acquire the property, powers, and duties, and to take over the liabilities of the trustees for the improvement of the borough of Okehampton.

To authorise the corporation for the purposes of the Bill to purchase by agreement lands, houses, and other property within the extended borough; to vary and extinguish all rights and privileges connected with any such lands, houses, and other property, and to free the same from all covenants and restrictions, obligations and conditions to which they are now subject, and to enable persons having limited interests in lands and property to sell and convey such lands and property to the Corporation.

To extend the powers of the Corporation, and to regulate, restrict, or prohibit, and make further and other provisions with respect to all or any of the following purposes, that is to say:

The erecting and altering buildings, and the approval of plans and elevations thereof.

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 footways, 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 prevention of noxious or offensive trades.

The selling by auction or otherwise in any street or vacant ground, and the creation of other obstructions.

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.

To make new and further provisions with respect to the recovery of tolls, rents, rates, duties, and other charges by the Corporation, by distress and otherwise, both within and without the borough, the proceedings before justices, the recovery of the costs thereof, the proceedings against offenders and the punishment thereof, the settlement by arbitration of all questions and differences with reference to the compensation (if any) in respect of the exercise of the powers conferred by the intended Act, and to settle and prescribe the modes of conducting arbitrations under this Act, and all incidental matters.

To empower the Corporation from time to time to appoint police and other officers within the borough, and to make effectual provisions for defraying the salary and other expenses of such officers so appointed.

To authorise the Corporation to charge the expenses of, or occasioned by any of the proposed works upon property within the borough as proposed to be extended, and upon the owners, lessees, and occupiers of property.

To levy new rates, duties, and charges general and special, upon all lands, houses, and property within the extended borough; to levy other tolls, rents, rates, and duties for all or any of the purposes of the Bill, and for the discharge of existing liabilities; to alter existing tolls, rates, rents, duties, and charges; and to confer exemptions from the payment of tolls, rates, rents, duties, fees, and other charges.

To authorise the Corporation for all or any purposes of the Bill, and for the general purposes of the Corporation, to sell lands, houses, or hereditaments, now or hereafter belonging to them, and to borrow moneys, and to charge therewith the borough fund and any moneys carried from time to time to the credit of that fund, and any of the lands, tenements, and hereditaments, rates, and revenues of the Corporation, and to authorise the Corporation to borrow money by way of terminable and other annuities, and to apply to all or any of the purposes of the Bill their corporate funds.

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 as proposed to be extended the provisions of the Municipal Corporation Act, 5 and 6 William IV, 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; the Local Government Act (1858) Amendment Act, 1861, and other Acts relating to public health or local government; the Towns Improvement Clauses Act, 1847; the Markets and Fairs Clauses Act, 1847; the Commissioners Clauses Act, 1847; the Towns Police Clauses Act, 1847; the Waterworks Clauses Acts, 1847 and 1863; the Gas Works Clauses Act, 1847; the Gas Works Clauses Act, 1871; the Lands Clauses Consolidation Acts;

1845, 1860, and 1869; the provisions of the Railway Clauses Consolidation Act, 1845, with respect to roads and the temporary occupation of lands; the Nuisances Removal Act for England, 1855, and any Acts of Parliament conferring powers on local authorities relating to sanitary matters.

To empower the Corporation from time to time, if and when they think fit, to build and provide permanent or temporary hospitals or places for the reception of the sick, and to enter into and carry into effect contracts, agreements, or arrangements with any person or body for the use temporarily or permanently of any hospital or place for the reception of the sick.

To empower the Corporation from time to time if and when they think fit to apply any part of the borough funds in or towards the endowment of any school within the extended borough.

To confer upon the Corporation all powers, rights, authorities, and privileges which are or may become necessary for carrying the powers of the Bill into execution, to vary and extinguish all rights and privileges inconsistent with or which would in any manner impede or interfere with the carrying into full and complete effect the objects and purposes of the Bill, and to confer other rights and privileges.

And notice is hereby 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 14th day of November, 1872.

William Burd, Okehampton, Devon, Solicitor for the Bill.

J. Brend Batten, 32, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

London Central Railway.

(Connecting Lines with Great Northern and Metropolitan Railways; Provisions as to Deviation, Construction of Shafts, Underpinning Buildings, Additional Lands for Station and other purposes, Stopping up of Streets, Disposition of Superfluous Lands, Extension of time for compulsory purchase of Lands, Arrangements with and between, and powers of Contribution, Subscription, Guarantee, and Raising and Application of Funds to, and other provisions affecting the London and North-Western, the Midland, the Great Northern, and the South-Eastern Railway Companies, and Powers to those Companies and the Company as to Erection of joint Station; Provisions authorising the raising and application of Funds by, and as to vesting Lands in, and other Powers affecting the, Metropolitan Board of Works; Powers to raise and apply Capital; other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the London Central 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 (that is to say):—

To authorise the Company to make and maintain the railways hereinafter described, or some or one of them, or some part or parts thereof respectively, together with all proper sidings, stations, junctions, approaches, communications, works, and conveniences connected therewith, or incidental thereto, respectively (that is to say):—

A Railway (Great Northern Junction) to be wholly situate in the parish of St. Pancras

in the county of Middlesex, commencing by a junction with the authorised line (Railway No. 2) of the Company at or near the house numbered 108, in Chalton-street, and in the occupation of Robert Wilkinson and others, and terminating by a junction with the Great Northern Railway, in the terminal passenger station at King's Cross, at a point 67 yards or thereabouts, measured in a northerly direction from the southernmost wall at the south end of the station, and 28 yards or thereabouts, measured in a westerly direction from the external wall on the eastern side of that station.

A Railway (Metropolitan Junction, No. 1) wholly situate in the said parish of St. Pancras, commencing by a junction with the intended Railway above described, at or near a house numbered 7, in Ossulston-street, in the occupation of Abraham Elliott, and terminating by a junction with the Metropolitan Railway (as widened), at or near a point on the eastern side of Skinner-street, 5 yards or thereabouts from the junction of that street with the Euston-road.

A Railway (Metropolitan Junction, No. 2) commencing in the parish of St. Marylebone, in the said county, by a junction with the Metropolitan Railway, at or near a point 12 yards or thereabouts, measured in a south-easterly direction from the south-east corner of Osnaburgh-street, where that street joins the Euston-road, and terminating in the said parish of St. Pancras, by a junction with the authorised line (Railway No. 1) of the Company, at a point ten yards or thereabouts, measured in a south-easterly direction from the point at which the eastern side of Whitfield-street intersects with the northern side of Grafton-street, which said intended Railway will be wholly made or situate in the said parishes of St. Marylebone and St. Pancras, or one of them.

A Railway (Metropolitan Junction, No. 3) to be wholly situate in the said parish of St. Pancras, commencing by a junction with the Metropolitan Railway at a point 27 yards or thereabouts, measured in a westerly direction from the point at which the western side of Upper Fitzroy-street intersects with the southern side of Euston-road, and terminating by a junction with the authorised line (Railway No. 1) of the Company at the point where the proposed railway (Metropolitan Junction, No. 2) is intended to terminate, as above described.

To make and maintain the said intended railways, wholly or partially, as underground railways.

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 authorised by, or be 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 levy tolls, rates, and duties for the use of the intended railways and works; to alter existing tolls, rates, and duties; and to grant exemption from the payment of tolls, rates, and duties.

To authorise the Company to purchase by compulsion or agreement lands, houses, and other property and easements and other rights in or over any lands, houses, or other property for the purposes of the intended railways and works; and to purchase by compulsion or agreement, for station accommodation and for other purposes connected with their undertaking and for other the purposes of the Bill, certain lands, houses, and other property shown on the plans hereinafter mentioned, in the parishes of St. Anne, Soho, St. James, Westminster, and St. Martin-in-the-Fields, in the county of Middlesex.

To stop up and discontinue as public thoroughfares, and to appropriate to the purposes of the Company, the whole or any parts of the following streets and places in the parish of St. Anne, Soho, viz.: Sydney Alley, Leicester-street, Leicester-place, Lisle-street, Gerrard-street, Macclesfield-street, George-yard, King-street, Dean-street, Nassau-street, Church-street, Frith-street, Greek-street, Queen-street, Rose-street, Bateman's-buildings; and to cross, stop up, alter, remove, or divert, or otherwise interfere with, either temporarily or permanently, any other roads, streets, alleys, courts, squares, highways, footpaths or places, railways, tramways, bridges, market places, sewers, culverts, drains, pipes, telegraphs, pneumatic tubes, or other works or conveniences, within or adjoining the aforesaid parishes or places, or any of them, and to appropriate and use the same, and the subsoil and under surface thereof, for the purposes of the intended works, and other the purposes of the Company, 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.

To sell, convey, demise and lease, let, or otherwise dispose of any lands and hereditaments, or any right or interest in any lands and hereditaments purchased or acquired under the powers of the Bill, and which may not be required for the intended works or other the purposes of the Bill.

To extend the period limited by the London Central Railway Act 1871, for the compulsory purchase of lands and houses for the purposes of that Act, and the powers thereby conferred upon the Company with reference thereto.

To authorise the Company on the one hand, and the London and North Western Railway Company and the Midland Railway Company and the Great Northern Railway Company and the South Eastern Railway Company (hereinafter referred to as the four Companies) or any one or more of them 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 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 purposes of the traffic of the said authorised and 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, fares, rates, charges, receipts, and revenues, levied, taken, or arising from that traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made or allowed by any or either of the contracting Companies to the other or others of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates.

To authorise the Company and the four Companies, or any or either of them to enter into and carry into effect agreements for the formation, erection, maintenance, management, and use by any of the contracting Companies on all or any part of the lands in the said parish of St. Anne, Soho, to be acquired under the powers of the Bill, and on other lands belonging to the Company, or which they are authorised to acquire in that parish, of a joint station for the accommodation of the traffic of the said Companies, and for the allocation and appropriation to, and the separate and independent ownership and use respectively, by any or either of the contracting Companies, of any part or parts of the station and the works and conveniences connected therewith, and to regulate and provide for the tolls, charges, rents, and sums of money, whether annual or in gross, to be paid by any or either of the contracting Companies to the other or others of them.

To sanction and confirm any agreements between the Company and the four Companies, or any or either of them, already made, or which, prior to the passing of the Bill may be made or entered into, with reference to the purposes aforesaid, or any of them, and to authorise or provide for the appointment of joint Committees and the exercise of all such other powers as may be found requisite or desirable.

To authorise the four Companies, or any of them; to subscribe and contribute funds towards the making and maintaining of the authorised and intended railways and works of the Company, or any or either of them, or any part or parts thereof respectively, and to take and hold shares in the capital of the Company; and to guarantee to and 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 those purposes, and other 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, with or without preference, priority, or guarantee in payment of interest or dividend, and by borrowing, and either as part of their respective 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 authorise the said Companies, or any of them to appoint Directors of the Company.

To vest in the Metropolitan Board of Works, or to provide for the transfer to and vesting in them, when purchased or acquired by the Company, of so much of the garden or enclosure in Leicester Square, in the parishes of St. Martin-in-the-Fields and St. Anne, Soho, as may not be required for the purposes of the Company; and to extinguish all existing rights in or over the said enclosure; and to empower the said Board to appropriate and set apart the same for ever as a place of recreation for the public; and to enable the Board to regulate the use of the said garden or enclosure, and to lay out, drain, plant, and ornament it; and to make bye-laws and regula-

tions for the government, management, and improvement thereof, and for preserving order and good conduct in persons frequenting the same, and for preventing nuisances and annoyances therein; and to empower the Company and the Metropolitan Board of Works to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the aforesaid purposes and the construction and maintenance of the railways and works of the Company, or any of them, or any part or parts thereof respectively, the acquisition or 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 are now or which prior to the passing of the Bill may be entered into, and to authorise or provide for the vesting in the Metropolitan Board of Works, upon terms to be agreed on or prescribed by the Bill, of any lands or other property purchased or acquired under the powers of the Bill, and the maintenance thereof by the said Board, for the use of the public, as places of recreation, or ornamental ground, or otherwise, and to authorise the said Board for any of the purposes of the Bill to raise further moneys by rates, and by borrowing on mortgage or bond, or otherwise, and to apply to such purposes any money raised or authorised to be raised by them under any Act of Parliament.

To authorise the Company for the purposes of the Bill, and for the general purposes of their undertaking, to raise further money by the creation of new shares or stock, with or without preference, priority, or guarantee, in payment of interest, or dividend, or other rights or privileges attached thereto, and, if thought fit, in one or more classes, and with or without powers of dividing shares into preferred and deferred shares, and by borrowing on mortgage or bond, and by the creation of debenture stock, and to authorise the Company to apply to the purposes of the Bill any capital or funds now belonging to them, or which they are authorised to raise.

To alter, amend, enlarge, and extend, and, if need be, to repeal, so far as may be necessary, for the purposes of the Bill the provisions, or some of the provisions, of the several local and personal Acts of Parliament following, or some of them (that is to say), "The London Central Railway Act 1871," 9 & 10 Vict. cap. 71, and all other Acts relating to or affecting the Great Northern Railway Company; 9 & 10 Vic. caps. 204 and 231, and all other Acts relating to or affecting the London and North Western Railway Company; 7 & 8 Vic. cap. 18, 27 & 28 Vic. cap. 231, and all other acts relating to or affecting the Midland Railway Company; 6 Wm. IV, cap. 75, and all other Acts relating to or affecting the South Eastern Railway Company; 16 & 17 Vic. cap. 186, 27 & 28 Vic. cap. 260, 31 & 32 Vic. cap. 109, and all other Acts relating to or affecting the Metropolitan Railway Company; 22 & 23 Vic. cap. 137, 27 & 28 Vic. cap. 130, and any other Acts relating to or affecting the Pneumatic Despatch Company (Limited); "The Metropolis Management Act 1855," "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," 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 tolls, rates, and duties, will vary and extinguish exemptions from payment of tolls, rates, and duties, and will confer other exemptions and will contain all such provisions as may be necessary or incidental to its objects.

And notice is hereby further given that on or before the 30th day of November instant, duplicate plans and sections of the said intended railways and works and plans of the lands and houses which may be taken under the powers of the Bill, together with a book of reference to the plans, an Ordnance Map with the lines of the intended railways delineated thereon, so as to show their general course and direction, and a copy of this Notice, as published in the "London Gazette," will be deposited for public inspection with the Clerk of the Peace for the County of Middlesex, at his office, at the Sessions House, Clerkenwell Green; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the intended railways and works will be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this Notice will be deposited as follows:—

As regards the Parish of St. Pancras, with the Vestry Clerk of that parish, at his office, at the Vestry Hall, King's Road; as regards the Parish of Marylebone, with the Vestry Clerk of that parish, at his office, at the Court House, Marylebone Lane, Oxford Street; as regards the Parish of St. Anne, Soho, with the Clerk of the Strand District Board of Works, at his office, 5, Tavistock Street, Covent Garden; as regards the Parish of St. James, Westminster, with the Vestry Clerk of that Parish, at his office, at the Vestry Hall, Piccadilly; as regards the Parish of St. Martin-in-the-Fields, with the Vestry Clerk of that Parish, at his office, at the Vestry Hall, St. Martin's Lane.

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 12th day of November, 1872.

Cope, Rose & Pearson, 26, Great George Street, Westminster, Solicitors for the Bill.

Llandudno Pier.

(Application for Provisional Order for Powers to erect a Pier at Llandudno, in the county of Carnarvon, and to construct Approaches thereto, and to levy Tolls, &c.)

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on or before the 23rd day of December next, by the Promoters of the "Llandudno Pier Company (Limited)," to make a Provisional Order, pursuant to the "General Pier and Harbour Act, 1861," and the "General Pier and Harbour Act, 1861, Amendment Act," for the following, or some of the following, among other powers:—

To construct a pier, jetty, and landing-place, with all proper works, approaches, and conveniences connected therewith, for the embarking and landing of passengers, cattle, goods, and merchandise (that is to say):—An approach commencing at the bottom of Church-walks, at Llandudno, in the parish of Llandudno, in the county of Carnarvon, and proceeding across the Promenade slope belonging to the Improvement

Commissioners of Llandudno, to high water mark, a distance of 180 feet or thereabouts, in a nearly due easterly direction, and from thence proceeding in the same direction by a solid embankment for a distance of about 450 feet, thence by a pier or jetty and landing-place extending 1,670 feet or thereabouts, also in an easterly direction, and of not less than 8 feet in height above high water mark, and 20 feet in width, with a head proceeding in a northerly direction for a distance of 150 feet, and in a southerly direction for a similar distance, measured from the centre line of the pier, and of a width of 50 feet, or thereabouts, for the landing and embarking of passengers, goods, cattle, and merchandise.

And power will be sought by the same Order for Her Majesty's Public Works Loan Commissioners to advance such sum or sums of money upon the tolls and dues to be created under the said Order as they may see fit.

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

To borrow on mortgage or bond any moneys which may be required for the purpose 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 payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To incorporate with the said Provisional Order the whole or part of "The Companies Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts, 1845 and 1860," "The Companies Clauses Act, 1862," and "The Railway Clauses Act, 1863."

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 advertised and published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Carnarvon, at his office at Carnarvon, at the Custom-houses at Beaumaris and Conway, and at the office of the Board of Trade, Whitehall, London.

And notice is also hereby further given, that 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 one shilling each, by the Parliamentary Agents for the Promoters at their offices, as under-mentioned, and at the office of the Company aforesaid.

Dated this 21st day of November, 1872.

T. and V. Baines, 11, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1873.

Leicester Tramways.

(Incorporation of Company for making Tramways in Leicester; Tolls; Provisions for use of Tramways and Streets traversed; Agreement with and Powers to Mayor, Aldermen, and Burgesses of Leicester and other authorities, &c.; Working and other Arrangements with other Companies and bodies.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to incorporate a Company, and to enable them to make and maintain the following or some of the following tramways, or some part or parts thereof, respectively, with all needful works connected therewith, and to exercise the other powers hereinafter mentioned, viz. :—

A Tramway (No. 1) commencing in Humberstone-road, in the parish of St. Margaret, at a point opposite front entrance to the Albert Inn, proceeding thence along the said Humberstone-road, and Humberstone-gate, and Gallowtree-gate in the parish of Saint Margaret, and terminating in the said Gallowtree-gate at a point 2 chains or thereabouts from the Memorial Clock Tower measured along the centre line of the said Gallowtree-gate. The tramway will throughout its length follow the centre lines of the streets through which it passes, until reaching a point 90 feet west of Rutland-street, measured along the centre line of Humberstone-gate aforesaid, whence it gradually diverges from the said centre line for a length of 66 feet, at which point it is distant 2 feet from and to the north of the said centre line thence keeping at the same distance of 2 feet from and to the north of the said centre line for a further length of 66 feet, whence it gradually approaches and joins the said centre line at a point distant 198 feet from the commencement of the divergence. It then follows the centre line of the streets through which it passes until it reaches a point 1 chain from the west end of Humberstone-gate, whence it will gradually diverge from and to the south of the centre line of the said Humberstone-gate until reaching its point of termination in Gallowtree-gate aforesaid, at which point it will coincide with the centre line of the street.

A Tramway (No. 1a), commencing on the Humberstone-road aforesaid, opposite the front entrance of the Albert Inn, at a point distant 9 feet from and to the south of the centre line of the said road, proceeding thence in a westerly direction along the said road for a distance of 66 feet at the same distance of 9 feet from the centre line of the road, whence it gradually approaches the said centre line and terminates by a junction with the aforesaid Tramway No. 1, in the centre line of the roads at a point distant 132 feet from its commencement. The whole of the said tramway will be situate in the parish of St. Margaret. The tramway is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the foot-path on the south side of the road from the commencement of the tramway to a point 90 feet distant from the said commencement.

A Tramway (No. 1b) commencing by a junction with Tramway No. 1 in Humberstone-gate, at a point 90 feet west of the end of Rutland-street, in the centre of the said Humberstone-gate, continuing thence in a westerly direction along the said Humberstone-gate, and gradually diverging from the said centre line until at a point distant 66 feet from its commencement it is distant 7 feet from and to the south of the said centre line, continuing thence for a further length of 66 feet, at the same distance of 7 feet from the said centre line, thence gradually approaching the said centre line and terminating by a junction with Tramway No. 1, in a further length of 66 feet, the said point of termination being distant 288 feet from and to the west of Rutland-street, measured along the centre line of Humberstone-gate aforesaid. The whole of the tramway will be situate in the parish of Saint Margaret.

A Tramway (No. 2), commencing in Belgrave-road in the parish of Saint Margaret, at the

junction of the roads from Belgrave and Melton, proceeding thence in a south-westerly direction along the said Belgrave-road, Belgrave-gate, Haymarket, and Gallowtree-gate in the parish of Saint Margaret, and terminating in Gallowtree-gate in the said parish, at a point 2 chains or thereabouts from the Memorial Clock Tower, measured along the centre line of the aforesaid Gallowtree-gate. The tramway throughout its length will pass along the centre lines of the streets through which it passes.

A Tramway (No. 2a), commencing in Belgrave-road, at the junction of the road from Belgrave and Melton, at a point distant 19 feet from and to the west of the centre line of the road, proceeding thence in a south-westerly direction along the said Belgrave-road, at the same distance of 9 feet from the centre line for a length of 66 feet, thence gradually approaching the centre line and terminating by a junction with Tramway No. 2, in the centre line of the road in a further length of 66 feet or 132 feet from its commencement. The whole of the tramway will be situate in the parish of Saint Margaret.

A Tramway (No. 2b), commencing by a junction with a Tramway No. 2 in Belgrave-gate, in the centre line thereof, at a point opposite the end of Woodboy-street, proceeding thence in a south-westerly direction along the said Belgrave-gate, and gradually diverging from the centre line thereof for a length of 66 feet, at which point it is distant 9 feet from and to the west of the said centre line, continuing thence for a further length of 66 feet at the same distance of 9 feet from the centre line, thence gradually approaching thereto and terminating by a junction with the said Tramway No. 2, in the centre line of the road, at a point 1 chain from the end of Crab-street, measured in a south-westerly direction along Belgrave-gate. The whole of the tramway will be situate in the parish of Saint Margaret.

A Tramway (No. 2c), commencing by a junction with Tramway No. 2, in the Haymarket, and in the centre line thereof at a point 3 chains or thereabouts from the Memorial Clock Tower, measured in a north-easterly direction along the said Haymarket, proceeding thence in a south-westerly direction along the said Haymarket, and gradually diverging from the centre line thereof, until in a length of 66 feet from its commencement, it is distant 9 feet from and to the west of the said centre line, continuing thence along the said Haymarket at the same distance of 9 feet from the centre line of a further length of 66 feet, whence it gradually approaches the centre line and terminates by a junction with Tramway No. 2, in the centre line of the street at a point opposite the Memorial Clock Tower. The whole of the tramway will be situate in the parish of Saint Margaret.

A Tramway (No. 3) commencing in Gallowtree-gate, in the parish of Saint Margaret, by a junction with Tramways Nos. 1 and 2, at their respective terminations, proceeding thence along Gallowtree-gate, in the parishes of Saint Margaret and Saint Martin, and Granby-street in the parish of Saint Margaret, and terminating in Granby-street, at a point 66 feet from the intersection of the centre line of Belvoir-street with Granby-

street, measured in a northerly direction along the said Granby-street.

The tramway throughout its length will pass along the centre lines of the streets through which it passes.

A Tramway (No. 3 A) commencing by a junction with Tramway No. 3 in Gallowtree Gate in the centre line thereof at a point 165 feet from the intersection of the centre line of Horsefair-street with the said Gallowtree Gate, measured in a northerly direction along the said Gallowtree Gate, proceeding thence in a southerly direction along the said Gallowtree Gate, and diverging from the centre line thereof for a length of 66 feet, at which point it is distant 9 feet from and to the westward of the said centre line, proceeding thence along the said Gallowtree Gate at the same distance of 9 feet from the centre line until arriving at the centre line of Horsefair-street, whence it gradually approaches the said centre line and terminates by a junction with Tramway No. 3 on the centre line of Granby-street, at a point distant 66 feet from the intersection of the said centre line of Horsefair-road, measured in a southerly direction along the said Granby-street. The above tramway will be situate in the parishes of Saint Margaret and Saint Martin.

A Tramway (No. 4) commencing by a junction with Tramway No. 3, at its termination as aforesaid, in the parish of Saint Margaret, proceeding along Belvoir-street, in the parishes of Saint Margaret and Saint Mary, Welford-place, on the south side of the lamp post in the centre thereof, and Welford-road, in the parish of Saint Mary, and terminating in the said Welford-road at the intersection of the centre line of Aylestone-road with Welford-road.

The tramway will throughout its length follow the centre lines of the street, &c., through which it passes.

A Tramway (No. 4 A) commencing by a junction with Tramway No. 4 in Welford-road, and in the centre thereof at a point 132 feet from the intersection of the centre line of Aylestone-road with Welford-road, measured in a north-easterly direction along the said Welford-road, proceeding thence in a south-westerly direction along the said Welford-road and gradually diverging from the centre line until at a point 66 feet from its commencement it is distant 9 feet from and to the north-west of the said centre line, and proceeding thence to its termination in Welford-road at the intersection of the centre line of Aylestone-road-aforesaid, at the same distance of 9 feet from the centre line. The whole of the tramway will be situate in the parish of Saint Mary.

A Tramway (No. 5) commencing by a junction with Tramway No. 3 at its termination aforesaid, in Granby-street, proceeding thence in a southerly direction along Granby-street and London-road, and terminating in London-road aforesaid at the point of its intersection with Evington-lane.

This tramway will pass along the centre line of the street from its commencement to the point at which East-street and Campbell-street intersect Granby-street aforesaid, whence it will gradually diverge from and to the east of the centre line of the London-road for a length of 40 feet, at which point it is distant 4 feet 6 inches from and to the east of the said centre line, thence keeping at the same distance of 4 feet 6 inches from and to the

east of the said centre line for a further length of 66 feet, whence it gradually approaches and joins the said centre line at a point distant 146 feet from the commencement of the divergence, thence it will pass along the centre line of the London-road to a point 106 feet from and to the north of the junction of that road with Evington-lane, when it will gradually diverge from and to the east of the said centre line for a length of 40 feet, at which point it is distant 4 feet 6 inches from and to the east of the said centre line, thence keeping at the same distance of 4 feet 6 inches from and to the east of the said centre line for a further length of 66 feet to its termination at the junction of the London-road and Evington-lane aforesaid, all which said tramway will be situated in the parish of Saint Margaret.

A Tramway (No. 5 A) wholly in the parish of Saint Margaret commencing by a junction with Tramway No. 5 in London-road and on the centre line thereof, at a point where East-street and Campbell-street intersect the said London-road, whence it will gradually diverge from and to the west of the said centre line for a distance of 40 feet, at which point it is distant 4 feet 6 inches from and to the westward of the said centre line, continuing thence for a further length of 66 feet, at the same distance of 4 feet 6 inches from and to the west of the said centre line, thence gradually approaching thereto and terminating by a junction with the aforesaid Tramway No. 5, on the centre line of the said London-road at a point 146 feet from and to the south of the aforesaid point, at which East-street and Campbell-street intersect London-road.

A Tramway (No. 5 B) wholly in the parish of Saint Margaret, commencing by a junction with Tramway No. 5 in London-road and on the centre line thereof, at a point 106 feet from and to the north of the termination of the said Tramway No. 5, as before described, whence it will gradually diverge from and to the west of the said centre line for a distance of 40 feet, at which point it is distant 4 feet 6 inches from and to the north of the said centre line, continuing thence at the same distance from and on the same side of the said centre line for a further distance of 66 feet, and terminating in the London-road aforesaid, at its intersection with Evington-lane.

The imaginary centre line means, in all cases, except where otherwise stated, an imaginary line drawn along the centre of the existing carriageway of the street or road, by whatever name known or called, along which the tramway is intended to be laid.

And it is proposed by the Bill to authorise the Company for the purposes of the tramways to lay down and maintain tramways, iron rails, and plates in, along, and upon the surface of the streets, roads, and places mentioned in this notice, and to enter upon and open the surface of and to alter or stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, bridges, sewers, drains, pavements, thoroughfares, cab-stands, weighing machines, gas-pipes, 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 re-instating the proposed tramways, or of substituting others in their place or for other the purposes of the Bill.

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

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

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid and to exempt the Company from the payment of the whole or some part of any tolls, 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 Bill of any paving, metalling or road materials extracted or moved by them during the construction of any of the proposed works and the ownership and disposal of any surplus, paving, metalling, or materials.

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

To prohibit except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or corporations other than the Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edged rail, and to authorise and give effect to agreements between the Company and any other persons and corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such persons or other 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 or road 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 empower the Company from time to time to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this notice as may be necessary or convenient to the efficient working of the proposed tramways or any of them, or for providing access to any stables or carriage sheds or works of the Company.

To enable the Company, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish 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 tramway so removed or discontinued to be used or intended so to be.

To enable the Company, and the mayor, aldermen, and burgesses of the borough of Leicester, and any vestry, district board, highway surveyors, or any turnpike or other trustees, or other bodies, corporate local authorities, or persons having respectively the duty of directing the repairs or control or management of the streets, roads, and places respectively, along or into which any of the proposed tramways shall or may be constructed, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages or traffic over or along the same, by means of animal, steam, or other power, and for the payment of a composition, or adjusted or modified tolls or duties in respect of the use of such streets, roads and places, and for securing the carrying out of the said tramways and the undertaking to be authorised by the Bill, 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 incorporate with and extend and apply to the Bill all or some of the provisions of the public general Acts of Parliament, viz., the Companies clauses Acts, 1845, 1863 and 1869. The Lands clauses Acts, 1845, 1860 and 1869. The Railways clauses Acts, 1845, and 1863, and the Tramways Act, 1870, or some of them, or part or parts thereof respectively, with such variations therein as may be deemed necessary or expedient or wholly or partially to exempt the Company from any of the provisions of these several Acts, or to modify or alter the same with reference to all or any of the objects of the Bill, and to vary or extinguish all rights or privileges thereunder, or under any other Act or Acts so far as may be necessary for the purposes of the Bill.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given that plans and sections of the proposed tramways and works and the lands, houses, and other property in or through which they may 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 properties, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 80th day of November instant, for public inspection, with the Clerk of the Peace, for the borough of Leicester, at his office at Leicester, and with the Clerk of the Peace for Leicestershire, at his office at Leicester; and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the said proposed tramways and works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited for public inspection, with the respective parish clerks of those parishes at their respective residences.

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 15th day of November, 1872.

Ben Hawkridge Cockayne, Solicitor, Nottingham.

C. Walker, 36, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

Boston and Freiston Shore Railway and Pier.

(Incorporation of Company; Construction of Railway from Boston by Freiston to Boston Deep, near Clayhole and Pier, into Boston Deep, in the county of Lincoln; Compulsory Purchase of Lands; Tolls; Working and other Arrangements with Great Northern Railway Company; Power to Reclaim and Improve Lands from Boston Deep; 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 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 commencing in the parish of Boston, in the parts of Holland, in the county of Lincoln, by a junction with the Great Northern Railway at or near and to the south of the junction of the East Lincolnshire and loop lines of that railway, at a point near the north-eastern end of the bridge carrying the road leading from the Tattershall-road to the Witham Ironworks, over that railway, thence passing through or into the several parishes, townships, and extra-parochial places following, or some of them, namely, Boston, Boston West, Skirbeck Quarter, Boston East, Boston Salt Marshes, Skirbeck, Skirbeck Salt Marshes, Fishtoft, and Freiston, in the parts of Holland, in the county of Lincoln, and terminating in the said parish of Freiston, at or near a place known as Clayhole, in Boston Deep, at a point on the line of low water mark about midway between the tidal gauge belonging to the Boston Harbour Commissioners and the creek known as Butterwicklow.

2. A pier or jetty and landing place commencing in the said parish of Freiston, at or near the termination of the railway hereinbefore described, and running parallel, or nearly parallel, to the low water channel of Boston Deep for a distance of 800 feet or thereabouts, and terminating in Boston Deep there.

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 Pier 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.

To purchase lands, houses, and other property, by compulsion or otherwise, for the purposes of the said intended Railway Pier 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.

To levy tolls, rates, and charges upon, and in respect of the use of the intended Railway Pier 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 authorise the Great Northern Railway Company to contribute towards the cost of constructing the intended Railway Pier and Works, or of any parts thereof, 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 enable the said Company 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: or the Bill will enable the Great Northern Railway Company themselves to execute the Railway Pier and Works hereinbefore described, and will confer on that Company all the powers described in this notice, or such of those powers as may be needful, and among them, the power of raising capital by the issuing of ordinary or preferential stock and by loan.

To enable the Company on the one hand, and the Great Northern 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 intended Railway Pier and Works, 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.

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 Act, 1845."

"The Companies Clauses Act, 1863."

"The Companies Clauses Act, 1869."

"The Lands Clauses Acts, 1845, 1860, and 1869."

"The Railways Clauses Consolidation Act, 1845."

"The Railways Clauses Act, 1863."

"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 Acts following (that is to say):—9 and 10 Vict. caps. 71 and 88; 10 and 11 Vict. caps. 113, 125, 143, 146, 148, 272, 286, and 287; 11 and 12 Vict. caps. 62, 71, and 114; 12 and 13 Vict. cap. 84; 13 and 14 Vict. cap. 61; 14 and 15 Vict. caps. 45 and 114; 16 and 17 Vict. cap. 60; 18 and 19 Vict. cap. 124; 20 and 21 Vict. cap. 188; 21 and 22 Vict. cap. 113; 22 Vict. cap. 35; 23 and 24 Vict. cap. 168; 24 and 25 Vict. cap. 70; 25 and 26 Vict. cap. 1; 26 and 27 Vict. caps. 147 and 191; 27 and 28 Vict. caps. 202, 224, 242, and 243; 28 and 29 Vict. caps. 105, 182, 216, 330, and 331; 29 and 30 Vict. caps. 127 and 166; 30 and 31 Vict. caps. 131 and 185; 31 and 32 Vict. cap. 53; 33 and 34 Vict. cap. 71; 34 and 35 Vict. cap. 162; 35 and 36 Vict. caps. 128, 139, and 167, and any other Acts relating to the Great Northern Railway Company.

To empower the Company to purchase by compulsion any such flooded, unenclosed, waste or other lands in the several parishes, townships, extra-parochial, and other places following, or some or one of them:—Fishtoft, Freiston Shore, Freiston Salt Marsh, Freiston Sands, Freiston Lows, Freiston, Butterwick, Bennington, Leverton and Leake, in the parts of Holland, in the county of Lincoln, as may be contiguous to or be affected by the works of the Company on the sea shore beyond the limit of high water mark seawards, and to vary or extinguish all rights and claims whatsoever in or affecting all such lands acquired by or vested in the company, and to empower the company to reclaim and improve, and to resell or to lease, or otherwise deal with such lands, and to apply their corporate funds accordingly.

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, 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 London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the parts of Holland, in the county of Lincoln, at his office at Boston; 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, pier, 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 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 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.

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

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

Middlesbrough and Stockton Street Tramways.
NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, authorizing the person or persons to be named therein, or a Company to be formed under "The Companies Acts, 1862 and 1867" (as the case may be), and who are in this notice hereinafter referred to as "The Promoters," to construct and maintain the street tramways described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

Note.—The expression "centre line," used with reference to any street or road, is intended to mean an imaginary line drawn along the centre of the street or road.

1. A Tramway No. 1, commencing in Exchange-place, in the borough, township, and parish of Middlesbrough, in the north riding of the county of York, at a point ten yards west of the south-west corner of the Royal Exchange, situate in Exchange-place aforesaid, and immediately opposite the north-east corner of Wilson-street, and proceeding thence in a southerly direction along Exchange-place into and along Albert-road, thence into Corporation-road, and along the lastly-mentioned road in a westerly direction into and along Newport-road, thence into and along the Stockton and Middlesbrough new turnpike road and bridge, and into and along the public highway leading from Stockton to Guisborough, into and along Mandale-road and Bridge-street, and passing from, in, through, and into the several townships, parishes, and extra-parochial or other places following, or some or one of them, that is to say, Middlesbrough, Linthorpe, Acklam, Newport, Stainton, Thornaby, and South Stockton, all in the north riding of the county of York, and Stockton-on-Tees in the county of Durham, and terminating at a point in Bridge-street aforesaid, opposite or nearly opposite the junction thereof with Thornaby-road, which point is situate in the district of South Stockton, in the township of Thornaby, in the parish of Thornaby or the parish of Stainton, or one of them, in the north riding of the county of York.

The proposed Tramway No. 1 will consist of a single line of tramway laid along the centre of the respective roads and streets through which it is intended to pass, except that at the instances next hereinafter mentioned the proposed tramway will consist of a double line of tramway, one line of which will be laid along the centre of the respective roads or streets, and the other line of which will gradually diverge from the lastly-mentioned line until in the length of three quarters of a chain or thereabouts, the outside rail of such diverging line furthest from the centre of the road or street attains a distance not exceeding 12 feet from the imaginary centre line, and will continue at that distance until it reaches a point at or about three quarters of a chain from the termination of the double line, from whence this diverging line will again gradually approach until in such length of about three quarters of a chain it will join the aforesaid single line of tramway at the respective distances, at the several points, and on the respective sides of the centre line hereinafter named.

The following are the points above referred to, at which the Tramway No. 1 will consist of a double line, viz. :—

a. In Exchange-place and Albert-road, Middlesbrough, on the east side, between the point where the proposed Tramway No. 1 commences, as before described, and a point at or about $2\frac{1}{2}$ chains south thereof.

b. In Newport-road, Middlesbrough, on the north side, between a point at or about half a chain west of a street called Newport-crescent and a point opposite the west side of a street called Hill-street.

c. In Newport-road, Middlesbrough, on the south side, between a point opposite the west side of a street called Lord-street, and a point half a chain westward of a street called Farrer-street.

d. In Newport-road, Middlesbrough, on the south side, between a point opposite the east boundary wall of the churchyard of the church of Saint Paul, and a point opposite the west boundary wall of the same churchyard.

e. In Newport-road, Middlesbrough, on the south side, between a point 2 chains east of the east side of a house called the Newport Hotel, to a point opposite the west side of the same house.

f. In the Middlesbrough and Stockton New Turnpike-road, on the south side, between a point 17 chains west of a public highway called Linthorpe-lane (leading from Newport to Linthorpe), and a point $19\frac{1}{2}$ chains west of the same road or highway.

g. In the Middlesbrough and Stockton New Turnpike-road, on the south side, between a point at or about $14\frac{1}{2}$ chains east of the east side of the toll-gate house, adjoining the west side of the bridge crossing the old course of the river Tees, and a point 12 chains east of the same point.

h. In the Middlesbrough and Stockton New Turnpike-road, on the south side, between a point 21 chains west of the west end of the toll-gate house, adjoining the bridge over the old course of the river Tees, and a point $23\frac{1}{2}$ chains west of the same point.

j. In the Stockton and Guisborough Public Highway, on the north side, situate in the district of South Stockton, between a point at or about half a chain west of a house called the Harewood Arms Hotel, and a point at or about 3 chains west of the same house.

k. In the Stockton and Guisborough Public Highway, in the district of South Stockton, on the south side, between a point at or about $2\frac{1}{2}$ chains east of a house called the Windmill Inn, and a point immediately opposite the same house.

l. In Mandale-lane, South Stockton, on the east side, between a point at or about $2\frac{1}{2}$ chains south-west of a point opposite the front of a place or house called Cleveland Chapel, and a point opposite the front of the same chapel.

m. In Bridge-street, South Stockton, on the south side, between a point at or about half a chain west of the west gate of the level crossing of the Stockton and Darlington line of the North-Eastern Railway, and a point at or about 3 chains west of the same point.

The following is a description (given in compliance with the rules made with respect to provisional orders by the Board of Trade, under the "Tramway Act, 1870") of each place at which the Tramway No. 1 to be authorised 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 the Newport-road, Middlesbrough, on the north side of the centre line, between two points respectively at or about 11 yards and

50 yards west of the street called Newport-crescent.

In the Newport-road, Middlesbrough, on both sides of the centre line, from a point at or about 10 yards west of the west side of a street called Dale-street, to a point in the Newport-road, opposite the west boundary wall of the church yard of the church of St. Paul.

In the Newport-road, Middlesbrough, on the south side of the centre line, from a point 50 yards east of, to a point immediately in front of a house called the Newport Hotel.

In the Middlesbrough and Stockton New Turnpike-road, on the south side of the centre line, between two points respectively at or about 364 yards and 429 yards west of a public highway called Linthorpe-lane (leading from Linthorpe to Newport).

In the Middlesbrough and Stockton New Turnpike-road, on the south side of the centre line, between two points respectively at or about 319 yards and 264 yards east of the toll-gate house adjoining the bridge over the old bed of the river Tees.

In the Middlesbrough and Stockton New Turnpike-road, on the south side of the centre line between two points respectively at or about 462 yards and 517 yards west of the toll-gate house adjoining the bridge over the old course or bed of the river Tees.

In the Stockton and Guisborough Public Highway on the north side of the centre line, between two points respectively, at or about 11 yards, and 66 yards west of a house called the Harewood Arms Hotel.

In the Stockton and Guisborough Public Highway, on the south side of the centre line, between two points respectively, at or about 55 yards west of, and immediately opposite a house called the Windmill Inn.

In Mandale-lane, South Stockton, on the east side of the centre line, between two points respectively 55 yards south-east from, and immediately opposite the south-west front of Cleveland Chapel aforesaid.

In Bridge-street, South Stockton, on the west side of the centre line, between two points respectively at or about 11 yards, and 66 yards north-west of the north-west gate of the level crossing on the Stockton and Darlington line of the North-Eastern Railway.

2. A Tramway No. 2 commencing in the district of South Stockton, in the township of Thornaby, and in the parish of Thornaby, or the parish of Stainton aforesaid, by a junction with Tramway No. 1 at the termination thereof, and proceeding in a westerly direction across and along Stockton Bridge, thence in a northerly direction into and along Bridge-road, High-street, and Norton-road, and passing from, in, through, and into the several townships, parishes, and extra-parochial or other places following, or some or one of them, that is to say—South Stockton, Thornaby, and Stainton, all in the North Riding of the county of York, and Stockton-on-Tees in the county of Durham, and terminating at a point in Norton-road aforesaid, opposite or nearly opposite the junction thereof with Railway-street, which point is situate in the borough township and parish of Stockton-on-Tees, in the county of Durham.

The proposed Tramway No. 2 will consist of a line of tramway laid along Bridge-street, South Stockton, and along and over Stockton Bridge, and thence in the centre of the road called Bridge-road, thence curving round to a point in High-street, three chains from the north end of Bridge-road, and on the east side of, and 20 feet

distant from the centre line of High-street, thence continuing on the same side of the said centre line, to a point opposite the south end of the Shambles, distant about 40 feet east of the imaginary centre line of High-street, thence in a straight line on the same side to a point 40 feet east of the Market Cross, thence in a line on the same side of the said centre line, to a point opposite the north east corner of the Town Hall, distant about 40 feet from the imaginary centre line of the High-street, thence in the same straight line for a distance of about 4 chains, and will thence gradually diverge into a line distant about 20 feet from the imaginary centre line of High-street, and on the east side of such imaginary line to a point opposite the south boundary wall of the churchyard of the church of St. Thomas, thence along the centre of the respective roads or streets through which it is intended to pass.

The proposed Tramway No. 2 will consist of a single line of tramway, except in the instances next hereinafter mentioned, when it will consist of a double line of tramway, one line of which will be laid along the centre of the respective roads or streets, and the other line of which will gradually diverge from the lastly mentioned line, until, in the length of three quarters of a chain, the outside rail of such diverging line furthest from the centre line of the said road or street, attains a distance not exceeding 12 feet from such centre line, and will continue at that distance until it reaches a point three-quarters of a chain from the termination of the double line, from whence this diverging line will again gradually approach until, in such length of three-quarters of a chain, it will join the aforesaid single line of tramway, at the respective distances, at the several points and on the respective sides of such centre line hereinafter named, except as herein particularly described with reference to points *n* and *p*.

The following are the points above referred to, at which the Tramway No. 2 will consist of a double line as above mentioned:—

n. In Bridge-street, South Stockton, between a point opposite the road or street called Thornaby-road, being the commencement of the proposed Tramway No. 2, as hereinbefore described, across the bridge over the River Tees into Bridge-road, Stockton-on-Tees, to a point at or about 4 chains from the north west abutment of the aforesaid bridge. The two outside rails of the double line between the abutments of the said bridge will be respectively at a distance of 7 feet 3 inches, or thereabouts, from the imaginary centre line of the road over such bridge.

o. In Bridge-road, Stockton-on-Tees, on the south west side, between a point at or about $2\frac{1}{2}$ chains south east of the south east side of a street called Parliament-street, and a point opposite the same street.

p. In High-street, Stockton-on-Tees, from a point at or about 2 chains north of the north end of Bridge-road, whence the additional line will gradually diverge to a point, at which the western rail thereof will attain a distance of 8 feet or thereabouts, from and on the east side of the centre line of High-street, and thence gradually diverge into and join the single line of tramway, at a point $4\frac{1}{2}$ chains from the northern end of Bridge-road aforesaid.

q. In High-street, Stockton-on-Tees, on the east side between a point immediately opposite the south wall of the churchyard of the Church of St. Thomas, and a point opposite the north wall of the same churchyard.

r. In Norton-road, Stockton-on-Tees, on the east side, between a point immediately opposite the north side of a street called Major-street, and a point immediately opposite the north side of a street called Thompson-street.

s. In Norton-road, Stockton-on-Tees, on the east side, between a point immediately at or about $2\frac{1}{2}$ chains south of a point immediately opposite the north side of a street called Railway-street, and the lastly-mentioned point, being the termination of Tramway No. 2, as hereinbefore described.

The following is a description (given in compliance with the rules made with respect to Provisional Orders by the Board of Trade, under "The Tramways Act, 1870") of each place at which the Tramway No. 2, 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 Bridge-street, South Stockton, on both sides of the centre line, between a point at the commencement of the proposed Tramway No. 2, hereinbefore described, opposite a road or street called Thornaby-road, and a point in Bridge-road, Stockton-on-Tees, at or about 88 yards north-west of the north-west abutments of the Stockton Bridge over the river Tees.

In Bridge-road, Stockton-on-Tees, on the west side of the centre line, between a point 55 yards south-east, and a point immediately opposite the south-east side of a street called Parliament-street.

In Norton-road, Stockton-on-Tees, on the east side of the centre line, between a point immediately opposite the north-west side of a street called Major-street, and a point immediately opposite the north side of a street called Thompson-street.

In Norton-road, Stockton-on-Tees, on the east side of the centre line, between two points respectively, at or about 66 yards south, and immediately opposite the north side of a street called Railway-street.

3. A Tramway No. 3, commencing in the borough, township, and parish of Stockton-on-Tees, in the county of Durham, by a junction with Tramway No. 2 at the termination thereof, and proceeding in a northerly direction along Norton-road, into and along the highway (in the district of the Stockton and Hartlepool Highway Board), leading into and through the village of Norton, passing from, in, through, and into the several townships, parishes, and extra-parochial or other places following, or some or one of them, that is to say: Stockton-on-Tees and Norton, in the county of Durham, and terminating at a point in the lastly-mentioned highway, 36 yards south of the north side of the National Schools, which are situate on Norton-green, in the township and parish of Norton, in the county of Durham.

The proposed Tramway No. 3 will consist of a single line of tramway laid along the centre of the respective roads and streets through which it is intended to pass, except that at the instances next hereinafter mentioned, the proposed tramway will consist of a double line of tramway, one line of which will be laid along the centre of the respective roads or streets, and the other line of which will gradually diverge from the lastly-mentioned line until, in the length of three-quarters of a chain or thereabouts, the outside rail of such diverging line furthest from the centre of the road or street attains a distance not exceed-

ing 12 feet from such centre line, and will continue at that distance until it reaches a point at or about three-quarters of a chain from the termination of the double line, from whence this diverging line will again gradually approach until, in such length of three quarters of a chain, it will join into the aforesaid single line of tramway at the respective distances, at the several points, and on the respective sides of such centre line hereinafter named.

The following are the points above referred to at which the Tramway No. 3 will consist of a double line, viz. :—

Norton-road, Norton, on the west side of the centre line, between a point opposite the south end of Prospect-terrace, and a point at or about $2\frac{1}{2}$ chains from the south of the same terrace.

Norton-road, Norton, on the west side of the centre line, between a point situated at the termination of the proposed Tramway No. 3, as hereinbefore described, and a point $1\frac{1}{2}$ chains south thereof.

The following is a description (given in compliance with the rules made with respect to Provisional Orders by the Board of Trade, under the "Tramways Act, 1870") of each place at which the Tramway No. 3, 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.

In Norton-road, Stockton-on-Tees, on both sides of the centre line between two points respectively at or about 66 yards and 120 yards north of a point immediately opposite a street or road called Bridge-street.

In Norton-road, Stockton-on-Tees and Norton, on both sides of the centre line between a point at or about 40 yards south of a house called the Surtees Arms and a point 10 yards from a point opposite the north side of the Surtees Arms aforesaid.

In Norton-road, Norton, on both sides of the centre line between a point opposite the south end of a building called the Clarence Pottery, and a point opposite the north side of a house called the "Brown Jug Inn."

In Norton-road, Norton, on the west side of the centre line between two points respectively opposite and 55 yards south of a point opposite the south end of Prospect-terrace aforesaid.

In Norton-road, Norton, on both sides of the centre line between a point at or about 20 yards north of a point opposite the south end of Cambridge-terrace, and a point at or about 55 yards north of the north end of Victoria-place.

In Norton-road, Norton, on both sides of the centre line between a point at or about 30 yards south of the south wall of a house called the "White Swan Inn," and a point at or about 40 yards north of the same point.

The proposed Provisional Order will incorporate with itself the whole or some of the provisions of part 2 and part 3 of the "Tramways Act, 1870," with such variations therein as may be deemed necessary or expedient, and will contain powers for effecting the objects, or some of the objects, and for conferring on the promoters powers, or some of the powers, following (that is to say):

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, 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 any of them, or of substituting others in their place, or for the purposes of the Provisional Order.

To enable the promoters for all or any of the purposes of their undertaking, to purchase, lease, or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands, and also to purchase, lease, or acquire, or compound for the payment of, or make any other agreement or arrangement which the promoters may think desirable, with reference to any tolls, dues, or other payments now levied or hereafter to be levied by authority of Parliament or otherwise, over or in respect of any of the roads, in or upon which the proposed tramways, or any of them, are intended to be laid.

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

observance of such bye-laws, rules, and regulations, or of any of the provisions of the Provisional Order.

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

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

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

And the Provisional Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, at the office of the Board of Trade, and also for public inspection with the Clerk of the Peace of the North Riding of the county of York, at his office in Northallerton, in the said Riding, and with the Clerk of the Peace for the county of Durham, at his office at Durham, and with the town clerk for the borough of Middlesbrough, at his office at Middlesbrough, and with the town clerk for the borough of Stockton-on-Tees, at his office at Stockton-on-Tees, and with the clerk to the Local Board of Health for the district of South Stockton, at his office at South Stockton; and that a copy of so much of the said plans and sections as relates to each of the parishes, and extra-parochial or other 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 30th day of November instant, 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 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, Fawcett,

Garbutt, and Fawcett, 13, Finkle-street, Stockton; Henry Watson, 1, Queens-terrace, Middlesbrough; and J. Dorington and Co., 29, Great George-street, Westminster, S.W.

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 this 16th day of November, 1872.

Fawcett, Garbutt, and Fawcett, Henry Watson, Solicitors for the intended Provisional Order.

J. Dorington and Co., Parliamentary Agents.

In Parliament.—Session 1873.

Didcot, Newbury, and Southampton Junction Railway.

(Incorporation of Company; Construction of Railways; Traffic Arrangements with Great Western and London and South Western Railway Companies; Amendments 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 East and West Hagbourne, in the county of Berks, by a junction with the Great Western Railway, at a point on the east side of Didcot Station, about sixteen chains eastward of the centre of the bridge carrying that railway over Didcot-lane, and terminating in the parish of Overton, in the county of Southampton, by a junction with the London and South Western Railway, at a point thereon, about 650 yards southward of the distance post on that railway, indicating 56 miles from London.
2. A railway commencing in the parish of Didcot, otherwise Dudcote, in the county of Berks, by a junction with the Great Western Railway (Oxford Branch), at a point on that branch railway, near to the culvert over the stream forming the northern boundary of the said parish of Didcot, otherwise Dudcote, and terminating by a junction with Railway No. 1, in the said parish of East and West Hagbourne, at a point in East Hagbourne Field, about half a mile measured in a south-easterly direction from the milestone on the Wantage turnpike-road, indicating 53 miles from London.
3. A railway commencing in the parish of East Ilsley, otherwise Market Ilsley, in the said county of Berks, at or near the point where the parish road or highway leading from the village of Compton, to the village of East Ilsley, otherwise Market Ilsley, joins the road leading from East Ilsley, otherwise Market Ilsley, to the East Ilsley Downs, and terminating by a junction with Railway No. 1, hereinbefore described, at a point in the parish of Compton, otherwise Compton Parva, in the said county of Berks, near the west side of Compton Parsonage House.
4. A railway to be wholly situated in the parish of Whitechurch, in the county of Southampton, commencing by a junction with Railway No. 1, at a point thereon, about 440 yards southward of the homestead of Royal Henley,

otherwise Cold Henley, and terminating by a junction with the Basingstoke and Andover Line of the London and South Western Railway Company, at or near the fifty-ninth mile post on that line.

The said intended railways will pass from, in, through, or into all or some of the parishes, townships, and places, of Didcot, otherwise Dudeote; East Hagbourne, West Hagbourne, East and West Hagbourne, Upton, Chilton, Blewbury, East Ilsley, otherwise Market Ilsley, Compton otherwise Compton Parva, East Compton, West Compton, Hampstead Norris, Hermitage, Little Hungerford, Bottomstead, World's End, Eling, otherwise Eeling, Chieveley, Oare, otherwise Oure, Courage, otherwise Curridge, Snelsmore, Bucklebury, Marlstone, Shaw, Thatcham, Shaw-cum-Donnington, Speen, Church Speen, Bagnor, Benham, Speenhamland, Stock Cross, Wood Speen, Newbury, Greenham, and Enborne, in the county of Berks, and Newtown, otherwise Newtown near Newbury, Adbury, High Clere, Burghclere, otherwise Burroughclere, Kingsclere, Ecchinswell, otherwise Itchingswell, Sidmonton, otherwise Sydmonton, Litchfield, Woodcot, otherwise Woodcut, Low Woodcot, Hurstburn Priors, otherwise Hurstbourne Priors, otherwise Hurstbourne Priors, St. Mary Bourne, Charlcoth, Whitechurch, Royal Henley, otherwise Cold Henley, otherwise Cold Hurley, Freefolk, Freefolk Manor, Freefolk Priors, Freefolk Tything, Tadley, Laverstoke, otherwise Laverstock, and Overton, in the county of Southampton.

To enable the Company to purchase by compulsion and also by agreement lands, houses, and hereditaments for the purposes of the said proposed railways and works connected therewith.

To cross, divert, alter, or stop up for the purposes of the intended Act, and either temporarily or permanently, roads, street, 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 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.

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 London and South Western 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 line of the said Companies; the contributions, payments, and allowances to be made and allowed by any or either of the said Companies to the other or others of them for, or with reference to, or on account of all or any of the objects of the intended Act, or of any contracts or arrangements, and the application thereof, the services, facilities, and accommodation to be afforded, made, and provided by all or any of the said Companies to or for the benefit of all or some of them, and any matters incidental thereto or

connected with the objects and purposes aforesaid.

The intended Act will incorporate with itself 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 Railway 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.: 5th and 6th William IV., cap. 107, "The Great Western Railway (West Midland Amalgamation) Act, 1863," and of all other Acts, relating to the Great Western Railway Company, and the 4th and 5th William IV., cap. 88, and of all other Acts relating to the London and South Western Railway Company.

Maps, plans, and sections showing the lines and levels of the said intended railways and works, and describing the lands intended to be taken under the powers of the intended Act, together with a book of reference to such plans, and a copy of this notice as published in London Gazette, will be deposited on or before 30th day of November in the present year with the Clerk of the Peace for the county of Berks, at his office at Reading, and with the Clerk of the Peace for the county of Southampton, at his office at Winchester, 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 such lands are situated, 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 13th day of November, 1872.

William Tatham and Son, 17,
Old Broad-street;
William A. Freston, 31, Old } Solicitors.
Broad-street, London;
William Bell, 27, Great George-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

Bodmin and Wadebridge and Delabole Railway.
(Incorporation of Company; Construction of Railway from the Bodmin and Wadebridge Railway at Wenford Bridge to the Delabole Slate Quarries; Alterations and Improvements of Bodmin and Wadebridge Railway, and Construction of Deviation Lines, &c.; Provisions authorizing and requiring the Company, or the Bodmin and Wadebridge Railway Company, to make such Alterations, Improvements, and Deviations, &c.; Running Powers and Facilities over Bodmin and Wadebridge Railway; and Powers to Levy or Alter Tolls thereon; Arrangements with London and South Western, Bodmin and Wadebridge, Devon and Cornwall, and Cornwall Mineral Railway Companies; Amendment or Repeal of Acts.)

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

To incorporate a Company (hereinafter referred to as "The Company") and to authorize the Company to make and maintain the railway hereinafter described, or some part or parts thereof, together with all proper sidings, stations, junctions, approaches, works, and conveniences connected therewith or incidental thereto, viz.:—

A railway commencing in the Parish of Saint Breward by a junction with the existing main line of the Bodmin and Wadebridge Railway at the termination thereof at Wenford Bridge, and terminating in the Parish of Saint Teath, at a point within the works of the Delabole Slate Quarries, about one chain to the eastward of the principal office of the Old Delabole Slate Company in the said Quarries, which said railway will be made, or pass from, through, or into the following parishes, extra parochial and other places, or some of them, that is to say, Saint Breward, Saint Tudy, Michaelstowe, Advent, Lateglos-by-Camelford, Camelford, Minster, and Saint Teath, all in the County of Cornwall.

To authorize or require the Company, or the Bodmin and Wadebridge Railway Company, to make and maintain alterations and improvements of the line and levels of so much of the main line of the Bodmin and Wadebridge Railway as is situate between a point on the said railway, five chains or thereabouts from and to the north-westward of the mile-post thereon denoting $2\frac{1}{2}$ miles from Wadebridge and the termination of the said railway at Wenford Bridge, and of the Bodmin Branch of the said railway throughout its whole length, and in connection therewith to make and maintain the works hereinafter described with all proper conveniences (that is to say):—

A Deviation Railway (No. 1) commencing in the parish of Egloshayle by a junction with the main line of the Bodmin and Wadebridge Railway at a point 5 chains or thereabouts from and to the north-westward of the mile-post thereon denoting $2\frac{1}{2}$ miles from Wadebridge, and terminating in the said parish of Egloshayle by a junction with the said main line at a point about 14 chains or thereabouts from and to the south-eastward of a mile-post thereon denoting 3 miles from Wadebridge.

A Deviation Railway (No. 2) commencing in the parish of Egloshayle by a junction with the said main line at a point 1 chain or thereabouts from and to the south-eastward of a mile-post thereon denoting $3\frac{1}{2}$ miles from Wadebridge, and terminating in the parish of Bodmin by a junction with the said main line at a point about 2 chains 40 links from and to the eastward of a mile-post thereon denoting $3\frac{1}{2}$ miles from Wadebridge.

A Deviation Railway (No. 3) commencing in the parish of Bodmin by a junction with the said main line at a point 7 chains or thereabouts from and to the westward of a mile-post thereon denoting $4\frac{1}{2}$ miles from Wadebridge, and terminating in the said parish of Bodmin by a junction with the said main line at a point of 12 chains or thereabouts from and to the eastward of a mile-post thereon denoting $4\frac{1}{2}$ miles from Wadebridge.

A Deviation Railway (No. 4) commencing in the parish of Bodmin by a junction with the said main line at a point 8 chains or thereabouts from and to the westward of a mile-post thereon denoting $5\frac{1}{2}$ miles from Wadebridge and terminating in the parish of Helland by a junction with the said main line at a point 11 chains or thereabouts northward of a mile-

post thereon denoting $6\frac{1}{2}$ miles from Wadebridge.

A Deviation Railway (No. 5) commencing in the parish of Helland by a junction with the said main line at a point 8 chains or thereabouts from and to the southward of a mile-post thereon denoting 7 miles from Wadebridge, and terminating in the said parish of Helland by a junction with the said main line at a point 5 chains or thereabouts from and to the northward of a mile-post thereon denoting $7\frac{1}{2}$ miles from Wadebridge.

A Deviation Railway (No. 6) commencing in the parish of Helland by a junction with the said main line at a point 5 chains or thereabouts from and to the south-westward of a mile-post thereon denoting $7\frac{1}{2}$ miles from Wadebridge, and terminating in the parish of Blisland by a junction with the said main line at a point 9 chains or thereabouts from and to the southward of a mile-post thereon denoting $10\frac{1}{2}$ miles from Wadebridge.

A Deviation Railway (No. 7) commencing in the parish of Saint Breward by a junction with the said main line at a point 13 chains or thereabouts from and to the southward of a mile-post thereon denoting $11\frac{1}{2}$ miles from Wadebridge, and terminating in the said parish of Saint Breward by a junction with the said main line at a point 9 chains or thereabouts from and to the northward of the said last-mentioned mile-post thereon.

A Deviation Railway (No. 8) commencing in the parish of Saint Breward by a junction with the said main line at a point 10 chains or thereabouts from and to the southward of a mile-post thereon denoting $11\frac{1}{2}$ miles from Wadebridge, and terminating in the said parish of Saint Breward by a junction with the said main line at a point 3 chains or thereabouts from and to the southward of the termination of the said Bodmin and Wadebridge Railway at Wenford Bridge.

A Deviation Railway (No. 9) commencing in the parish of Bodmin by a junction with the aforesaid Deviation No. 4 at a point in a field (No. 3,111) in the parish map of the said parish of Bodmin, measuring 4 chains or thereabouts in an easterly direction from the western-most corner of the said field, and 5 chains or thereabouts in a northerly direction from the southern-most corner of the said field; and terminating by a junction with the Bodmin Branch of the Bodmin and Wadebridge Railway at a point on the said Branch 8 chains or thereabouts from and to the eastward of a mile-post thereon denoting $5\frac{1}{2}$ miles from Wadebridge.

A Deviation Railway (No. 10) commencing in the parish and borough of Bodmin by a junction with the said Bodmin Branch of the Bodmin and Wadebridge Railway at a point on the said Branch near to a mile-post denoting 6 miles from Wadebridge, and terminating in the said parish and borough of Bodmin, by a junction with the said Bodmin Branch at or near the termination of the said Bodmin Branch at Crabb's Wharf, Bodmin.

All which said alterations, improvements, Deviation Railways, works and conveniences will be made, or pass through or into the several parishes and extra parochial or other places following (that is to say), Saint Breock, Egloshayle, Bodmin, the Borough of Bodmin, Helland, Saint Mabyn, Blisland, Saint Tudy and Saint Breward, or some of them, all in the County of Cornwall.

To authorize the Company and the Bodmin and

Wadebridge Railway Company to purchase and take by compulsion or agreement lands, houses, and property required for the purposes of the intended railways and works, and to levy tolls, rates and duties for the use of the intended railways and works, to alter existing tolls, rates and duties, and to grant exemptions from the payment of tolls, rates and duties.

To empower the Company, and the Bodmin and Wadebridge Railway Company, to cross, stop up, alter or divert, whether temporarily or permanently, roads, streets, highways, railways, sidings, tramways, rivers, canals, navigations, streams, sewers, pipes and other works, so far as may be necessary, in constructing or maintaining the said intended railways and works.

To empower the Company and all other Companies and persons lawfully using the intended Railway of the Company or any part thereof to run over and use with their engines and carriages, wagons and trucks, and their officers and servants, and for the purposes of traffic of every description, the Bodmin and Wadebridge Railway, together with all tramways, sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works and conveniences, on or connected or used with the said Railway, upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates and charges as may from time to time be agreed upon between the Company and the Bodmin and Wadebridge Railway Company, or other the Company or Companies for the time being, owning or working the said Bodmin and Wadebridge Railway, 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 Bodmin and Wadebridge Railway Company, or other the Company or Companies for the time being owning or working the Bodmin and Wadebridge Railway, to afford all requisite facilities for the purpose, and to enable the Company and all other companies and persons as aforesaid to levy and receive tolls, fares, rates, and charges in respect of passengers, animals, and things conveyed by them over the Bodmin and Wadebridge Railway, and to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon the Bodmin and Wadebridge Railway, and the works and conveniences connected therewith.

To enable the Company on the one hand, and the London and South Western Railway Company, the Bodmin and Wadebridge Railway Company, the Devon and Cornwall Railway Company, and the Cornwall Mineral Railways Company, or any or either of them, on the other hand, from time to time, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the working, use, management, construction, and maintenance by any or either of the contracting Companies of the intended Railways and works, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the said Railways, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates and drawbacks to be paid, made or allowed

by any of the contracting Companies to the other or others of them for or on account of any matters to which the respective contract, agreement, or arrangement relates, the appointment of, joint committees and the exercise of all such powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made with respect to all or any of the matters aforesaid.

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

To alter, amend, extend, enlarge, or to repeal so far as necessary for the purposes of the Bill the provisions or some of the provisions of the several local and personal Acts following, or some of them (that is to say) 4 and 5 Wm. IV. cap. 88; 18 and 19 Vict. cap. 188, and the several other Acts relating to or affecting the London and South Western Railway Company; and 2 and 3 Wm. IV. cap. 47; 28 and 29 Vict. cap. 370, and all other Acts relating to or affecting the Bodmin and Wadebridge Railway Company; 25 and 26 Vict. cap. 165, and the several other Acts relating to or affecting the Devon and Cornwall Railway Company; and all other Acts relating to or affected by the objects of the Bill.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended Railways and works, together with a book of reference to such plans an Ordnance map with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Cornwall, at his office at Bodmin; and that, on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference, respectively as relates to each parish, or extra-parochial place, in or through which the intended railways and works are proposed to be made, or in which any lands or houses are intended to be taken, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the Parish Clerk of each such parish at his residence; and as to any extra-parochial place with the clerk of some parish immediately adjoining thereto at his residence.

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

Dated this thirteenth day of November, 1872.

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

In Parliament.—Session 1873.

The Penryn and Helston Railways and Tramway. (Incorporation of Company, Construction of Railways and Tramway from Penryn to Helston, arrangements with the Cornwall, West Cornwall, and South Devon Railway Companies Amendment of Acts.)

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

To incorporate a Company (herein referred to as "The Company"), and to enable them to make and maintain all or some of the following Railways and Tramway, or some part or parts thereof,

with all needful Works, Stations, and Approaches, and Conveniences connected therewith (that is to say):—

A railway (No. 1) situate wholly in the borough of Penryn, in the parish of St. Gluvias, in the county of Cornwall, commencing at a point 5 yards or thereabouts, measured in a westerly direction from the back of the waiting shed on the up platform of Penryn Station of the Cornwall Railway, and terminating under the southern face of the bridge carrying the old turnpike road leading from Penryn to Helston, over the Cornwall Railway at a point in the railway cutting, 5 yards or thereabouts, measured in a westerly direction from the centre of present line of rails of the Cornwall Railway.

A railway (No. 2) commencing in the borough of Penryn, in the parish of St. Gluvias, in the county of Cornwall by a junction with the said intended railway No. 1 at the termination thereof as hereinbefore described, and terminating in the parish of Wendron, and Helston, in the county of Cornwall, at a point on the western side of the road leading from the Lizard to Wendron, in a field adjoining the said road belonging to Adolphus William Young, M.P., and occupied by Thomas Oliver, and at a point 83 yards or thereabouts, measured in a northerly direction along the said road from the northern gate of the Helston and Penryn turnpike gate house at Helston, which said railway No. 2 will be made or pass from, in, through, or into the parishes, townships, extra parochial or other places or towns of these following, that is to say—Penryn, St. Gluvias, Budock, Mabe, Constantine, Wendron, and Helston, all in the county of Cornwall.

A railway (No. 3) commencing in Penryn in the parish of St. Gluvias, in the county of Cornwall, by a junction with the said intended railway No. 1, at the termination thereof as hereinbefore described, and terminating in the parish of Budock, in the county of Cornwall, in a field adjoining the western side of the turnpike road from Penryn to Falmouth, and at a point 12 yards or thereabouts from the centre of said road, measured in a westerly direction, known as Lower Bread ground, belonging to George Glasson and occupied by Michael Saunders, and which said field is bounded on the south by a field known as the Moor, belonging to George Glasson and Gustavius Lambert Basset, or one of them, and in the occupation of Philip Dawe, and which said railway No. 3 will be made or pass from, in, through or into the parishes, townships, extra parochial and other places, or some of them following, that is to say—Penryn, St. Gluvias, and Budock, all in the county of Cornwall.

A tramway commencing in the parish of Budock in the county of Cornwall, by a junction with the said intended railway, No. 3, hereinbefore described at a point 10 yards or thereabouts, measured in a westerly direction, from the centre of the turnpike road leading from Penryn to Falmouth, at a point where Glasson's jetty abuts, on the eastern side of the said road, then proceeding along the turnpike road to Penryn and Commercial Road, Penryn, and turnpike road to Truro, and terminating in Penryn in the parish of St. Gluvias, in the county of Cornwall, in the turnpike road from Penryn to Truro, at a point 44 yards measured in a northerly direction along the said road from the intersection of New-street with Commercial-road. The said Tramway will be situate

in or made, or pass from, in, through, or into the parishes, townships, extra parochial, or other places, or some of them following, that is to say, Budock, Penryn and Saint Gluvias, in the County of Cornwall. The centre line of the intended Tramway will be at its commencement at a distance of 10 yards from the imaginary centre line of the Falmouth and Helston turnpike road, and thence for a distance of 80 yards, will be at such gradually decreasing distance from the imaginary centre line of the road, that at the end of 80 yards from the commencement of the said intended tramway, will coincide with the imaginary centre line of the said road, and thence will coincide with the imaginary centre line of the said turnpike roads, and Commercial-road until it reaches the intersection of Qua Hill and Commercial-road, then for a distance of 60 yards gradually diverging from the imaginary centre line, until it attains a distance of 3 feet from the same on the right hand side thereof, thence to its termination, the centre of the intended Tramway will be at a distance of 3 feet from, and on the right hand side of the imaginary centre line of the road.

The Tramway will occupy throughout a space of 7 feet 6 inches in width, and the distance thereof from the imaginary centre line hereinbefore stated, means the distance of the centre line of the Tramway from the imaginary centre line, and the imaginary centre line means in all cases, except where otherwise stated, an imaginary line along the centre of the causeway of the street (by whatever name known or called) along which the Tramway is intended to be laid.

The following is a description of each place at which the proposed Tramways or some of them are intended to be so laid, that for a distance of 30 feet and upwards, a less space than 10 feet 6 inches will intervene between the outside of the footpath, on either side of the road, and the nearest rail of the Tramway (viz.): the Turnpike Road from Falmouth to Helston; Commercial Road, Penryn; Penryn and Truro Turnpike Road.

To cross, divert, alter, stop up, whether temporarily or permanently, roads, streets, ways, railways, drains, pipes, rivers, streams, watercourses.

To cross, divert, alter, stop up, whether temporarily or permanently, and enter upon the surface of, and to alter, remove and otherwise interfere, with streets, turnpike roads, highways, public roads, ways, footpaths, rivers, canals, navigation, watercourses, sewers drains, pavements, thoroughfares, water pipes, gas pipes and electric telegraph pipes, tubes, wires and apparatus, and other works, railways and tramroads, within, or adjoining the townships and parishes mentioned in this notice.

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 workings of the proposed Tramway, or for the providing access to any stables, or carriage sheds, or works of the Company.

To enable the promoters, and any vestry, 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 the proposed Tramway, 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. So far as it may be necessary in constructing, maintaining, repairing, removing, altering, or reinstating the said in-

tended Railways, Tramways, and Works, to deviate from the lines of the railways, both vertically and horizontally, to such an extent as may be defined in the Bill.

To purchase lands, houses, easements, and other property compulsory and by agreements, for the purposes of the said intended railway and works; to levy tolls, rates, and charges, in respect thereof; and to exercise other rights and privileges.

To enable the Cornwall, West Cornwall, and South Devon Railway Companies, or either of them, to maintain, use, and work the hereinbefore described railway; and to subscribe and contribute funds towards the construction and maintenance of the said intended railway and works; 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 those Companies respectively 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 them, or either of them, or under the control of their directors.

To enable the company on the one hand and the Cornwall, the West Cornwall, and South Devon Railways, 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 railways, or any of them, 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 railways; the payment 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 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 Companies' Clauses' Act, 1869;" "The Lands' Clauses' Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses' Consolidation Act, 1845;" and "The Railway Clauses' Act, 1863;" "Tramways' Act, 1870;" and it will, or may, amend and enlarge the powers and provisions of the several Acts relating, respectively, to the Cornwall, West Cornwall, and South Devon Railway Companies.

Duplicate plans and section describing the lines, situations, and levels of the proposed railway and works, the lands, houses, and other property in or through which it 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, and any lessees of the occupiers of such lands and 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 Cornwall, at his office, at Bodmin;

and on, or before, the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in, or through, which the intended 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 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 13th day of November, 1872.

A. Hurst, 17, Parliament Street, Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

Filey Pier.

(Application for a Provisional Order for power to erect a Landing and Promenade Pier at Filey, in the County of York, and to Levy Tolls, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Council for Trade and Foreign Plantations, on or before the 23rd December next, by the Promoters of the Filey Pier, to make a Provisional Order, pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act 1861 Amendment Act," to incorporate a Company, and to give to such Company, or to confer on any Company to be incorporated under "The Companies Act, 1862," the following or some of the following amongst other powers.

To construct a Promenade Pier, Jetty, and Landing Place, with all proper works, Sea Walls, Terraces, Promenades, Approaches, and other conveniences connected therewith, commencing from a point on the top of the Sea Wall on the East Side of the Parade, near the Baths, situate 1 chain 60 links in a northerly direction from the north east corner of the parapet wall of the said baths, and extending thence seaward in an easterly direction, a distance of 800 feet or thereabouts.

To erect upon the said Pier Toll Houses, Saloons, Waiting, Refreshment and other rooms, with all necessary and proper appliances upon the said pier and works, or the land necessary for the construction thereof, and approaches, and to demise the same respectively for any term or terms of years.

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 and take tolls, rates and duties upon or in respect of the said pier and works from all persons, and in respect of all vessels using the same, and for passengers and luggage embarking or disembarking at or from the said pier, and from time to time to alter such tolls, rates, or duties, to confer any or extinguish from time to time exemptions from or to enter into composition with any person or persons with respect to the payment of such tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges.

To vary or extinguish any regulation, right, or privilege now existing as to the use or enjoy-

ment by any Corporation or person or persons of so much of the soil between low water mark and high water mark and the land adjoining thereto as may be occupied by the said pier and works.

To incorporate with the said Provisional Order the whole or parts of "The Harbour, Docks, and Piers Clauses Act, 1847;" "The Companies Clauses Consolidation Acts, 1845;" and "The Lands Clauses Consolidation Acts, 1845, 1860 and 1869;" "The Companies Clauses Act, 1862;" and "The Railway Clauses Act, 1863;" and to take any other powers and provisions which may be deemed necessary.

To empower the Company to sell, lease, or let the whole or any part of the said undertaking, or the said tolls, rates and duties to be levied in respect thereof.

And notice is hereby given that on or before the 30th day of November, 1872, a proper plan and section 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 East Riding of the said County of Yorkshire, at his office at Beverley, in the said County of Yorkshire, in the Custom House at Scarborough aforesaid, and at the office of the Board of Trade, Whitehall Gardens, in the County of Middlesex.

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 parties applying for the same at the offices of the undersigned.

Dated this 21st day of November, 1872.

A. Hurst, 17, Parliament Street, Westminster, Parliamentary Agent.

Ilfracombe Pier and Harbour.

(Application for Provisional Order for Amendment of Ilfracombe Harbour Order, 1870.)

NOTICE is hereby given, that application is intended to be made to the Lords of the Committee of Her Majesty's Privy Council for Trade, on or before the 23rd day of December, 1872, by Sir Bouchier Palk Wrey, of Tawstock, Devon, Baronet, hereinafter called "the Promoter," to make a Provisional Order pursuant to the provisions of "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for the following, among other powers, that is to say:—

To borrow on mortgage bond or debenture, any further moneys which may be required for the purposes of the "Ilfracombe Harbour Order, 1870," beyond the sum of 8,000*l.* thereby authorized to be borrowed.

And notice is hereby further given, that before the 30th day of November, 1872, a copy of this notice as published in the *London Gazette*, will be deposited with the Clerk of the Peace for Devon, at his office at Exeter; at the Custom Houses at Ilfracombe aforesaid and Barnstaple, Devon; and at the office of the Board of Trade, Whitehall, London; and that on or before the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished to all persons applying for the same, at the price of one shilling each, by the Solicitors, for the Promoter, at their offices as under.

Dated 20th day of November, 1872.

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

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

Bradford Improvement.

(Construction of Reservoir; Better Protection of Sources of Water Supply; Prevention of Impounding, Diverting, Selling, or Polluting of Water; Extension of Limits of Water Supply; Construction of a Bridge with Carriage way and Footpaths over Midland Railway; Making and Maintenance of New Streets in the Borough and neighbourhood thereof; Removal of Projections and Improvements of Streets within the Borough; Widening and Improvement of existing Streets by enforcing new line of Frontage; Summary Powers for Repair of Streets, and for Enforcing Construction of Sinks and Drains; Enforcement of Construction of Proper Conveniences; Removal of Obstructions from Streets; Bye-Laws for regulating Traction Engines; Amendment of Powers to make Bye-Laws as to Hackney Carriages and Drivers and Conductors thereof.—Contributions by Fire Insurance Offices to Fire Police Expenses; Stopping up of Jumbles Lane; Stopping up and Diversion of Footpaths at Scholemoor Cemetery; Power to make Markets Bye-Laws; Commutation of Payment by County Justices for Market Street Bridge; Alteration and Enlargement of Borough Boundary to include the township of Bolton for municipal, sanitary and other like purposes; Incorporation of the Inhabitants of Bolton and of the Borough as one municipal body; Extension of Rating and other municipal and sanitary powers to Bolton; Power to Contract for Supply of Gas or Water along lines of Mains; Taking of Lands required by compulsion or otherwise; Additional Borrowing Powers; Power to create and issue Debenture Stock; Amendment, Repeal, and incorporation of Acts and Charters.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session of 1873, for leave to introduce a Bill for carrying into effect the following or some of the following objects (that is to say):—

To enable the Mayor, Aldermen, and Burgesses of the Borough of Bradford, in the West Riding of the county of York (hereinafter called the Corporation) to make, construct and maintain a reservoir for the storage and supply of water, which said reservoir will be situate on the southern side of a new road leading from Black Edge Lane, Denholme Gate, in the parish of Bradford in the said West Riding, to Sawood Lane, in the hamlet of Far Oxenhope, in the township of Haworth, in the said parish and Riding, the western end of the said intended reservoir being situated 200 yards or thereabouts to the east of Sawood Lane aforesaid, and the eastern end of the said reservoir being in the allotment numbered 2, 2 in the Award for enclosing Thornton Moor, bearing date on or about the 12th day of May, 1772, made under the Act passed in the tenth year of the reign of George the Third, intituled The Thornton in Bradford Dale Inclosure Act, and which said Award is deposited or enrolled at the Register Office for Deeds at Wakefield, in the said West Riding, and which said reservoir will be made, constructed, and maintained from, in, through, or into the parishes, townships, hamlets, and extra-parochial places of Thornton, Far Oxenhope, Haworth, and Bradford, all in the said West Riding of the county of York.

To enable the Corporation in the construction of the said reservoir to deviate from the lines and levels delineated on the plans and sections, to be deposited as hereinafter mentioned, to the extent to be defined in the said plans and sections, and to

be specified in the said Bill, and also to stop up, alter or divert, whether temporarily or permanently, within the several parishes, townships, hamlets, or other places aforesaid, all such roads, highways, streams, pipes, or aqueducts, as it may be necessary to stop, alter, or divert for the purpose of constructing, maintaining, and using the said intended reservoir.

To make better provision for the protection of the Corporation, and of the waters which they are empowered to take and use, and the places where such waters may be taken or collected, and for preventing the said waters from being taken; impounded, diverted, or sold by any other person or persons, and for the better prevention of pollution of any of the streams, springs, or other sources of water supply now authorised to be taken by the Corporation, and for more effectually preventing improper interference with the rights, works, conduits and pipes of the Corporation.

To enable the Corporation to supply more effectually with water the present limits of the water supply of the Corporation, and the township of Bingley, in the said West Riding, including the several districts of the Bingley Improvement Commissioners and the Bingley Local Board of Health, as also the hamlets of Bingley and Micklethwaite, all in the parish of Bingley, in the West Riding of the county of York, and to extend the limits of supply of water by the Corporation to such last-named township and districts, and to extend the powers of the Waterworks Clauses Acts, 1847 and 1863, and the several Acts for regulating the Bradford Corporation Waterworks, to such last-mentioned township and districts.

To empower the Corporation to make, lay down and maintain within their existing limits of water supply, and within the township and districts mentioned in the last preceding paragraph of this notice, in, through, or into private lands and public places, all necessary mains, pipes, and other works connected therewith.

To enable the Corporation to make, construct, and maintain a bridge or viaduct, with carriage ways and footpaths thereon, over the Midland Railway, so as to afford more direct communication between the western and eastern sides of the town of Bradford, together with all necessary and proper approaches, buttresses, walls, supports, and other works connected therewith, with full power and authority to erect buttresses, walls, supports, and other works upon the lands of the Midland Railway Company at the places shown in the deposited plan and section, or at such other places as may be agreed upon by the said Company and the Corporation, and for the purposes aforesaid, at all reasonable times, to enter upon the lands of the said Company to make and construct such buttresses, walls, supports, and works, and to make and construct the said bridge, and when the same shall have been completed, to repair, amend, and maintain the same, the work to be done to the satisfaction of the engineer for the time being of the Company, or in the event of difference to the satisfaction of the President for the time being of the Society of Civil Engineers of England. The said bridge is intended to commence on the western side of the said railway, 790 yards or thereabouts north of a street called School Street, and to terminate on the eastern side of the Valley Road 125 yards or thereabouts to the north of Lionel Street, all in the township and borough of Bradford, which said bridge will be made, constructed, and maintained from, in, through, or into the parishes, townships, or extra-parochial places of Manningham and Bradford in the West Riding of the county of York.

To enable the Corporation to make rules and regulations for the good management of such bridge, and to impose penalties for breach of any of such rules and regulations.

To enable the Corporation to make, construct, and maintain certain new public streets or highways in the said borough and the neighbourhood thereof (that is to say):—

A new public street or highway in the township of Bradford, in the parish of Bradford, in the West Riding of the county of York—No. 1—commencing at or near Tyrrel Street near Sun Bridge, and terminating at Brick Lane, at the end of Thornton Street.

A new public street or highway in the said township of Bradford, in the said parish of Bradford and said West Riding—No. 2—commencing at the new street, 1stly above mentioned, at or near its junction with Godwin Street, and terminating at Westgate opposite Kirkgate.

A new public street or highway in the said township of Bradford, in the said parish of Bradford and said West Riding—No. 3—commencing at the new street, 1stly above mentioned, at its junction with Westgrove Street, and terminating at Rebecca Street, opposite the end of Holmes Street.

A new public street or highway in the said township of Bradford, in the said parish of Bradford and said West Riding—No. 4—commencing at the new street lastly above mentioned, 63 yards or thereabouts from Rebecca Street, and terminating at Rebecca Street, opposite the end of Wynne Street.

A new public street or highway in the said township of Bradford, in the said parish of Bradford and West Riding—No. 5—commencing at Market Street, opposite the end of Bank Street, and terminating at the eastern end of Court Street.

A new public street or highway in the said township of Bradford, in the said parish of Bradford and West Riding—No. 6—commencing at Hustlergate, opposite the end of Bank Street, and terminating at Kirkgate, opposite the end of Darley Street.

A new public street or highway in the said township of Bradford, in the said parish of Bradford and said West Riding—No. 7—commencing at the junction of Great Horton Road and Tyrrel Street, opposite the end of Manchester Road, and terminating at Thornton Road, at its junction with Brewery Street.

A new public street or highway in the township of Bradford, in the said parish of Bradford and in the township of Bolton, in the parish of Calverley, all in the said West Riding, or one of them—No. 8—commencing at the eastern end of Lionel Street and terminating at Bolton Lane, 60 yards to the west of the Bradford Canal.

A new public street or highway in the townships of Bradford and Manningham, in the said parish of Bradford and West Riding, or one of them—No. 9—commencing at the last-mentioned street (No. 8), 90 yards or thereabouts north of Lionel Street, and terminating at a new street now being laid out, to be called Midland Road, 60 yards or thereabouts to the west of the Midland Railway.

A new public street or highway in the said township of Bradford, in the said parish of Bradford and in the said township of Bolton, in the said parish of Calverley, all in the said West Riding, or one of them—No. 10—commencing at the street 8thly above mentioned,

420 yards or thereabouts north of Lionel Street, and terminating at the new street, 12thly hereinafter mentioned, 315 yards or thereabouts west from Bolton Road.

A new public street or highway in the said township of Bolton, in the said parish of Calverley and in the said township of Manningham, in the said parish of Bradford, or one of them, in the said West Riding—No. 11—commencing at the new street, 8thly above mentioned, 640 yards or thereabouts north of Lionel Street, and terminating at the new street, 12thly hereinafter mentioned, 80 yards or thereabouts east of the Midland Railway.

A new public street or highway in the said township of Bolton, in the said parish of Calverley, and in the said township of Manningham, in the said parish of Bradford, or one of them, in the said West Riding—No. 12—commencing at the junction of Valley Road and Bolton Lane and terminating at Peel Park, near the western entrance thereof.

A new public street or highway in the said township of Bolton, in the said parish of Calverley and in the said township of Bradford, in the said parish of Bradford and West Riding, or one of them—No. 13—to connect the proposed new street lastly mentioned with Bolton Road, and commencing opposite the entrance to Peel Park and terminating 80 yards or thereabouts eastward of Carnarvon Street.

A new public street or highway in the said township of Manningham, in the said parish of Bradford and West Riding—No. 14—commencing at Oak Lane, where the same joins Skinner Lane, and terminating at Heaton Road, opposite the end of Lily Croft Lane.

A new public street or highway in the said township of Manningham, in the said parish of Bradford and West Riding—No. 15—commencing at Lily Croft Lane, 75 yards or thereabouts, west of Japan Street, and terminating at Toller Lane, opposite the end of Duckworth Lane.

A new public street or highway in the township of Horton, in the said parish of Bradford and said West Riding—No. 16—commencing at Arctic Parade, where the same joins Livingstone Street, and terminating at Beck Side Road, opposite the end of Summer Hill Street.

A new public street or highway in the said township of Bradford, in the said parish of Bradford and said West Riding—No. 17—commencing at Stott Hill, near the end of Wellington Street, and terminating at the southern end of Captain Street.

To enable the Corporation to take and remove certain projecting buildings and walls, and certain other buildings, and to take certain pieces of land for improving the several roads, highways, streets and places or parts thereof, in the said parish of Bradford as follow:—

In the township of Bradford, in the said parish of Bradford, and in the said West Riding—The northern side of Old Market from Piece Hall Yard to the junction of Old Market and Market Street; the western side of Tyrrel Street, from Thornton Road to the southern end of Tyrrel Street; both sides of Bolton Road, between Well Street and Holdsworth Street; the southern side of Church Bank, between Vicar Lane and Peckover Street; the northern side of Well Street, between Canal Road and Church Bank; the eastern side of Canal Road, at or near the Well Street end thereof; the western side of Wharf Street, at or near Holdsworth Street and Bolton Road; the southern side

of Kirkgate, between Queensgate and Piece Hall Yard; the northern side of Hustlergate, between Queensgate and Old Market; the eastern side of Queensgate; the eastern side of Peckover Street, between Barkerend Road and Park Gate; the eastern side of Manningham Lane, at or near Spring Gardens, on the north side thereof; the south-western side of Rebecca Street; the western side of Westgate, between Godwin Street and Millergate; both sides of School Street; the eastern end of Holdsworth Street; both sides of Stott Hill, between Barkerend Road and Wellington Street; the eastern side of Palladios Buildings; the southern side of Thornton Road, between Tyrril Street and Brewery Street.

In the township of Bowling, in the said parish of Bradford, and in the said West Riding—Mill Lane, at its junction with Hall Lane.

In the township of Horton, in the said parish of Bradford, and in the said West Riding—The north-western side of High Street, nearly opposite the end of Southfield Lane; the southern side of Legrams Lane, 350 yards to the east of Sheer-bridge Road; the western side of Little Horton Lane, at or near Malkiln Fold; the northern side of Holme Top Lane, between Little Horton Lane and Garden Street; the south-western side of Cross Lane, at or near its junction with Great Horton Road; the north-eastern side of Arctic Parade; the north-eastern side of Beckside Road, between Legrams Lane and Browhill.

In the township of Manningham, in the said parish of Bradford, and in the said West Riding—The south-western side of Snake Hill Lane, at or near its junction with Thornton Road; both sides of Oak Lane, between North Park Road and Skinner Lane; the northern side of Bolton Lane; a wall in front of the house No. 66, Carlisle Road; both sides of Little Lane: the southern side of Toller Lane, near its junction with Little Lane; the northern side of Thornton Road, between Brick Lane and the boundary of the said township of Bradford; and at or near the junction of Thornton Road and Snake Hill Lane.

In the townships of Bradford and Manningham, in the said parish of Bradford, and in the said West Riding, or one of them—The south-eastern side of Brick Lane, between Thornton Road and Thornton Street.

To enable the Corporation to widen and improve existing streets in the borough by defining or prescribing the line of frontage or building line to be hereafter observed, and to make provisions for enforcing the observance of such line whenever new buildings are erected, or old buildings are altered or rebuilt in any such street. To prevent any erection, excavation or obstruction being made beyond such prescribed line. To make provision for affording compensation in any of the above cases where property is required to be given up to the public for the observance of such line. To provide summary procedure and jurisdiction for ascertaining the amount of compensation in such cases.

To provide summary means for compelling owners of property abutting upon any street in the borough, not being a highway repairable by the public, and which is in a dangerous or defective condition, to repair and amend the same.

To provide summary means for compelling owners of dwelling houses to make proper sinks, drains and other necessary appliances for carrying off refuse water from such dwelling houses where no such conveniences exist.

To enable the Corporation to enforce the construction of proper privies and ashpits, and the

repair or alteration of existing privies and ashpits.

To empower the Corporation to remove chains, posts and other obstructions from streets, reserving to the owners of property abutting on such streets all other existing rights; to exempt from this provision all existing streets where within twelve months after the passing of the Act, and all new streets hereafter made and formed, where within twelve months after the same shall be made or formed the owners erect permanent gates at the entrance of any such street, and where the same have been shown on the plan as approved by the Corporation.

To enable the Corporation, subject to the approval of a Secretary of State, to make bye-laws for regulating the use of traction engines in the streets of the borough and the licensing thereof, as also for the licensing and regulating of the conduct of the drivers, conductors, enginemen and other persons employed in connection with the working of such engines, and for regulating the breadth of wheels of carts, waggons and other vehicles used for the carriage of stone, iron and other heavy materials.

To alter and amend the powers of the Corporation respecting hackney carriages, and the drivers and conductors thereof, so as to require the conductors of omnibuses to be licensed, and to enable the Corporation to make regulations for the good government of such persons; and so as to make all hackney carriages, and the owners and drivers, subject to be licensed by and be under the control and regulation of the Corporation whenever such hackney carriages or drivers shall be plying for hire at any place within the borough.

To compel fire insurance companies insuring property within the borough to contribute to the expense of the fire police and the expenses incident to fires occurring in the borough.

To empower the Corporation to stop up a lane or place known as the "Jumbles," running between portions of the public park in the said borough known as Lister Park, and to extinguish all rights of way therein or thereto.

To enable the Corporation to stop up or divert the public footpath in the Borough Cemetery at Scholemore, in the said borough, and the immediate approaches thereto, and to extinguish all rights of way therein or thereto, and to make and maintain a new footpath, such new footpath to commence at the point where the present footpath crosses a stream known as the Bull Greave Beck, north of the said Cemetery, and to terminate at the Necropolis Road, near the residence of the Registrar of the Cemetery, which said new footpath is shown on the deposited plan, and will be made and maintained in the township of Horton, in the parish of Bradford, in the said West Riding.

To enable the Corporation, subject to the approval of a Secretary of State, to make and from time to time alter, vary and rescind bye-laws, rules and regulations for the management of markets and market places, and the buildings therewith connected, and to prescribe penalties for breach of any such bye-laws and regulations.

To enable the Justices of the Peace for the West Riding of the county of York and the Corporation to enter into a contract agreed upon between them, subject to the approval of Parliament, for commuting the cost payable by the County Treasurer towards the maintenance of a county bridge, in Market Street, in the said borough, by payment of the sum of £1000. to the Corporation by the said Justices, and to make provision for the said bridge being hereafter main-

tained by the Corporation, and for the county being released from further liability thereto.

To alter, amend, extend, and enlarge for all municipal and sanitary and other like purposes the boundaries of the said borough, so as to include the township, district or place of Bolton, in the parish of Calverley, in the said West Riding of the county of York, in the said borough, and to incorporate the said township, district or place of Bolton with and to make the same part of the said borough, and to provide that the inhabitants of the existing borough, and of Bolton aforesaid, shall be incorporated as one body, as fully and effectually as if the said township, district or place of Bolton had originally been included in the Charter of Incorporation of the said borough.

To provide that such township, district, or place shall form a new ward of the borough of Bradford to be called the Bolton Ward, and be represented in the Town Council of the said borough by two aldermen and three councillors, in addition to the present number of aldermen and councillors appointed for the said borough.

To define the qualifications of Burgesses, Councillors, and Aldermen within the said Ward, and to provide for the making out and revision of a burgess list and list of claims and objections, and for the making of a burgess roll for the said Bolton Ward, and the time, place, and manner of election and retirement of the aldermen, councillors, and other officers for such ward, and the election of their successors, and to provide that all officers of the Borough of Bradford as now existing shall be the officers of the Borough as enlarged and extended.

To provide for compensation to any paid officer now acting in and for the said township, district, or place of Bolton who may be displaced by these provisions, and also to provide that any additional duty imposed by the Act on any paid officer acting in the administration of the Poor Laws shall be paid for by the Corporation. Provision for settling amount thereof.

To provide that all liabilities of the said township, district, or place of Bolton, in respect of the matters aforesaid, shall become charged upon and be payable by the Corporation, and that all rights, contracts, and debts to which the said township is entitled shall be transferred to the Corporation.

To enable the Corporation to make and levy in the said township, district, or place of Bolton when so incorporated with the Borough, all rates which may now be made and levied within the said borough by the Corporation, acting either as such Corporation, or as Local Board of Health, or otherwise, in the same manner and upon and in respect of the like persons and property, and under and subject to the like restrictions, exemptions, and limitations as are in force respecting rates now made by the Corporation within the borough.

To extend and apply the Act to provide for the regulation of Municipal Corporations in England and Wales, and the several Acts amending the same, and all existing laws, charters, powers, rights, and privileges of and appertaining to and executed by the Corporation within the said borough as at present defined, and limited to all and every part of the said township, hamlet, or place of Bolton, and to the owners and occupiers of the lands, houses, tenements, and hereditaments therein, in the same manner as if Bolton had been originally included in the charter of the said borough.

To provide that on this Act coming into operation the present Local Board of Bolton shall cease and determine, and all property, rights, and powers now belonging to them shall be and become vested

in the Corporation, and that all liabilities incurred by them shall be binding on the Corporation.

To provide that in case any difficulty shall arise in carrying the Act into effect on any subject whatsoever, and not herein provided for, the same shall and may be dealt with in such manner as the Local Government Board may by provisional order direct, and any such order may at any time be varied and altered if occasion shall require.

To provide that any provisional order so made and duly published in the London Gazette shall have the same effect as if enacted by the proposed Act.

To authorise and empower the Corporation to enter into contracts with the owner of any tenement or hereditament situate in the neighbourhood of any gas or water main or pipe of the Corporation, though not within the prescribed limits of supply of the Corporation, and also with any Local Board or company not within such prescribed limits to take and use gas or water of the Corporation upon such terms and conditions and for such period as may be agreed upon between them.

To extend the provisions of the Bradford Improvement Act, 1850, and the Bradford Waterworks and Improvement Act, 1868, to opposition to any local or personal bill in Parliament.

To enable the Corporation to take, compulsorily or otherwise, the lands, tenements, and hereditaments set forth in the deposited plan and section, for making the several improvements and executing the several works herein described and stated.

To enable the Corporation to raise and borrow moneys on the credit of the borough rate and the borough fund of the said borough, for the purpose of completing works already undertaken by the Corporation, and also the works hereby authorised and for other the purposes herein mentioned.

To enable the Corporation to create and issue debenture stock for moneys borrowed or to be borrowed by them, under the authority of Parliament.

To alter and amend, enlarge or repeal the following Acts:—The Bradford Improvement Act, 1850; the Bradford Waterworks Act, 1854; the Bradford Corporation Waterworks Act, 1854; the Bradford Corporation Waterworks Amendment Act, 1855; the Bradford Corporation Waterworks Act, 1858; the Bradford Waterworks Act, 1862; the Bradford Corporation Act, 1866; the Bradford Waterworks and Improvement Act, 1868; the Bradford Waterworks Act, 1869; the Bradford Corporation Gas and Improvement Act, 1871; the Acts for Regulating Municipal Corporations in England and Wales; the Bingley Improvement Act, 1847; the Bingley Improvement and Extension Act, 1867; and all provisional and other orders now in force for the said townships, districts, or places of Bolton and Bingley, or either of them, or any part thereof.

To incorporate all or some of the provisions of the Lands Clauses Consolidation Act, 1845; and the Lands Clauses Consolidation Acts Amendment Act, 1860; the Waterworks Clauses Act, 1847; the Waterworks Clauses Act, 1863; the Public Health Act, 1848; the Local Government Act, 1858; the Local Government Act (1858) Amendment Act, 1861; the Local Government Act Amendment Act, 1863; the Towns Improvement Clauses Act, 1847; the Towns Police Clauses Act, 1847; the Commissioners Clauses Act, 1847; the Gas Works Clauses Act, 1847; the Sanitary Act, 1866; and the Public Health Act, 1872.

On or before the 30th day of November instant duplicate plans describing the line and situation of the said intended works, and the lands proposed to be taken, together with sections of the said works, and a book of reference to such plans con-

taining the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the said lands, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, 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 several parishes within which the said intended works or any of them are proposed to be made will be deposited with a copy of the said notice at the residence of the parish clerks of such parishes respectively, and in case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto.

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.

Wm. Thos. McGowen, Town Clerk of the said borough of Bradford.

Fearon, Clabon, and Fearon, 21, Great George Street, Westminster, London, Parliamentary Agents.

In Parliament—Session 1873.

West Lancashire Railway.

(Extensions to and in Liverpool; Substitution of Level Crossings for Bridges on authorised Line; Stopping up of Roads and Diversions of Roads; Arrangements with, and Powers of Subscription and Guarantee, and raising and application of Funds to the London and North-Western, Lancashire and Yorkshire, Midland, Great Northern, Manchester, Sheffield, and Lincolnshire, Great Western and Mersey Railway Companies; Powers to run into and use Central Station at Liverpool; Arrangements with Corporation of Liverpool and Mersey Docks and Harbour Board, and Powers to those bodies to raise and apply Funds; Powers to raise and apply Capital; other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the West Lancashire 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 (that is to say):

To authorise the Company to make and maintain the railways hereinafter described, or some or one of them, or some part or parts thereof respectively, together with all proper sidings, stations, approaches, works, and conveniences connected therewith, or incidental thereto, respectively, to be wholly situate in the County Palatine of Lancaster, viz. :—

A Railway (hereinafter referred to as Railway No. 1), to be wholly situate in the parish and borough of Liverpool, commencing by a junction with the authorised Liverpool Central Station Railway (in course of construction), at a point on or near the centre line of that Railway one hundred and sixty yards, or thereabouts, measured along the centre line of that Railway in a south-easterly direction from the southern face of the bridge carrying the street known as Newington over the Liverpool Central Station, and terminating at a point in the northern frontage of Dale-street five yards, or thereabouts, from the south-eastern corner of Hatton-garden and Dale-street, measured along such frontage in a north-easterly direction;

A Railway (hereinafter referred to as Railway No. 2), to be wholly situate in the parish and borough of Liverpool, commencing by a junction

with Railway No. 1 at its point of termination, as hereinbefore described, and terminating at a point at or near the centre of the intersection of Vauxhall-road and Boundary-street;

A Railway (hereinafter referred to as Railway No. 3), commencing in the parish and borough of Liverpool, by a junction with Railway No. 2, at its point of termination as hereinbefore described, and terminating in the township of North Meols and parish of North Meols, in the borough of Southport, at a point near the centre of a field in the occupation of Peter Lloyd, which field lies between the Lancashire and Yorkshire Railway and Sussex-road, and the south-west corner of which field is three hundred and ninety-six yards, or thereabouts, measured in an easterly direction along such Lancashire and Yorkshire Railway towards Wigan, from the level crossing of the public road, leading from Little London to Higher Blowick, over such Lancashire and Yorkshire Railway; which said intended Railway No. 3 will pass from, through or into the several parishes, townships and extra-parochial or other places following, or some of them (that is to say):—Liverpool, Walton-on-the-Hill, Sefton, Altcar, Aughton, Halsall, Ormskirk, North Meols, Kirkdale, Walton-on-the-Hill, Bootle, Orrell and Ford, Litherland, Ford, Netherton, Great Crosby, Sefton, Thornton, Lunt, Ince Blundell, Altcar, Lydiate, Downholland, Haskayne, Barton, Halsall, Halsall Moss, Scarisbrick, and North Meols, and the boroughs of Liverpool, Bootle-cum-Linacre, and Southport;

A Railway (hereinafter referred to as Railway No. 4), to be wholly situate in the township of North Meols, and parish of North Meols and borough of Southport, commencing by a junction with the said Railway No. 3, at its point of termination as hereinbefore described, and terminating by a junction with the Railway No. 1, authorised by "The West Lancashire Railway Act, 1871," at a point eleven yards, or thereabouts, measured along the centre line of such authorised railway, in a northerly direction from the public road known as Little London-lane, and in a field in the occupation of Luke Parkinson, and numbered 67 in the said parish of North Meols, on the plans deposited for the purposes of the said Act with the Clerk of the Peace for the County Palatine of Lancaster;

A Railway (hereinafter referred to as Railway No. 5), to be wholly situate in the township of North Meols, in the parish of North Meols and borough of Southport, commencing by a junction with the said Railway No. 3, at its point of termination, as hereinbefore described, and terminating by a junction with the Railway No. 2, authorised by "The West Lancashire Railway Act, 1871," at a point one hundred and eighty-seven yards, or thereabouts, measured along the centre line of such authorised railway in a south-westerly direction, from the public road known as Row-lane, which point is in a field in the occupation of Thomas and Richard Bond, or one of them, and numbered 106 in the said parish of North Meols, on the said deposited plans;

A Railway (hereinafter referred to as Railway No. 6), commencing in the parish and borough of Liverpool, by a junction with the said Railway No. 2 at its point of termination, as hereinbefore described, and terminating in the township of Kirkdale, in the parish of Walton-

on-the-Hill, and borough of Liverpool, by a junction with the Dock line of railway of the Mersey Docks and Harbour Board in Sandon Graving Dock, at a point seventy-two yards, or thereabouts, measured along such Dock line of railway in a southerly direction, from the Dock carriage entrance gates, opposite the end of the public road known as Sandhills-lane, which said Railway No. 6 will pass from, through, or into the several parishes, townships and extra-parochial or other places following, or some of them (that is to say):—Liverpool and Walton-on-the-Hill, and Kirkdale, and the borough of Liverpool;

A Railway (hereinafter referred to as Railway No. 7), to be wholly situate in the parish and borough of Liverpool, commencing by a junction with the authorised Mersey Railway at a point at or near the centre of Lord-street, or thereabouts, and thirty-eight 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 Railways Nos. 1 and 2, at the point of termination of Railway No. 1 and commencement of Railway No. 2, as hereinbefore respectively described.

To authorise the Company in the construction of the Railway No. 1, authorised by "The West Lancashire Railway Act, 1871," to carry the same across on the level of the road numbered on the deposited plans of that railway 50, in the said parish of North Meols, and to carry the Railway No. 2, authorised by the same Act, across on the level of the road numbered on the said deposited plans of that railway 278, in the parish of North Meols, in lieu of and in substitution for carrying those railways under those roads respectively by means of bridges.

To authorise the Company to alter and divert the street called or known as Manchester-street, leading from Dale-street to the old Haymarket, throughout the whole length thereof, which alteration and diversion will be wholly in the said parish and borough of Liverpool.

To authorise the Company to alter and divert the public road known as Tithebarn-lane, and the road, numbered on the plans deposited for the purposes of "The West Lancashire Railway Act, 1871," 90, in the said parish of North Meols, for a distance of five chains, or thereabouts, from the junction of those two roads, measured along each road towards Southport, which alteration and diversion will be wholly situate in the said township and parish of North Meols and borough of Southport.

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 authorised 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 empower the Company to purchase and take by compulsion and by agreement lands, houses, and other property for the purposes of the intended railways and works.

To authorise the Company to stop up and discontinue as public thoroughfares and to appropriate to the purposes of the Company the whole or any parts of the following streets and places, viz., Houlgrave-street, Locke-street, Hawkshaw-street, and Errington-street, in the township of Kirkdale, and parish of Walton-on-the-Hill, in the borough of Liverpool, and the streets known as Spitalfields, Shaw Hill-street, and Walker's-place, in the parish

and borough of Liverpool, and to cross, stop up, alter or divert, whether temporarily or permanently, all such turnpike and other roads, streets, highways, railways, tramways, navigations, cuts, canals, rivers, sewers, pipes, drains, and other works within or adjoining the aforesaid parishes or places, or any of them, as may be necessary in making and maintaining the said intended railways and works.

To empower the Company to levy tolls, rates and duties for or in respect of the said intended railways and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates and duties.

To empower the Company on the one hand, and the London and North Western Railway Company, the Lancashire and Yorkshire Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Great Western Railway Company, and the Mersey Railway Company, or any or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the working use, construction, management and maintenance of the authorised railway and works of the Company and of the intended railways and works, or any or either of them, the supply of rolling stock and machinery, and of officers and servants, for the purposes of the traffic on the said authorised and intended railways, the interchange, accommodation, conveyance and delivery of the traffic coming from or destined for the respective undertakings of the contracting companies, the levying, fixing, receipt, and division of the tolls, rates, charges, receipts and revenues levied, taken or arising from such traffic, the rents, payments, allowances, rebates and drawbacks to be paid, made, or allowed by any or either of the contracting companies to the other or others of them, for all or any of the purposes of the respective contract, agreement, or arrangement, the appointment of joint committees, and all incidental matters, and to sanction and confirm any such contract, agreement or arrangement already made, or which, prior to the passing of the Bill, may be made with respect to all or any of the matters aforesaid.

To authorise the before-mentioned companies or any of them to subscribe and contribute funds towards the making and maintaining of the intended and authorised railways and works of the Company, or any or either of them, or any part or parts thereof respectively, and to take and hold shares in the capital of the Company, and to guarantee to and for the Company interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of the purposes of the Bill to apply their respective funds and revenues, and to raise more money by the creation of new shares or stock in their respective undertakings, either with or without preference, priority, or guarantee in payment of interest or dividend, and by borrowing, and either as part of their respective general share and loan capitals, or wholly or partially as a separate share and loan capital charged primarily or exclusively on the said authorised and intended railways and works, and the tolls, rates, and duties received upon or in respect thereof, and to authorise the said companies or any of them to appoint directors of the Company.

To empower the Company and all other companies and persons lawfully using the railways of the Company, or any or either of them, or any part or parts thereof, to run into, 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 station at Liverpool known as the Liverpool Central

Station, together with all tramways, sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works and conveniences in, on, or connected or used with the said station 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 Midland Railway Company and the Great Northern Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, and the Cheshire Lines Committee, or either of them, or as, in default of agreement, shall be determined by the Board of Trade, or by arbitration, or as may be defined by the Bill; and to require and compel the said companies and committee to afford all requisite facilities for the purpose.

To empower the Company on the one hand, and the Corporation of Liverpool and the Mersey Docks and Harbour Board, or either of them, 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 and works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, the contribution of funds and any incidental matters; and to sanction and confirm any such contracts, agreements or arrangements which now are or which, prior to the passing of the Bill, may be entered into; and to enable the said Corporation of Liverpool and the Mersey Docks and Harbour Board, for all or any of the purposes of the Bill, to raise further moneys by rates and on mortgage, or bond or otherwise.

To authorise the Company, for the purposes of the Bill and for the general purposes of their undertaking, to raise further money by the creation of new shares and stock, with or without preference, priority or guarantee in payment of interest or dividend or other rights or privileges attached thereto, and, if thought fit, in one or more classes, and with or without powers of dividing shares into preferred and deferred shares, and by borrowing on mortgage or bond, and by the creation of debenture stock, and to authorise the Company to apply to the purposes of the Bill any capital or funds now belonging to them or which they are authorised to raise.

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

To alter, amend, extend, enlarge and to repeal, so far as may be necessary for the purposes of the Bill, the provisions or some of the provisions of the several local and personal Acts of Parliament following, or some of them (that is to say):—"The West Lancashire Railway Act, 1871," "The West Lancashire Railway Act, 1872," 9 and 10 Vic., caps. 204 and 231, 33 and 34 Vic., cap. 84, relating to the London and North-Western Railway Company, and all other Acts relating to or affecting that Company; 10 and 11 Vic., cap. 163, relating to the Lancashire and Yorkshire Railway Company, and all other Acts relating to or affecting that Company; 7 and 8 Vic., cap. 18, relating to the Midland Railway Company, and all other Acts relating to or affecting that Company; 9 and 10 Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company; 12 and 13 Vic., cap. 81, relating to the Manchester, Sheffield, and Lincolnshire Railway Company, and all other Acts relating to or affecting that Company; 5 and 6 Wm. IV., cap. 107, 26 and 27 Vic., caps. 113 and 198, relating to the Great Western Railway

Company, and all other Acts relating to or affecting that Company; 27 and 28 Vic., cap. 290, 29 and 30 Vic., cap. 294, and all other Acts relating to the Cheshire Lines Committee; 29 and 30 Vic., cap. 139, relating to the Mersey Railway Company, and all other Acts relating to or affecting that Company, and all Acts relating to or affecting the Corporation of Liverpool, and 20 and 21 Vic., cap. 162, relating to the Mersey Docks and Harbour Board, and all other Acts relating to or affecting that Board.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the said intended railways and works, and of the lands and houses which may be taken for the purposes thereof, together with a book of reference to the plans, an Ordnance map with the lines of the intended railways delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in that county, and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place, in or through which the intended railways and works will be made, or in which any lands or houses intended to be taken are situate; and also a copy of this notice, published as aforesaid, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 13th day of November, 1872.

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

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

In Parliament.—Session 1873.

Brighton, Eastbourne, and London Railway.
(Incorporation of Company; Construction of Railways from the London, Chatham, and Dover Railway at Penge and the South Eastern Railway at Beckenham to Brighton and Eastbourne, with branches to Westerham, and to the Surrey and Sussex Junction Railway at Oxted, and a Goods Branch at Lewes; Running powers over portions of the Railways and Stations of the South Eastern, London Chatham and Dover, London Brighton and South Coast, and Surrey and Sussex Junction Railway Companies and of the Victoria Station and Pimlico Railway Company and Holborn Viaduct Station Company; Compulsory facilities over the railways of, and working and other agreements with, and subscriptions by and other provisions affecting the South Eastern, London Chatham and Dover, London Brighton and South Coast, Surrey and Sussex Junction, London and South Western, Great Western, Great Northern, London and North Western, Midland, East London, Great Eastern, Metropolitan, Metropolitan District, London Central, and the Holborn Viaduct Station Railway Companies; Compulsory purchase of lands; Appropriation of sites of Streets, &c.; 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 to

incorporate a Company for making and maintaining the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works and conveniences connected therewith, and to confer upon the Company to be thereby incorporated (hereinafter called "the Company") all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them (that is to say):

A Railway (No. 1), commencing in the hamlet of Penge, in the parish of Saint Mary Battersea, in the county of Surrey, by a junction with the London Chatham and Dover Railway, at a point 32 chains or thereabouts (measuring along that railway), from and south eastward of the southern end of the passenger platforms at the Penge Station on the said railway, and terminating in the parish of Beckenham, in the county of Kent, on the north-west side of Elmers End Lane, being the public road leading from Elmers End Green to Beckenham, at a point 6 chains or thereabouts north-eastward from the entrance gate and lodge on that road to Eden Park.

A Railway (No. 2), wholly in the parish of Beckenham aforesaid, commencing by a junction with the Addiscombe Branch of the Mid-Kent Railway at or near the bridge by which the road leading from Penge past the north end of Beck's-lane to Beckenham is carried over the said branch railway, and terminating at or near the point of termination, as above described, of the intended Railway No. 1.

A Railway (No. 3), commencing in the parish of Beckenham aforesaid by junctions with the intended Railways No. 1 and No. 2 at their common point of termination as above described, passing in, through, or into the parishes of West Wickham, Keston, and Cudham, in the county of Kent, and Tatsfield, Titsey, Limpsfield, and Oxted, in the county of Surrey, and terminating in the said parish of Oxted, on the north side of the main road leading from Oxted to Limpsfield, in a field numbered 541 on the Tithe Commutation map of the said parish of Oxted.

A Railway (No. 4), commencing in the parish of Titsey aforesaid by a junction with the intended Railway No. 3 above described, in a field numbered 88 on the Tithe Commutation map of that parish, passing in, through, or into the parish of Tatsfield aforesaid and the parish of Westerham, in the county of Kent, and terminating in the last-mentioned parish in a field numbered 1,072 on the Tithe Commutation map of the said parish of Westerham.

A Railway (No. 5), wholly in the parish of Oxted aforesaid, commencing by a junction with the authorised Surrey and Sussex Junction Railway in a field numbered 702 on the Tithe Commutation map of that parish and terminating at or near the point of termination as above described of the intended Railway No. 3.

A Railway (No. 6) commencing in the parish of Oxted aforesaid by a junction with the intended Railway No. 3 at its termination as above described, passing in, through, or into the parishes of Crowhurst and Lingfield, in the county of Surrey, and East Grinstead, West Hoathly, and Horsted Keynes, in the county of Sussex, and termi-

nating in the last-mentioned parish in a field numbered 503 on the Tithe Commutation map of the said parish of Horsted Keynes.

A Railway (No. 7), commencing in the parish of Horsted Keynes aforesaid by a junction with the intended Railway No. 6 at its termination as above described, passing in, through, or into the parishes of Fletching, Chaily, Newick, Barcombe, Hamsey, South Malling, Saint John under the Castle, Lewes, Saint Peter and Saint Mary Westout, otherwise Saint Anne Lewes, Saint John the Baptist Southover, Kingstone, Falmer, Patcham, and Preston, all in the county of Sussex, and terminating in the last-mentioned parish, on the north-east side of the London-road, at a point 6 chains or thereabouts, measuring along the said road, from the viaduct by which the Lewes Branch of the London Brighton and South Coast Railway Company is carried over the said road.

A Railway (No. 8), commencing in the parish of Preston aforesaid by a junction with the intended Railway No. 7 at its termination as above described, and terminating in the parish of Brighton, in the county of Sussex, on the north side of Gloucester-street, in the town of Brighton, at a point 75 yards or thereabouts east of the junction of that street with Sidney-street.

A Railway (No. 9), wholly in the parish of Brighton aforesaid, commencing by a junction with the intended Railway No. 8 at its termination as above described, and terminating immediately to the northward of the Grand Hotel (situate in the King's-road, Brighton), at or near the south end of Cannon-street.

A Railway (No. 10), wholly in the parish of Brighton aforesaid, commencing by a junction with the intended Railway No. 8 at its termination as above described, and terminating on the west side of Upper Bedford-street at a point 32 yards or thereabouts north of the junction of that street with Upper Saint James-street.

A Railway (No. 11), commencing in the parish of Horsted Keynes aforesaid by a junction with the intended Railway No. 6 at its termination as above described, passing in, through, or into the parishes of Fletching, Maresfield, Uckfield, Framfield, East Hoathly, Waldron, Chiddingly, Hellingly, Hailsham, West Ham, otherwise Westerham, Willingdon, and Eastbourne, or some of them, all in the county of Sussex, and terminating in the last-mentioned parish on the north side of Terminus-road, Eastbourne, at or near the point where Langney-road (otherwise Langley-road) joins Terminus-road.

A Railway (No. 12), commencing in the parish of South Malling aforesaid by a junction with the intended Railway No. 7 at a point 10 chains or thereabouts southward from South Malling Parish Church, passing in, through, or into the parishes of Saint John under the Castle, and all Saint's Lewes, and terminating in the said parishes of All Saint's Lewes, on the northern side of the road or street called East-gate Wharf, at a point 30 yards or thereabouts eastward of its junction with East-gate-street.

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.

To cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, streets, courts, passages, footpaths, highways, ways, 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 said intended Bill, and to vest in the Company the sites or some part or parts thereof respectively, and of all or any other roads, streets, courts, passages, footpaths, highways, and ways which it may be necessary or convenient permanently to stop up for the purposes of the Bill, and to extinguish all public or other rights of way, or other rights over or affecting the same.

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 said intended 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.

To levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the railways, stations, and works hereinafter mentioned belonging to other Companies, and to alter the tolls, rates, and duties which those other Companies respectively are now authorised to take, and to confer exemptions from the payment of such tolls, rates, and duties.

To confer, vary, or extinguish other rights and privileges.

To empower the Company, on such terms and conditions, and on payment of such tolls, rates, and duties as may be agreed on between the Company and any or either of the Companies respectively mentioned in this paragraph, or as may be provided in the Bill, to run over, work, and use with their engines and carriages, and for the purposes of traffic of every description :

- (A.) So much of the lines of railway of the London Chatham and Dover Railway Company as lies between the intended junction therewith of the intended Railway No. 1 and Herne-Hill Station, together with that Station.
- (B.) So much and such parts of the several Railways of the London Chatham and Dover Railway Company, the Metropolitan Railway Company, and the Victoria Station and Pimlico Railway Company respectively as lie between Herne Hill Station and the Stations of or appropriated to or used by the London Chatham and Dover Railway Company at Ludgate Hill, Moorgate Street, Farringdon Street, and Victoria Terminus respectively, and the Stations of the Metropolitan Railway Company at Farringdon Street and Aldersgate Street together with all the said several Stations respectively.
- (C.) The Station, Railway, and works of the Holborn Viaduct Station Company.
- (D.) So much of the lines of railway of the South Eastern Railway Company as lies between the intended junction of the intended Railway No. 2 with the Addiscombe Branch of the Mid-Kent Railway and London Bridge, and thence to Cannon-street and Charing-cross respectively, including the London Bridge, Cannon-street, and Charing-cross stations of the said Company.
- (E.) So much of the lines of railway of the Surrey and Sussex Junction Railway Com-

pany and the London, Brighton, and South Coast Railway Company, and the Victoria Station and Pimlico Railway Company, as lies between the intended junction of the Railway No. 5 with the Surrey and Sussex Junction Railway and Croydon, and thence to London Bridge and Victoria Terminus respectively, including the stations of the London, Brighton, and South Coast Railway Company at London Bridge and Victoria Terminus respectively.

Together with all other stations, platforms, warehouses, goods-sheds, water, water-engines, engine-sheds, standing room for engines, booking and other offices, junctions points, signals, sidings, machinery, works, and conveniences of or connected with the said portions of railways and stations or any of them.

To empower the Company, on the one hand, and the South-Eastern Railway Company, the London, Brighton, and South Coast Railway Company, the London Chatham and Dover Railway Company, the London and South-Western Railway Company, the Great Northern Railway Company, the Midland Railway Company, the London and North Western Railway Company, the Great Western Railway Company, the Surrey and Sussex Junction Railway Company, the East London Railway Company, the Great Eastern Railway Company, the Metropolitan Railway Company, the Metropolitan District Railway Company, the London Central Railway Company, and the Holborn Viaduct Station Company (which Companies are in this notice referred to as the "15 Companies") or any one, two, or more of them, 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 Companies, or any or either of them, of their respective railways, stations 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 or stations of the contracting Companies, 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 profit arising from the railways, stations, 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 authorize the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To require the 15 Companies and each and every or any of them, upon such terms and conditions as shall be agreed upon or as shall be provided by the Bill, to book through and forward all passengers, goods, minerals, carriages, and traffic (that word having in this Notice the meaning assigned to it by the Railway and Canal Traffic Act, 1854) to or from or over the whole or any part of the railways and stations under their respective management or control, or over or to which they have running powers or the means or right of forwarding traffic to and from the intended railway or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic.

And it is also proposed by the Bill to empower the 15 Companies, or any 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 to guarantee interest, dividend, or other payments on any stock, shares, and debentures of the Company; and for those purposes to empower the 15 Companies, or any or either of them, 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 dividend, or other privileges attached thereto, and by borrowing on mortgage or otherwise; and to provide for the appointment by any or either of the 15 Companies of a director or directors of the Company.

And it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions, or some of them, of the several local and personal Acts of Parliament following (that is to say): 6 Wm., 4 cap. 75, and all other Acts relating to or affecting the South-Eastern Railway Company; 9 and 10 Vict., cap. 283, and all other Acts relating to or affecting the London, Brighton, and South Coast Railway Company; 16 and 17 Vict., cap. 132, and all other Acts relating to or affecting the London, Chatham, and Dover Railway Company; 4 and 5 Wm. 4, cap. 88, and all other Acts relating to or affecting the London and South Western 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; 9 and 10 Vict., cap. 204, and all other Acts relating to or affecting the London and North-Western Railway Company; 5 and 6 Wm. 4, cap. 107; 26 and 27 Vict., caps. 113 and 198, and all other Acts relating to or affecting the Great Western Railway Company; 28 and 29 Vict., cap. 379, and all other Acts relating to or affecting the Surrey and Sussex Junction Railway Company; 16 and 17 Vict., cap. 186, and all other Acts relating to or affecting the Metropolitan Railway Company; 27 and 28 Vict., cap. 322, and all other Acts relating to or affecting the Metropolitan District Railway Company; the East London Railway Act, 1865, and all other Acts relating to or affecting the East London Railway Company; 25 and 26 Vict., cap. 223, and all other Acts relating to or affecting the Great Eastern Railway Company; the London Central Railway Act, 1871; and the Holborn Viaduct Station Act, 1871, or some or one of the said Acts.

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 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 Surrey, at his office at North-street, Lambeth, in the same county, and with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the same county, and with the Clerk of the Peace for the county of Sussex, at his office at Lewes, 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, other than the parish of Saint Mary Battersea, with the Parish Clerk of each such parish at his residence, and in the case of the said parish of Saint Mary Battersea, with the Clerk

of the District Board of Works for the district of Lewisham, at his office at Lewisham, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence,

Printed copies of the 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. Dorington and Co., 29, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1873.

The Ross, Ledbury, and Gloucester Railway.
(Incorporation of Company; Construction of Railways from the Hereford, Ross, and Gloucester, and Ross and Monmouth Railways, to the Worcester and Hereford Railway at Ledbury, and of Railways to connect such intended Railways with the City of Gloucester and the Town of Newent; Working arrangements with the Great Western, London and North-Western, Ross and Monmouth, and Midland Railway Companies, and arrangements with the Hereford and Gloucester Canal Company, and Great Western Railway Company; Amendment of Acts.)

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

To incorporate a Company (herein referred to as The Company), and to enable them to make and maintain all, or some one, or more of the following Railways, or some part or parts thereof respectively, with all needful works, stations, and approaches, and conveniences connected therewith, that is to say:—

1.—A Railway to be wholly situated in the parish of Ross, in the county of Hereford, commencing by a Junction with the Hereford, Ross, and Gloucester Railway, of the Great Western Railway Company at or near the eastern end of the platform, on the northern side of the Ross Passenger Station, and terminating 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.

2.—A Railway, to be wholly situated in the said parish of Ross, commencing by a Junction with the Ross and Monmouth Railway, at or near the northern side of the bridge carrying the turnpike-road from Ross to Gloucester over that Railway, and terminating at the same point as Railway No. 1.

3.—A Railway, commencing in the said parish of Ross, by a Junction with Railways Nos. 1 and 2, at the termination thereof respectively, and terminating in the parish of Dymock, in the county of Gloucester, at a point in an enclosure numbered 583 on the Tithe Commutation Map, for the said parish of Dymock, which point is adjoining the Hereford and Gloucester Canal embankment at one chain and seventy links measuring northward from the post denoting $12\frac{1}{2}$ miles on the said canal, from the commencement thereof, which said intended Railway No. 3 will be situate in the parishes or places following, or some of them (that is to say) Ross, Weston-under-Penyard, Brampton Abbots, Upton Bishop, Much Marcle in the county of Hereford, and Kempley and Dymock, in the county of Gloucester.

4.—A Railway commencing in the said parish of Dymock by a junction with Railway No. 3 at the termination thereof, and terminating in the parish of Ledbury, in the County of Hereford, by a junction with the Worcester and Hereford Railway of the Great Western Railway Company, at a point

of that railway near the Ledbury passenger station, distant seven yards or thereabouts (measuring in a westerly direction along the said railway) from the western end of the south-west parapet of the bridge carrying the said Railway over the turnpike road leading from Ledbury to Bromyard, which intended Railway No. 4 will be situate in the parishes or places following, or some of them (that is to say) Donnington, Ledbury, and Borough of Ledbury, in the county of Hereford, and Dymock in the county of Gloucester.

5.—A Railway commencing by a Junction with Railway No. 3, in the parish of Western-under-Penyard, in an enclosure numbered 15 on the Tithe Commutation Map for the said parish, and terminating by a Junction with the Hereford, Ross, and Gloucester Railway, in the said parish, in a field numbered 30 on the said map, wholly in the county of Hereford, which said intended Railway No. 5 will be situate in the parishes or places following, or either of them (that is to say) Ross and Weston-under-Penyard, both in the county of Hereford.

6.—A Railway commencing by a Junction with Railway No. 3, at the termination thereof, and terminating in the parish of Newent, in a meadow numbered 409 on the parish map of the said parish, wholly in the county of Gloucester, which said intended Railway No. 6 will be situate in the parishes or places following, or some of them (that is to say) Dymock, Oxenhall, Pawntley, Newent, and Upleadon, all in the county of Gloucester.

7.—A Railway commencing by a Junction with Railway No. 6, at the termination thereof, and terminating by a Junction with the Gloucester and Dean Forest Railway of the Great Western Railway Company, at or near a point on that Railway 240 yards, or thereabouts, eastward of the centre of the Bridge carrying the turnpike road from Gloucester to Hereford, on the last-mentioned Railway, in the parish or extra parochial place of North Hamlet or Town Ham, wholly in the county of Gloucester, which said intended Railway No. 7 will be situate in the parishes or places following, or some of them (that is to say) Newent, Upleadon, Rudford, City of Gloucester, Hamlet of Highleadon, Hartpury, Lassington, Maisemore, hamlet of Over in the parish of Churcham, and North Hamlet in the Town Ham, all in the said county of Gloucester.

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, canals, drains, sewers, pipes, rivers, streams, and water-courses, so far as it may be necessary in constructing or maintaining the said intended Railways and Works; to deviate from the lines of railways, both vertically and horizontally, to such an extent as may be defined in the Bill.

To purchase lands, houses, easements, and other property, compulsorily and by agreement, for the purposes of the intended Railways and Works; and to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To enable the Company on the one hand, and the London and North-Western Railway Company, the Great Western Railway Company, the Ross and Monmouth Railway Company, the Midland Railway Company, and the Hereford and Gloucester Canal Company, 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 Railways, or any of them, 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 railways, the payment to be made, and the conditions to be performed, with respect to such working, use, management, construction, and maintenance, and the inter-

change, 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 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 said intended railways to run over with their own engines, carriages, and wagons, those portions of the Gloucester and Dean Forest Railway, of the Great Western Railway Company, and the Great Western Railway lying between the point of junction of the said intended Railway No. 7, with the said Gloucester and Dean Forest Railway to the Gloucester Station of the Great Western Railway, and from the said station to the junction of the Midland Railway Company with the Great Western Railway at or near Gloucester, and also those portions of the Hereford, Ross, and Gloucester Railway Line, between the point of Junction of the said intended Railway No. 1 with the Hereford, Ross, and Gloucester Railway, to the Hereford Station, and also from the point of Junction of the said intended Railway No. 5 with the Hereford, Ross, and Gloucester Railway, to the Junction of the said intended Railway No. 7 with the Gloucester and Dean Forest Railway of the Great Western Railway Company, and to use the said Stations, Offices, and other conveniences connected therewith on payment of such tolls as may be specified in the Act, or on such conditions as may be settled by agreement or arbitration between the Company and the said Great Western Railway, Midland Junction Railway, and Hereford, Ross, and Gloucester Railway Companies, or either of those Companies.

To enable the Company to purchase and acquire by agreement the undertaking of the Hereford and Gloucester Canal Company, or any part or parts thereof, and to enable the Canal Company and the Great Western Railway Company, or either of them, to sell and transfer their undertaking, or their respective interests, or any part thereof, to the Company, and to vest the same in the Company, and to enable the Company from time to time, as they may think fit, to fill up, to stop up, and discontinue the use or maintenance of all or any part of the Canal as may be required for the purposes of the said intended Railways, or any of them, and to adopt and apply the site of the part or parts which shall be so stopped up and filled up for the purposes of the said intended Railways, or any of them, or any of the works connected therewith, as the Company shall think fit, and to enable the Company to alter and divert any parts of the said Canal, and apply the parts so altered and diverted for the purposes of the said intended Railways, or any of them; and to enable the Company to take and levy tolls, rates, and charges upon or in respect of Railways to be constructed on the said Canal, and upon and or in respect of the several portions of the Railways and Stations of the Gloucester and Dean Forest Railway of the Great Western Railway Company, the Great Western Railway Company, the Hereford, Ross, and Gloucester Railway Company, and the Midland Railway Company hereinbefore mentioned, over and on which Running Powers are by the Bill granted to the Company; and to alter or vary the tolls, rates, and charges which those Companies or either of them are now authorised to demand and take in respect thereof, and to confer exemption from such tolls and charges.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its

objects, and it will incorporate with itself the necessary provisions of "The Companies' Clauses Consolidation Act, 1845;" "The Companies' Clauses Act, 1863;" "The Companies' Clauses Act, 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railway Clauses Consolidation Act, 1845;" and "The Railway Clauses Act, 1863;" and it will, or may, amend and enlarge the powers and provisions of the several Acts relating respectively to the London and North-Western, Great-Western, Ross. and Monmouth, Midland Railway Companies, and the Hereford and Gloucester Canal Company.

Duplicate plans and sections, describing the lines, situation and levels of the proposed railways, 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, and lessees, and of the occupiers of such lands and houses and other property; also an Ordnance map, with the lines of 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 Hereford, at his office at Hereford, and 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 each parish in or through which the intended railways 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.

Sutton and Ommanney, 80, Coleman-street,
London, Solicitors for the Bill.

In Parliament.—Session 1873.

Barrow-in-Furness Corporation.

(New Waterworks and Diversion of Waters; New Streets and Stoppage of Streets; Construction of Railway or Tramway; Further Powers as to Gas Works and Manufacture of Gas and Residual Products; Compulsory Purchase of Land; Extension of Limits for Supply of Water and Gas; Arrangements with Public and Local Bodies; Extension of Time and Revival of Powers for Completion of Works and Compulsory Purchase of Lands; Purchase of Lands and Construction of Works for Sewage; Power to Provide a New Town Hall; Further Powers as to Streets, Buildings, Lands, and for Government and Improvement of Borough, and Prevention of Nuisances; Provisions Relating to Vicars and Parish Officers of Dalton-in-Furness, and of Districts in that Parish; Extending and Applying to Corporation Provisions of Cemeteries' Clauses Act, 1847; Powers to Dispose of Surplus Lands; Provisions for Payment of Expenses of Act; New and Altered Rates, Rents and Tolls; Further Borrowing Powers; Repeal, Amendment, Re-Enactment, and Consolidation of Acts, and Other Powers.

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 Barrow-in-Furness, 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 among other purposes, that is to say:—

To authorise the Corporation to make and maintain the following Waterworks, viz.:—

A Reservoir, to be situate wholly in the Township and Parish of Pennington, in the County Palatine of Lancaster, on the Stream or Beck called Pennington Beck, and in certain Closes or Enclosures of Land numbered respectively 404, 405, 406, 407, 408, 409, 410, 411, 535, 536, 537, 538, 539, and 540, on the Tithe Commutation Map of the said Parish of Pennington.

An Aqueduct, Tunnel, Conduit, or Line of Pipes to be situate wholly in the said Township and Parish of Pennington, commencing from and out of the intended Reservoir, and terminating in the existing Reservoir of the Corporation known as the Poaka Beck Reservoir.

All embankments, dams, bywashes, culverts, cuttings, shafts, bridges, communications, approaches, drains, sluices, filtering beds, engines, pumps, conduits, catch-waters, stanks, weirs, tanks, pipes and other apparatus and conveniences in the Township, Parish and Place before mentioned, requisite in connection with the works before described, and for distribution of water within the limits which the Corporation may be authorised to supply.

To empower the Corporation to take and divert into the intended Waterworks, and to use for their supply the waters of the several streams called Pennington Beck and Rath Moss Beck, and their tributaries, and any other springs, streams, and waters in the line of or which will or can be intercepted by the proposed Waterworks, or which may be found in, upon, or under any lands to be acquired or held by the Corporation under the powers of the Bill, which waters so to be abstracted either directly or derivatively, flow into Levy Beck, Dragley Beck, Carter Pool, and Morecambe Bay.

To authorise the Corporation to make and maintain the following new Streets, with all necessary and proper roadways, footways, approaches, drains, culverts, and other works connected therewith (that is to say):—

A new Street commencing from and out of and on the south-west side of Duke-street, and at or near the junction of that Street with Newland-street and terminating on the south-west side of the road called the Strand, at or near the junction with that road of the subway or road under the Furness Railway, known as Middle Road.

A new Street commencing at the junction of Fisher-street with Dalton-road, and terminating by a junction with the new Street hereinbefore described, on the east side thereof, at a point thereon 260 feet or thereabouts south-west of the intended commencement of such last mentioned new Street.

A new Street commencing from and out of and on the west side of the intended new Street firstly hereinbefore described at or near the point of termination in that street of the intended new Street secondly hereinbefore described, and terminating in the existing street or roadway leading from Market-street across Newland-street to Burlington-street, at or near the point where such Street crosses Back Newland-street aforesaid:—

Which said new streets will be wholly situate

within the Parish and Borough of Barrow-in-Furness aforesaid.

To authorise and empower the Corporation in connection with such new Streets; and so far as may be necessary for the purposes thereof, to stop up the following Streets and Roads, that is to say:—

Burlington-street, Market-street, Back Newland-street, Newland-street, and Sand Area, and to appropriate the site and soil thereof to the purposes of the Corporation.

To authorise and empower the Corporation to make and maintain in connection with the intended Gasworks the following Railway or Tramway, that is to say:—

A Railway or Tramway to be wholly situate in the Parish and Borough of Barrow-in-Furness aforesaid, commencing by a Junction with the line of Railway firstly authorised to be constructed by the Furness Railway Act, 1872, in a Field numbered 37 on the deposited plans for that line of Railway at a point situate five furlongs five chains or thereabouts, from the commencement of such last-mentioned Railway, and terminating in the site of the intended Gas Works here in after described.

To authorise the Corporation, for the purposes of the Waterworks, Streets, and Railway, and for other the purposes of the Bill, to break up, alter, divert, or stop up, either temporarily or permanently, turnpike and other roads, streets, ways, bridges, railroads, tramroads, sewers, drains, telegraphs, streams, and watercourses within the Borough and the several Parishes, Townships, and Places before mentioned.

To authorise the Corporation, in the construction of the Waterworks, Streets, and Railway, to deviate from the line and levels thereof respectively as shewn on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be deemed expedient.

To authorise the Corporation for the purposes of the Waterworks, Gasworks, Streets, and Railway, and other the purposes of the Bill, to purchase and take by compulsion and agreement and to take on lease, and to take grants of easements over lands, houses, springs, streams, waters, and other hereditaments and property within the Borough, and the parishes, townships, and places before mentioned, and also to purchase by agreement, lands, houses, and other hereditaments and property, for all or any of the purposes of the Barrow-in-Furness Corporation Act, 1868, and the Barrow-in-Furness Corporation Extension and Amendment Act, 1872, to vary and extinguish all rights and privileges connected with any such lands, houses, and other property, and to free the same from all covenants and restrictions, obligations and conditions, to which they are now subject, and to enable persons having limited interests in lands and property, to sell and convey such lands and property to the Corporation.

To authorise the Corporation to purchase and acquire by compulsion or agreement, the following lands, that is to say:—

Certain lands situate in the said Parish and Borough of Barrow-in-Furness, on the north side of and adjoining or near to the new road now in course of construction, leading from Barrow-in-Furness aforesaid to Salt-house, and from thence to Roose and Roosecote, portions of which lands are distinguished on the Tithe Commutation Map of the Parish of Dalton-in-Furness with the numbers 121, 122, 123, 157, 160, 161, 162, 163, 164, 165, 166, 185, 189, 190, 191, 192, 193, and 195

respectively, and the remaining portion thereof was formerly foreshore or sands, and thereon to erect, maintain, alter, enlarge, and improve works for the manufacture of gas and any residual products, matters and things, arising in the manufacture of gas, and to manufacture and sell gas, coke, coal, tar, and other residual products, matters, and things.

To extend the limits for the supply of water and gas by the Corporation, and to authorise the Corporation to supply with water and gas for public and private purposes, if and when the Corporation think fit, the parishes, townships, and places of Ulverston and Pennington, and any other parishes, townships, districts, or places, adjoining the present and proposed limits of supply.

To authorise agreements and arrangements between the Corporation and any Local Board, Local Authority, Commissioners, or other public body or Company within or near the existing authorised and proposed limits of supply, for or with reference to the supply of water and gas by the Corporation, in bulk or otherwise, to such Local Board, Local Authority, Commissioners, public body or Company, and to confer upon the latter all necessary powers for the purpose, with power to such Local Board, Local Authorities, Commissioners, or public body to borrow and apply money, and to levy tolls for the purpose.

To extend the period limited by the Barrow-in-Furness Corporation Act, 1868, for the completion of the Waterworks by that Act authorised, and to revive and extend the powers granted by that Act for the compulsory purchase of lands and houses.

To authorise the Corporation to purchase and take and to use lands and to construct thereon all needful drains, culverts, pipes, engines, and other works for the receiving, storing, and disinfecting sewage.

To authorise the Corporation to provide a new Town Hall and Offices for the Borough, and to furnish and fit up the same.

To empower the Corporation to prescribe the line in which any house or building, or any addition thereto shall be erected, and to appropriate any lands which the owner may be thereby prevented from building upon for the purpose of widening or otherwise improving any street or road, whether public or private, in the Borough.

To empower the Corporation to require and compel the enclosing and fencing in of any unoccupied land in the Borough.

To authorise the Corporation to license places for the keeping of swine, and to prohibit and impose penalties for the keeping of them elsewhere than in the licensed places.

To extend the powers of the Corporation, and to regulate, restrict, or prohibit, and to make further or other provisions with respect to all or any of the following purposes, that is to say:—

The laying out and completion of new streets or roads, whether public or private, within the Borough.

The erection and alteration of houses and buildings.

The deposit and approval of plans and sections.

The selling by auction or otherwise in any street or vacant ground.

The hawking or selling of any articles.

The regulation of itinerant traders.

The location of moveable dwellings.

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, or to prescribe in the Bill any of such bye-laws, rules, and regulations.

To make provision for the payment by the Corporation to the Vicar, Parish Clerk, Sexton, and other officers for the time being, of the parish of Dalton-in-Furness, and to the Vicars, Sextons, Clerks, and other officers for the time being, of any Ecclesiastical Districts or Parishes formed out of the said parish of Dalton-in-Furness, of such annual or other sums as may be prescribed by or determined under the Bill, in lieu of and as compensation for any sums payable to those persons in respect of burials in the Cemetery of the Corporation, and to sanction and give effect to agreements and arrangements between and on behalf of the Corporation, and all parties interested with respect thereto.

To extend and make applicable to the Corporation, and to incorporate with or re-enact in the Bill, with such variations as may be deemed expedient, the provisions, or some of the provisions, of the Cemeteries Clauses Act, 1847.

To authorise the Corporation, from time to time, to sell, demise, let, or otherwise dispose of, any lands acquired or to be acquired by them, and subject to such reservations as may be thought fit.

To make provision for the payment of the expenses of and incident to the applying for, obtaining, and passing of the Bill, out of any moneys in the hands of the Corporation or under their control, or to be raised, or to arise under the powers of the Bill.

To authorise the Corporation to charge the expenses of or occasioned by any of the proposed works upon property within the Borough, and upon the owners, lessees, and occupiers of property; to levy new rates, duties, and charges, general and special, upon all lands, houses and property within the borough; to levy other tolls, rates, rents, charges, and duties for the supply of Water and Gas, and for all or any of the purposes of the Bill, and for the discharge of existing liabilities; to alter existing tolls, rates, rents, duties, and charges, and to confer exemptions from the payment of tolls, rates, rents, duties, fees, and other charges.

To amend and enlarge the present borrowing powers of the Corporation, and to authorise them for all or any of the purposes of the Bill, or of the Barrow-in-Furness Corporation Act, 1868, or the Barrow-in-Furness Corporation Extension and Amendment Act, 1872, and for other the general purposes of the Corporation, to borrow further monies and to charge therewith the Borough Fund, and any monies from time to time carried to the credit of that fund, and any of the lands, tenements, and hereditaments, rates, and revenues, and property of the Corporation, or any such securities, and to authorise the Corporation to borrow money, by way of terminable and other annuities, and to apply to all or any of the purposes of the Bill, their Corporate funds, and any monies which they are now authorised to raise.

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 the provisions of the Barrow-in-Furness Corporation Act, 1868; the Barrow-in-Furness Corporation Extension and Amendment Act, 1872; and of, amongst other

Acts, the Municipal Corporation Act, 5 and 6 William IV., 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; the Local Government Act, (1858); Amendment Act, 1861; and other Acts relating to Public Health or Local Government; the Towns Improvement Clauses Act, 1847; the Markets and Fairs Clauses Act, 1847; the Commissioners Clauses Act, 1847; the Towns Police Clauses Act, 1847; the Waterworks Clauses Acts, 1847 and 1863; the Gas Works Clauses Acts, 1847 and 1871; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; 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; the Sewage Utilization Acts, 1865 and 1867; and any other Acts relating to the same matters.

To confer upon the Corporation all such powers, rights, authorities, and privileges which are or may become necessary for carrying the powers of the Bill into execution, to vary and extinguish all rights and privileges inconsistent with, or which would in any manner impede or interfere with the carrying into complete and full effect the objects and purposes of the Bill, and to confer other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the said intended works, and plans of the lands and houses which may be taken for the purposes thereof, and other the purposes of the Bill, together with a Book of Reference to the 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 Lancaster, at his office at Preston, in that County; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra parochial place, in or through which the intended works will be made, or in which any lands or houses intended to be taken are situate, and also a copy of the notice published as aforesaid, will be deposited for public inspection in the case of each such parish, with the Parish Clerk thereof, at his residence, and in the case of each such extra-parochial place, with the Parish Clerk of some parish immediately adjoining thereunto at his residence.

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 15th day of November, 1872.

Currey and Holland, 14, Great George Street, Westminster, Solicitors.

J. C. Ball, 16, Parliament Street, Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

Australian Agricultural Company.

(Extension of Company's Powers to other Colonies in Australia, Tasmania, and New Zealand; Further Powers to Company in Relation to Coal Fields, Mines, &c.; Power to Company to Borrow; Further Powers to Directors; Appointment of Officers; Amendment of Acts and Charter, &c.)

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

To extend the powers of the Australian

Agricultural Company (in this notice called the Company) and the provisions of the Company's Acts to all the Australian colonies for the time being, and to Tasmania and to New Zealand, and to enable the Company to enrol its charter in any present or future Australian colony, and in Tasmania and in New Zealand, and to make such enrolment evidence.

To extend and enlarge the powers of the Company, and to authorize the Company to acquire by purchase, licence, lease, underlease, assignment, or otherwise, and to hold and to dispose of by sale, licence, lease, underlease, assignment, or otherwise freehold and leasehold property, coal fields, metallic and other mines, minerals, quarries, and mineral pasture, and other lands and easements, rights, and interests of every kind in, over, or under lands or other hereditaments, and to enable the Company to enjoy, and work and make merchantable, and stock, sell, and deliver in Australia, Tasmania, New Zealand, or elsewhere the produce of and otherwise utilize such coal fields, metallic, and other mines, minerals, quarries, and mineral pasture, and other lands, easements, rights, and interests as aforesaid, and to pay or receive any rent, royalty, or other consideration in respect thereof, and to conduct all such mining, mineral, pastoral, trading, carrying, and other operations whatsoever as from time to time seem to the Company requisite or expedient for those purposes, or as are in any manner connected therewith or relative thereto, and to declare the foregoing to be objects of the Company.

To repeal section 7 of the Act 5 Geo. 4, cap. 86, and to authorize the Company to raise money by borrowing and otherwise.

To authorize the directors of the Company and their agents to draw, endorse, and accept bills of exchange, inland, colonial, and foreign, and promissory notes, and to enable the directors to borrow money on temporary loans, and in other ways to obtain advances or credit.

To amend or repeal the provisions regulating the internal management of the Company, and to make other provisions in lieu thereof.

To consolidate, define, and increase the powers of the Directors.

To grant further powers to the Company with reference to the appointment of bankers, secretaries, and other officers, and for all or any of the purposes of the intended Act, to alter the Royal Charter of the 1st day of November, 1824, for incorporating the Company, and also to vary, amend, extend, and enlarge, the powers and provisions of the several Acts following, or some of them, relating to the Company (that is to say) 5 Geo. IV., cap. 86; 11 Geo. IV., cap. 24: 9 and 10 Vic., cap. 351; 16 and 17 Vic., cap. 58; 20 and 21 Vic., cap. 68; or to repeal and consolidate the said Acts, and to grant and make further powers and provisions in lieu thereof.

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

Dated this 27th day of November, 1872.

Freshfields, 5 Bank buildings, London, Solicitors for the Bill.

Session 1873.

Cape Railway.

(Confirmation of Sale of Railway and Provisions for carrying same into effect; Winding-up Company's affairs; Dissolution of Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the

next session for an Act to confirm an agreement between the Government of the Colony of the Cape of Good Hope and the Cape Railway Company for the purchase by the said Government of the undertaking of the said Company, and to confer all necessary powers for carrying the said agreement into full and complete effect, and to provide for the winding-up of the affairs of the said Company, the payment of their debts, and the distribution of their assets, and to dissolve the said Company, and to repeal or amend the provisions of the Cape Town Railway and Dock Act, 1855, and the Cape Railway Act, 1867, and to vary all existing rights and privileges which could or might prevent or impede the accomplishment of the objects of the intended Act, and to confer other rights and privileges.

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

Dated November 22, 1872.

Sydney Gedge, 1, Old Palace-yard, Westminster, Solicitor for the Bill.

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

In Parliament.—Session 1873.

Lincoln Waterworks Act, 1871, Amendment.

(Provision that Dissolution of Lincoln Waterworks Company, under Section 69, not to be deemed a Dissolution of the Company within the meaning of the lease from the late Mr. Carline to the Company; Repeal of the said Section; Provision for Payment of Costs by Joseph Shuttleworth, Esquire, and the Corporation of Lincoln.)

NOTICE is hereby given, that application will be made to Parliament in the next ensuing session for an Act to amend and (if need be) partially repeal the Lincoln Waterworks Act, 1871, and to enact that the dissolution of the Lincoln Waterworks Company (hereinafter called "the Company"), provided for by Section 69 of that Act, shall not be deemed a dissolution of the Company within the intent and meaning of an indenture of lease, bearing date the 26th day of June, 1850, and made between Richard Carline, formerly of the city of Lincoln, Gentleman, deceased, of the one part, and the Company of the other part; and (if need be) to alter and vary the rights and privileges of Joseph Shuttleworth, of Hartsholme, in the county of Lincoln, Esquire, as assignee from the said Richard Carline, under and by virtue of the said indenture.

To provide if need be for the repeal of the said section, and to make other provisions in lieu thereof.

To provide for the payment of the costs of and incident to the intended application to Parliament, and preliminary thereto by the said Joseph Shuttleworth, and by the Mayor, Aldermen, and Citizens of the city of Lincoln, acting by the Council as the Sanitary Authority for the corporate district of the said city, in pursuance of "The Public Health Act, 1872," in equal moieties, or in such proportions as the Bill may provide, or as Parliament may determine.

And notice is 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 27th day of November, 1872.

Rd. Cotton Carline, Lincoln, Solicitor for the Bill.

John Newall, 36, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

London and South Western Railway (No. 2).

(New Railways and diversion of part of West London Extension Railway and closing part of Company's Railways in the parish of Saint Mary, Battersea—Diversion of Public Carriage Road from Nursling Mill to Redbridge—Revival of Powers for Widening Company's Railway near Basingstoke Station—Revival of Powers for Part and New Line in lieu of Remainder of Railway F, authorised by South Western (General) Act, 1871—Tolls—Purchase of Lands for Works, &c., and for Additional Station and other Accommodation, Ballast, &c.—Extinguishing Rights over Company's Line in the parish of Twickenham, and over Saint Lawrence-road, Southampton, and part of Sussex-street, New-road, Battersea—Application of Funds and further Money Powers—Running Powers and Facilities over Railways of, and Agreements with, and other Provisions affecting Devon and Cornwall Railway Company—Amendment of Acts.)

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

1. To authorise and empower the London and South Western Railway Company (in this notice called "the Company") to make and maintain the works hereinafter described, or some of them, or some part or parts thereof respectively, with all necessary works and conveniences connected therewith, that is to say:

(A.) A railway (Battersea Line No. 1) wholly in the parish of Saint Mary, Battersea, in the county of Surrey, commencing by a junction with the Windsor and Richmond line of railway of the Company, at a point about five chains eastward from the bridge (hereinafter called Falcon-lane-bridge) by which the Company's railways are carried over Falcon-lane, and terminating by a junction with the same line of railway at a point about ten chains westward from the point at which the same railway crosses Plough-lane.

(B.) A railway (Battersea Line No. 2) wholly in the parish of Saint Mary, Battersea, commencing by a junction with the line of railway of the Company (hereinafter called the Company's Ludgate line) which leads from Clapham Junction Station to join that part of Railway No. 3 authorised by the London, Chatham, and Dover Railway (New Lines) Act, 1864, which belongs to the London, Chatham, and Dover Railway Company, at a point about five chains eastward from Falcon-lane-bridge, and terminating at a point immediately to the eastward of Plough-lane, and about two chains and a half northward of the point at which the Richmond and Windsor line of the Company crosses that lane on the level.

(C.) A diversion in the parish of Saint Mary, Battersea, in the county of Surrey, of so much of the branch railway of the West London Extension Railway leading from that railway to Clapham Junction Station as lies westward of a point thereon about four chains eastward from the junction (on or near Falcon-lane-bridge) of that branch railway with the Company's Ludgate line, for the purpose of connecting and so as to connect that branch railway with the intended railway (Battersea Line No. 2) at a point about ten yards south-westward from

the centre of the northern face of Falcon-lane-bridge.

(D.) A diversion in the parish of Nutshalling, otherwise Nursling, in the county of Southampton, of the public carriage road leading from Nursling Mill, over the railway of the Company to Redbridge; such diversion to commence at or near the point where the road is carried over the old canal near Weston-house, and to terminate at or near the bridge where the same road is carried over the railway of the Company.

2. To enable the Company to close for public traffic the railway (between points respectively immediately eastward of Falcon-lane-bridge, and of Plough-lane, Battersea) authorised by the South Western Railway (Various Powers) Act, 1864, and so much of the Company's Ludgate line as lies to the westward of the point of commencement of the intended railway (Battersea Line No. 2).

3. To make provision for the ownership, maintenance, renewal, repair, and control of the diverted portion of the West London Extension Branch Railway, and the site and soil thereof, and the junction thereof with the intended railway (Battersea Line No. 2), and to enable the West London Extension Railway Company, or the Company to levy and take tolls and charges in respect thereof.

4. To vest in the Company the site and soil of so much of the public carriage road leading from Nursling Mill to Redbridge as lies between the commencement and the termination of the diversion thereof proposed to be authorised by the Bill, and to extinguish all public and other rights over or affecting that portion of road.

5. To revive the powers conferred on the Company by the South Western Railway (General) Act, 1869, for the purchase and taking of land for, and for the construction of, the widening by that Act authorised to be made of the main line of railway on the south side thereof, near and to the westward of the Basingstoke station thereon.

6. To revive the powers conferred upon the Company by the South Western Railway (General) Act, 1871, for the purchase and taking of lands and houses for, and for the construction of, so much of Railway F, by that Act authorised as lies between the authorised termination of that railway and the point marked on the deposited plans referred to in that Act, denoting the distance of one furlong from the authorised commencement of that Railway F, and to extend the time limited by the Act of 1871, for the purchase and taking of lands for, and for the construction of, the portion of Railway F, so to be revived, and to authorise the Company to construct in lieu of, and in substitution for, the remainder of the said authorised Railway F, a railway commencing in the parish of St. James, in the town and county of the town of Poole, by a junction with the authorised Railway F, at or near the point above described denoting the distance of one furlong from the authorised commencement of that railway, and terminating in the Tything of Longfleet and parish of Canford Magna, in the town and county of the town of Poole and county of Dorset, or one of them, by a junction with a siding of the Company in their new Poole Station, on the south-west side of the horse-loading bank in that station.

7. To empower the Company to deviate laterally from the respective 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.

8. 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 said intended Bill.

9. To authorise the levying of tolls, rates, and duties upon or in respect of the intended railways and works, and to alter the tolls, rates, and duties which the Company and the West London Extension Railway Company, or either of them, are now authorised to take, and to confer exemptions from the payment of such tolls, rates, and duties.

10. To enable the Company to purchase, by compulsion or otherwise, for the purpose of the proposed works, and for the general purposes of the Bill, lands, houses, tenements, and hereditaments in the parishes above mentioned, or some or one of them, and also to purchase and acquire by compulsion and otherwise, and to hold the lands, houses, and hereditaments hereinafter mentioned, or some of them, or some part or parts thereof respectively, or interests, rights, or easements in, over, or affecting the same, for affording additional station or other accommodation in connection with railways belonging to or leased or worked by the Company, or for digging and getting gravel, chalk, and other materials from such lands, for the maintenance and repair of those railways, or some of them, or for other purposes of the Company, that is to say: in the parish of St. Mary, Lambeth, in the county of Surrey, near the Waterloo Terminus of the Company's Richmond and Windsor Railway; in the parish of St. Mary, Battersea, in the county of Surrey, in and near Sussex-street, New-road, Battersea; in the parish of Kingston-upon-Thames, in the county of Surrey, near the Surbiton station of the Company; in the parish of Thames Ditton, in the county of Surrey, near the Esher station of the Company; in the parish of St. Nicholas, Guildford, in the county of Surrey, near the Guildford station of the Company; in the parish of Staines, in the county of Middlesex, near the Staines station of the Company; in the parish of Nutshall, otherwise Nurling, in the county of Southampton, adjoining the Company's Andover and Redbridge Railway; in the parish of Havant, in the county of Southampton, adjoining the Havant station of the London, Brighton, and South Coast Railway Company; in the parishes of South Stoneham and Otterbourne, or one of them, in the county of Southampton, adjoining the Company's main line of railway; in the parish of St. Mary, in the town and county of the town of Southampton, to the eastward of the Southampton station of the Company, and westward of the Royal Crescent, and between Canute-road, and Itchen-bridge-road, and between Itchen-bridge-road and Marsh-lane; in the parish of Ringwood, in the county of Southampton, near the Ringwood station on Company's Southampton and Dorchester Railway; in the parish of Holdenhurst, in the county of Southampton, near the Bournemouth station, on the Ringwood, Christchurch, and Bournemouth Railway; in the parish of St. Martin, Wareham, in the county of Dorset, near the Company's Southampton and Dorchester Railway and their Keyworth ballast pit; in the parishes of Hawkchurch, in the county of Dorset, and Thorncombe, in the county of Devon, or one of them, near the Company's Yeovil and Exeter Railway, and their Broom ballast pit; in the parish of Woodsford, in the county of Dorset, and

lying on each side of the Company's Woodsford ballast pit and of their siding leading from that ballast pit to their Southampton and Dorchester Railway; in the parish of Tawstock, in the county of Devon, near the North Devon Railway of the Company, and their Chapel Town ballast pit; in the parish of Crediton, in the county of Devon, near the Crediton station on the Exeter and Crediton Railway; and in the parish of Lapford, in the county of Devon, near the Company's North Devon Railway and the Lapford station thereon.

11. To extinguish all rights of way across or over the Company's railway, in the parish of Twickenham, in the county of Middlesex, between the bridge carrying the public road passing in front of Ailsa Park Villas over the railway, and a point on the same railway, 15 chains, measured along the railway in a south-western direction from that bridge.

12. To extinguish all public and private rights of way and all other rights, easements, and privileges over or affecting, and to enable the Company to stop up and discontinue, and to vest in the Company the site of the easternmost portion for a length of 150 yards or thereabouts of Sussex-street, New-road, in the parish of St. Mary, Battersea, and over or affecting the road known as St. Lawrence-road, in the parish of St. Mary, in the town and county of the town of Southampton, and extending from Canute-road to Itchin-bridge-road, and to extinguish all public and other rights over all or any part of the lands (including the sites of any roads or ways) in the said parish which the Company seek power to purchase compulsorily under the Bill, or which they have been by any previous Act authorised to purchase.

13. To authorise and empower the Company, for all or any of the purposes aforesaid, and for other the purposes of the Bill, and for the purposes of any Act or Acts already passed or to be passed in the next session of Parliament, by which the Company have been or may be authorised to accept a lease or transfer of or to amalgamate with their own undertaking the undertaking or undertakings, or any part or parts of the undertaking or undertakings, of any other Company or Companies, or for any other purpose of the Company, to apply any of the funds of the Company, or which they are now authorised to raise, and to raise further moneys by borrowing and by the creation of new shares and stock, and if the Company think fit to attach to all or any of such new shares or stock a preference or priority of interest or dividend and other special privileges.

14. To authorise and empower the Company to run over, work, and use with their engines, carriages, and waggons, and their officers and servants, whether in charge of engines or trains, or for any other service whatsoever, and for the purposes of traffic of every description, the railway now in course of construction of the Devon and Cornwall Railway Company, between the railway of the Company at Okehampton and Lidford, and any junctions between that now constructing railway and any other railway or railways, and all or any of the railways which the Devon and Cornwall Railway Company may be hereafter authorised to construct in the parishes of Charles the Martyr and St. Andrew, Plymouth, the borough of Plymouth, the parishes of Stoke Damerel and East Stonehouse, the borough of Devonport, the tything of Compton Gifford, and the tything or chapelry of Weston Feverell, or any of them, in the county of Devon, and the stations, roads, platforms, water, water engines, sidings, signals, points, junctions, machinery, works, and conve-

niences of or connected with those several railways of the Devon and Cornwall Railway Company, or any of them, upon terms to be agreed between the Company and the Devon and Cornwall Railway Company, or determined by arbitration, or prescribed by or under the Bill, and to levy tolls, rates, and duties in respect of traffic of every description conveyed by the Company over the railways, or any of them, or any part or parts thereof, and to alter the tolls, rates, and duties for the time being authorised to be taken thereon.

15. To require and compel the Devon and Cornwall Railway Company to afford in, over, and upon their railways for the time being (including any railways to be hereafter authorised as aforesaid) all necessary and proper facilities and accommodation by through rates and fares, through booking, through carriages and trucks, and otherwise for the receipt, collection, forwarding, carriage, and delivery of traffic (that word being used in the sense attached to it by the Railway and Canal Traffic Act, 1854), coming from or destined for the railways of the Company, or any part thereof; and to authorise the Company to appoint and keep booking clerks and goods clerks, and collecting and delivery agents, and other officers and servants, at all or any of the stations of the Devon and Cornwall Railway Company on their railways above mentioned; and to prescribe the terms and conditions on which such facilities and accommodation shall be afforded by the Devon and Cornwall Railway Company.

16. To empower the Company and the Devon and Cornwall Railway Company, from time to time, to enter into and carry into effect and rescind agreements with reference to the construction, user, maintenance, and management by the Company of all or some, or some part or parts, of the railways and works (authorised and to be authorised) as aforesaid, of the Devon and Cornwall Railway Company, the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from or destined for such railways, 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 such railways and works, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreement which has been or may be made touching any of the matters aforesaid.

17. And the Bill will vary or extinguish all rights and privileges inconsistent with or which would in any way interfere with any of its objects, and will confer other rights and privileges, and will, 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): 4 and 5 Will. 4. cap. 88; 1 Vic. cap. 71; 1 and 2 Vic. cap. 27; 2 and 3 Vic. cap. 28; 4 and 5 Vic. caps. 1 and 39; 7 and 8 Vic. caps. 5, 63, and 86; 8 and 9 Vic. caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic. caps. 129, 181, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic. caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic. caps. 78, 85, 87, 89, 125, and 157; 12 and 13 Vic. caps. 33 and 34; 13 and 14 Vic. cap. 24; 14 and 15 Vic. cap. 83; 16 and 17 Vic. caps. 99 and 164; 17 and 18 Vic. caps. 186 and 208; 18 and 19 Vic. caps. 122, 177, and 188; 19 and 20 Vic. cap. 120; 20 and 21 Vic. caps. 18, 24, 72, 121, and 186; 21 and 22 Vic. caps. 56, 58, 67, 89, and 101; 22 Vic. cap. 3; 22 and 23 Vic.

caps. 31, 44, 81, 95, and 134; 23 and 24 Vic. caps. 92, 103, 124, 158, and 185; 24 and 25 Vic. caps. 111, 220, and 234; 25 and 26 Vic. caps. 42, 71, 78, 143, 152, 165, and 227; 26 and 27 Vic. caps. 90, 109, 192, and 208; 27 and 28 Vic. caps. 87, 166, 174, 227, and 325; 28 and 29 Vic. caps. 89, 102, 103, 104, 268, 273, and 304; 29 and 30 Vic. caps. 216 and 217; 30 and 31 Vic. cap. 156; 31 and 32 Vic. cap. 69; 32 and 33 Vic. caps. 53 and 86; and 33 and 34 Vic. 110, relating to the Company; 22 and 23 Vic. cap. 134; 24 and 25 Vic. cap. 234; 26 and 27 Vic. cap. 208, and all other Acts relating to the West London Extension Railway Company; 25 and 26 Vic. cap. 165; 26 and 27 Vic. cap. 129; 27 and 28 Vic. cap. 114; 28 and 29 Vic. cap. 149; 30 and 31 Vic. cap. 125; 31 and 32 Vic. cap. 174; 32 and 33 Vic. cap. 127; 34 and 35 Vic. cap. 164, and all other Acts relating to the Devon and Cornwall Railway Company.

18. And notice is hereby also given, that plans and sections of the works proposed to be authorised by the Bill, and plans of the lands intended to be taken compulsorily under the powers of the Bill, with a book of reference to such plans respectively, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at North-street, Lambeth, in the same county; with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the same county; with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in the same county; with the Clerk of the Peace for the town and county of the town of Poole, at his office at Poole; with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in the same county; with the Clerk of the Peace for the town and county of the town of Southampton, at his office at Southampton; and with the Clerk of the Peace for the county of Devon, at his office at Exeter, 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 proposed works, or any lands to be taken by compulsion, under the Bill will be made or are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows:

For the parish of St. Mary, Battersea, with the Clerk of the Wandsworth District Board of Works, at his office at Battersea-rise, Wandsworth;

For the parish of St. Mary, Lambeth, with the Clerk of the Vestry of that parish, at his

office at the Vestry Hall, Kennington-green. And in the case of each other 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.

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

Dated this 12th day of November, 1872.

Bircham, Dalrymple, Drake, Bircham, and Burt, 46, Parliament-street, Westminster, Solicitors for the Bill.

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

In Parliament.—Session 1873.

North Wales and Birkenhead Direct Railway.

(Incorporation of Company; Construction of Railways from the Wrexham Mold and Connah's Quay Railway, near Buckley, to Birkenhead, with branches therefrom; and from Chester to Burton Point; and from Wrexham to Coedpoeth, with branches therefrom: purchase of lands by compulsion or agreement; levying of tolls; running powers over Railways, and use of Stations of the Wrexham Mold and Connah's Quay Railway and Buckley Railway Companies: powers to the London and North-Western Railway, the Great Western Railway, the Manchester Sheffield and Lincolnshire Railway, the Midland Railway, and the Great Northern Railway Companies to subscribe, working and other arrangements those Companies, and with the Wrexham Mold and Connah's Quay, Buckley and Hoylake Railway Companies, and the Mersey Docks and Harbour Board; power for Company to subscribe to Wrexham Mold and Connah's Quay 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 an Act to effect the following or some of the following, purposes (that is to say):

To incorporate a Company (hereinafter referred to as "the Company"), with all or some of the powers following, that is to say:—

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

(No. 1.) A Railway (No. 1) commencing in the parish of Hawarden, in the county of Flint, by a junction with the Wrexham Mold and Connah's Quay Railway, at a point 720 yards or thereabouts, measuring along that railway in a southerly direction from the centre of the bridge carrying that railway over the turnpike road leading from Chester to Buckley, known as the "Dirty Mile," and thence, passing 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 Bannel or Banel, Bretton, Broad Lane, Hawarden, or Penarlag, Buckley, Buckley Mountain, Mancot, Manor and Rake, Moor, Pentrobin, Saltney, Sealand, Shotton, Queensferry, Ewloe Town, Ewloe Wood, St. Mark's, Northop, Wepre, Kelsterton, Golftyn, Soughton, Leadbrook Major, Leadbrook Minor, Caerfallach, otherwise Caerfallwch, Connah's Quay, all in the county of Flint, and the parishes of Open or Salt Marsh, Burton, Denhall, Ness, Neston, Hinderton, Little Neston, and Great Neston, all in the county of Chester, and terminating in the township of Little Neston, in the parish of Neston, in the county of Chester, in a field or enclosure called Great Hall Field, belonging, or reputed to belong to, and in the occupation of Joseph Jones, at a point therein 380 yards or thereabouts, measuring in a westerly direction from the junction of the Burton and Neston turnpike road with Wood-lane.

(No. 2.) A Railway (No. 2) commencing in the township of Little Neston, in the parish of Neston, by a junction with the intended Railway (No. 1), at the point hereinbefore described as the termination thereof; thence passing 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), Burton Denhall, Ness, Neston, Henderton, Little Neston, Parkgate, Great Neston, Leighton, Raby, Gayton, Thornton, Brimstage, Barnston, Bromborough, Bebbington, Thingwall, Heswell, Storeton, Preston, Woodchurch, Upton, Noctorum, Oxtan, Landican, Bidston-cum-Ford, Bidston, and the extra-parochial chapelry of Birkenhead, all in the county of Chester, and terminating in the township of Bidston-cum-Ford, in the parish of Bidston, by a junction with the railway belonging to the Mersey Docks and Harbour Board, at the termination of that railway, on the south side of the Birkenhead Docks.

(No. 3.) A Railway (No. 3) commencing in the township of Bidston-cum-Ford, in the parish of Bidston, by a junction with the intended Railway (No. 2), at the point hereinbefore described as the termination thereof, and thence passing from, in, through, or into parishes, townships, extra-parochial and other places following, or some or one of them (that is to say), Bidston, Bidston-cum-Ford, the extra-parochial chapelry of Birkenhead, Claughton-cum-Grange, and Bebbington, all in the county of Chester, and terminating in the town of Birkenhead, at a point on the western side of Argyle-street, 10 yards or thereabouts, measuring in a south-easterly direction from the point where Canning-street intersects Argyle-street.

(No. 4.) A Railway (No. 4) situate wholly in the parish of Neston, in the county of Chester, commencing by a junction with the intended Railway (No. 1) at the point hereinbefore described as the termination thereof, and terminating by a junction with the Parkgate Branch of the Birkenhead and Chester Railway, at a point opposite or nearly opposite the western end of the southern passenger platform at the Neston Station, on the said Parkgate Branch Railway.

(No. 5.) A Railway (No. 5) commencing in the parish of St. Oswald, in the county of the city of Chester, by a junction with the railway now in the course of construction, authorised by "The Chester and West Cheshire Junction Railway Act, 1865," and therein referred to as Railway No. 3, at a point on that railway, 40 yards or thereabouts, measuring in an easterly direction from a point in the Victoria-road, opposite or nearly opposite Albion Cottage, and thence passing 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, St. Oswald, Christchurch, The Holy and Undivided Trinity, Sealand, Sealand Marsh, all in the county of the city of Chester, St. Oswald, Great Soughall, Little Soughall, Blaon-cum-Crabwall, Shotwick, Puddington, the Holy and Undivided Trinity, Burton and Sealand, in the county of Chester, Hawarden, Sealand, Northop, and Open or Salt Marsh, in the county of Flint, and terminating in the parish of Northop in the county of Flint, by a junction with the intended Railway (No. 1), at a point distant 2,288 yards, or thereabouts, from the junction of the existing river wall or bankment, on the northern side of the river Dee, with the enclosure embankment now in the course of construction by the River Dee Company, from opposite Connah's Quay towards Burton Point, and as measured from such junction along such last mentioned embankment.

(No. 6.) A Railway (No. 6) situate wholly in the parish of St. Oswald, in the county of the city of Chester, commencing by a junction with the railway now in the course of construction,

authorised by "The Chester and West Cheshire Junction Railway Act, 1865," and therein referred to as Railway No. 3, at a point thereon, 170 yards or thereabouts, measuring in a westerly direction from the centre of the bridge now in the course of construction to carry the said Railway No. 3 over the Birkenhead and Chester Railway, and terminating in a field or enclosure belonging, or reputed to belong, to the Right Hon. Earl Kilmorey, and in the occupation of John Griffiths, called "The Turnip Field," at a point therein 70 yards or thereabouts, measuring in a northerly direction, from the north end of the Victoria-road.

(No. 7.) A Railway (No. 7) situate wholly in the parish of Northop, in the county of Flint, commencing by a junction with the intended Railway (No. 1) at a point distant 1,531 yards, or thereabouts, from the junction of the existing river wall or embankment on the northern side of the River Dee with the enclosure embankment, now in the course of construction by the River Dee Company, from opposite Connah's Quay towards Burton Point, and as measured from such junction along such last-mentioned embankment, and terminating by a junction with the intended Railway (No. 5) at a point 330 yards, or thereabouts, measuring in an easterly direction from the last-mentioned enclosure embankment, and 1,760 yards, or thereabouts, measured in a northerly direction from the existing river wall or embankment on the northern side of the River Dee.

(No. 8.) A Railway (No. 8) situate wholly in the parish of Northop, in the county of Flint, commencing by a junction with the Buckley Railway, at a point thereon 550 yards, or thereabouts, measuring in a southerly direction from the centre of the bridge carrying that railway over the turnpike road leading from Wepre to Broad Oak and Northop, and terminating by a junction with the intended Railway (No. 1) in a field or enclosure known by the name of Marsh Hendre Field, belonging or reputed to belong to Charles Butler Clough, and in the occupation of John Hughes, at a point therein 50 yards, or thereabouts, measuring in a northerly direction from the south-east corner of that field.

(No. 9.) A Railway (No. 9) situate wholly in the parish of Hawarden, in the county of Flint, commencing by a junction with Railway (No. 1) in a field or enclosure known as Middle Sandy Hill Field, the property of the Right Honourable William Ewart Gladstone, and in the occupation of Thomas Fox, at a point therein 60 yards, or thereabouts, measuring in north-westerly direction from the eastern corner thereof and terminating by a junction with the Aston Hall Colliery Branch Railway, the property of Sir Stephen Glynn, Bart., at a point thereon 320 yards, or thereabouts, measuring in a westerly direction from the bridge which carries the public road leading from Aston Hall to the turnpike road leading from Hawarden to Mold, over the last-mentioned branch railway.

(No. 10.) A Railway (No. 10) commencing in the township of Gwersyllt, in the parish of Gresford, in the county of Denbigh, by a junction with the Wrexham, Mold, and Connah's Quay Railway, at a point therein 66 yards, or thereabouts, measuring in a southerly direction from the bridge which carries the Wheatsheaf Branch of the Great Western Railway over the Wrexham, Mold, and Connah's Quay Railway, and thence passing from, through, or into the parishes, townships, extra-parochial, and other places following, or some or one of them, that is to say: Wrexham, Stansty, Gwersyllt, Gresford, Broughton,

Bersham, Brymbo, and Minera, all in the county of Denbigh, and terminating in the ecclesiastical district of Brymbo, in the parish of Wrexham, in the county of Denbigh, in a field or enclosure called or known by the name of "Engine Field," the property of the Rev. R. O. Burton, and in the occupation of Evan Ellis, at a point in that field, near the old engine-pit on the Plas Mostyn Estate.

(No. 11.) A Railway (No. 11) situate wholly in the township of Gwersyllt, in the parish of Gresford, commencing by a junction with the Wrexham, Mold, and Connah's Quay Railway, at a point therein 500 yards, or thereabouts, measuring in a southerly direction from the bridge that carries the Wheatsheaf Branch of the Great Western Railway over the Wrexham, Mold, and Connah's Quay Railway, and terminating by a junction with the proposed Railway (No. 10) in a field or enclosure called or known by the name of "Milestone Field," the property of Major Trevor Roper, and in the occupation of William Randles, at a point therein 90 yards or thereabouts, measuring in an easterly direction from the south-west corner of that field.

(No. 12.) A Railway (No. 12) situate wholly in the township of Broughton, in the parish of Wrexham, commencing by a junction with the proposed Railway (No. 10) in a field belonging to Henry Hargraves, Esquire, and others, and in the occupation of George Plant, and which field is bounded on the north-west corner by the Broughton Hall Forge, and on the south side by the public highway leading from Plas Coch Gate to Southsea, and on the east side by a public highway leading from the last-mentioned road to Rhos Rhedyn, at a point in that field 70 yards or thereabouts, measuring in a northerly direction from the south-east corner of that field, and terminating by a junction with the private branch railway of the Broughton Coal Company, at the point where that branch railway crosses the private road leading from the Broughton Hall Iron Works to the Broughton Colliery on the level.

(No. 13.) A Railway (No. 13) commencing in the ecclesiastical district of Brymbo, in the parish of Wrexham, in the county of Denbigh, by a junction with the private railway belonging to the Vron Colliery Company, at a point thereon 20 yards, or thereabouts, measuring in a southerly direction from the point where the last-mentioned railway crosses the public highway leading from Southsea to Penrhos on the level, and thence passing from, through, or into the parishes, townships, extra-parochial, and other places following, or some or one of them, that is to say, Brymbo, Wrexham, Bersham, and Minera, all in the county of Denbigh, and terminating in the township of Bersham, in the parish of Wrexham, by a junction with the intended Railway (No. 10), in a field or enclosure called or known by the name of Erw Gam, belonging to Thomas Parry, and in the occupation of George Lewis, at a point therein 150 yards, or thereabouts, measuring in an easterly direction from the west corner of that field.

(No. 14.) A Railway (No. 14) commencing in the township of Gwersyllt, in the parish of Gresford, in the county of Denbigh, by a junction with the Pendwll Colliery branch of the Wrexham, Mold and Connah's Quay Railway, at a point thereon 26½ yards, or thereabouts, measuring along that branch railway in a southerly direction from the point where the bridge carries the public highway from Windy Hill to Frood, over the last-mentioned branch railway, and thence passing from, through, or into the parishes, townships, extra-parochial or other places follow-

ing, or some or one of them, that is to say, Gwersyllt, Gresford, Broughton, and Wrexham, and terminating in the township of Gwersyllt, in the parish of Gresford, in the county of Denbigh, in a spoil bank belonging to the Westminster Colliery Company, at a point 16 yards, or thereabouts, measuring in a westerly direction from the cottage "No. 2," situate in the row of houses called the Moss Row, and in the occupation of Samuel Jones.

(No. 15.) A Railway (No. 15) commencing in the township of Broughton, in the parish of Wrexham, in the county of Denbigh, by a junction with the Brynmally branch of the Wrexham, Mold and Connah's Quay Railway, at a point 10 yards, or thereabouts, measuring in a south-westerly direction from the point where the last-mentioned railway crosses the public highway from Summer Hill to the Frood, by means of a bridge, thence passing from, through, or into the parishes, townships, extra-parochial, or other places following, or some or one of them, that is to say: Brymbo, Wrexham, and Broughton, and terminating in the ecclesiastical district of Brymbo, in the parish of Wrexham, in the county of Denbigh, in a field or enclosure adjoining the engine-house of the Caepanty Colliery, at a point therein, measuring 10 yards, or thereabouts, from the north-west corner of that engine-house.

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

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

To levy tolls, rates, and duties upon or in respect of the said 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 authorise the Company, and any other Company or Companies lawfully using the intended railways, or any or either of them, to run over 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, and the Buckley Railway Company, or some or one 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 consideration as may have been or may be agreed upon, or as may be settled by arbitration, or by the Board of Trade, or otherwise, as may be prescribed by the intended Act.

To authorise the Company and the Wrexham, Mold and Connah's Quay Railway Company, the Buckley Railway 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, and the Mersey Docks and Harbour Board, 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 Company and 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 Company and 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 Company and the contracting Companies, the payment of any fixed or contingent rent, and the appointment of joint committees for the carrying into effect any such agreements, and to confirm and give effect to any agreements which may have been or may be made with respect to any of the matters aforesaid.

To empower the London and North Western Railway Company, the Great Western Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Midland Railway Company, and the Great Northern 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 apply for the purposes aforesaid, any capital or funds now belonging to them, or under the control of their respective directors; and if they shall think fit, 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, or by borrowing on mortgage or otherwise.

To authorise the Company to subscribe towards, and to take and hold shares in the undertaking of the Wrexham, Mold and Connah's Quay Railway Company.

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 William 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: 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 and the Chester and West Cheshire Junction Railway Act, 1865: 29 and 30 Vic., cap. 351: 30 and 31 Vic., cap. 237: 31 and 32 Vic., cap. 26, and all other Acts relating to the Cheshire Lines Committee: 20 and 21 Vic., cap. 162, and any other Act or Acts relating to or in any way affecting the Mersey Docks and Harbour Board.

Duplicate plans and sections of the said intended railways and works, and of the lands to be taken for the purposes of the intended Act, together with books of reference thereto, with a published map, showing the general course and direction of the intended railways and works, and also a copy of this Notice, as published in the London Gazette, will be deposited on or before the 30th day of November, 1872, with the Clerk of the Peace for the county 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 a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended railways and works are proposed to be made, and a like copy of the said Gazette Notice will be deposited, on or before the said 30th day of November, 1872, with the parish clerk of each such parish at his residence, and in the case of extra-parochial places, then with the parish clerk of some adjoining parish, at his residence.

On or before the 21st day of December, 1872, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1872.

Evan Morris, Wrexham, Solicitor for the Bill.

In Parliament—Session 1873.

Waterford and Central Ireland Railway, Kilkenny Junction Railway, and Central Ireland Railways.

(Deviations from the authorised Central Ireland Railways between Maryborough and Geashill. Abandonment of the authorised Central Ireland Railways between those places and of Railways C and D. Extension of time for purchase of Lands, and for construction of the remainder of the Central Ireland Railways. Purchase of additional lands on the Waterford and Central Ireland Railway and the Kilkenny Junction Railway. Arrangements between the Waterford and Central Ireland and Kilkenny Junction Railway Companies and the Great Western Railway Company. In certain events, abandonment of the whole of the Central Ireland Railways. Diversion of roads. Alteration and stopping up of level crossings. Amendment of Acts, and other purposes.)

APPPLICATION is intended to be made to Parliament next Session for an Act to effect the objects or some of the objects following, vide-licet:

To authorise the making and maintenance of the following Deviations from the lines of the Central Ireland Railways authorised by "The Central Ireland Railways Act, 1866," hereinafter called "The Act of 1866," with stations, sidings, approachings, and other conveniences (to wit)

A Deviation Railway (No. 1), commencing in the Townland of Knockmay, in the Parish of Borris, in Queen's County, by a junction with the Kilkenny Junction Railway at or near Conaberry Hill, and at a point on that Railway 85 yards from and to the south of the Mile Post indicating 58½ miles from Waterford, and passing from, in, through, or into the Townlands, parishes, or places of Knockmay, in the parish of Clonenagh and Clonagheen, Knockmay, Maryborough, Clonminam, Clonreher, Clonsoghey, parish of Borris, Clonroosk, Cappagh North, Rosnagad, O'More's Forest, in the parish of Clonenagh and Clonagheen, Derrycloney, in the parish of Ardea, Mountmellick, Townparks, parish of Rosenallis (all in the Queen's County), or some of them, and terminating in the Townland of Townparks, in said parish of Rosenallis, at a point on the road from Mountmellick to Rosenallis, 18 chains or thereabouts to the westward of the junction of that road with the road leading from Mountmellick to Ballyfin and Mor-trath.

A Deviation Railway (No. 2), commencing in the said Townland of Townparks and parish of Rosenallis, by a junction with the intended Deviation Railway (No. 1) at or near its termination as aforesaid, and passing from, in, through, or into the Townlands, Parishes and places of Townparks, Graigue, parish of Rosenallis, Forest Upper, Dernacart, Garrymore, Coolavoran, otherwise Coolagh, and Derrymullen, parish of Castlebrack (all in Queen's County), or some of them, and terminating in the said Townland of Coolavoran, otherwise Coolagh, and Derrymullen, by a junction with the Railway B, authorised by the Act of 1866, in or near a field numbered 71 in that Townland, on the Plans of that Railway, deposited with the Clerk of the Peace for Queen's County, and referred to in that Act.

To authorise the purchase, by compulsion or otherwise, of additional lands and houses for the purposes of the existing Waterford and Central Ireland Railway and works connected therewith, which lands and houses are situate as follows:—

- 1.—Lands in the Townlands of Pennefather's Lot, and Leggettsrath West, Parish of St. John's in the City of Kilkenny, and Leggettsrath West, Parish of St. John's in the County of Kilkenny, at or near the Kilkenny Station of the said Railway.
- 2.—Lands in the Townlands of Bennettsbridge and Ballyredden North, Parish of Treafingstown, and Townland of Blackwell, Parish of Tullaherin, in the County of Kilkenny, at or near the Bennettsbridge Station of the said Railway.
- 3.—Lands in the Townland of Newton, Parish of Thomastown, in the County of Kilkenny at or near the Thomastown Station of the said Railway.
- 4.—Lands in the Townland of Newrath, in the Parish of Kilculliheen, in the County of Waterford, at or near the Waterford Station of the said Railway.

To authorise the purchase, by compulsion or otherwise, of additional lands and houses for the purposes of the existing Kilkenny Junction Railway and works connected therewith, which lands and houses are situate as follows:—

- 1—Lands in the Townland of Colt, Parish of Clonenagh and Clonagheen, in Queen's County, at or near the Bridge by which the Public Road from Ballyroan to Rabeen passes over said Railway.
- 2—Lands in the Townlands of Tullyroe, Knocknamoo, and Bullymullen, Parish of Abbeyleix, in Queen's County, at or near the Abbeyleix Station of said Railway.
3. Lands in the Townlands of Gurraun and Clorhaun, Parish of Rosconnel, in Queen's County, at or near the Bridge by which the Public Road from Ballynakill to Durrow passes over said Railway.
- 4—Lands in the Townlands of Ballyraggett and Rathduff, Parish of Donaghmore, in the County of Kilkenny, at or near the Ballyraggett Station of said Railway.
- 5—Lands in the Townland of Knockroe, Parish of Rathbeagh, and Townland of Lismaine, Parish of Cooleraheen, in the County of Kilkenny, at or near the Railway Bridge that passes over the Road from Foulksrath to Freshford.

To cross, stop up, alter, or divert—temporarily or permanently—streets, courts, alleys, squares, and other places, roads, ways, footpaths, railways, tramways, telegraphs, bridges, rivers, streams, canals, aqueducts, pipes, sewers, drains, and water-courses, within or adjoining the aforesaid townlands, parishes, and places, or any of them.

To purchase, by compulsion or otherwise, lands, houses, and other property for the purposes of the Deviation Railways and Works, and other purposes of the intended Act.

To levy tolls, rates, and charges upon, or in respect of the intended Deviation Railways and Works—to alter those authorised to be levied by the several Companies named in this Notice, or some of them, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and charges, respectively.

To authorise the abandonment of the following Railways, or portions of Railways, authorised by the Act of 1866, and of the works connected therewith respectively, viz.:—

- 1—The whole of the Railway (A).
- 2—The Railway (B) from its authorised commencement up to the termination of the intended Deviation Railway No. 2, hereinafter described.
- 3—The whole of the Railway (C).
- 4—The whole of the Railway (D).

To revive and extend the time limited by the Act of 1866, and by a Warrant of the Board of Trade, dated 26th July, 1869, for the compulsory purchase of Lands and Houses for the purposes of so much of Railway (B) as is not abandoned as aforesaid, and of Railway (E) (the Geashill Junction with the Great Southern and Western Railway) and of the works connected therewith, respectively; and also to extend the time limited by the Act of 1866, and said Warrant for the completion of those portions of Railway and Railways and Works, and to relieve the Waterford and Central Ireland Railway and the Kilkenny Junction Railway Companies from all penalties for non-completion within the time limited by the said Warrant, and by the Act of 1866, of all or any of the Railways by that Act authorized.

To authorise the Waterford and Central Ireland Railway Company, and the Kilkenny Junction Railway Company (hereinafter called the two Companies), or either of them jointly or severally to make and maintain the Deviation Railways and Works or any part of the Deviation Railways and Works to be sanctioned, and to exercise the powers

or any of the powers, to be conferred by the intended Act.

To authorize the Two Companies, or either of them for the objects, or any of the objects, of the intended Act, or of their existing Acts, or of the Act of 1866, to apply their corporate funds and revenues.

To sanction and give effect to, or to vary any contract or arrangement whether already made or hereafter to be made, or which, prior to the passing of the Act, may be made between the Two Companies, and the Great Western Railway Company, or any two of those Companies, with reference to the conduct and management of the traffic to, from, and over the Railways and Works, of all or any of them, parties to any such contract or arrangement, or any part thereof, or any Railway worked or used by any of them; the interchange, collection, accommodation, transmission, and delivery of traffic, coming from or destined for all or any of such Railways (including any transit by sea); the fixing, payment, collection, division, appropriation, and distribution of the tolls and other income arising from such traffic, the rents, contributions, and payments, rebates, deductions and allowances now or hereafter 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 incidental matters and with reference to the execution of any of the objects of the said Act; and to authorize 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, revenues, and powers of raising money; and to authorize the appropriation for the purposes of the Central Ireland Railways, and the proposed deviations and works, or of any part thereof, or of any other Railway or Railways the subject matter of such contract, of all or any moneys, payable under any such contract.

To authorize in certain events the appropriation of the funds and income of the Central Ireland Railways, and the said Deviation and Works, beyond a certain amount to the undertakings and purposes of the Two Companies or of either of them.

To authorize in certain events the abandonment of the entire undertaking and Works authorized by the Act of 1866.

To stop up, alter, or divert—temporarily or permanently—the following public roads shown and numbered on the plans (additional lands) deposited with the Clerk of the Peace for the County of Kilkenny, with respect to the Waterford and Central Ireland Railway Act, 1872, and referred to in that Act (that is to say):—No. 4 in the townland of Ballykeaghan and No. 6 in the townland of Skeard, parish of Dunkitt; No. 3 in the townland of Bennettsbridge, parish of Treadingstown; and No. 1 in the townland of Blackwell, parish of Tullagherin, and all in the County of Kilkenny; and to discontinue as public roads and appropriate to the purposes of the Waterford and Central Ireland Railway so much and such parts of the before-mentioned roads as will become unnecessary, by reason of the construction of any deviation of such roads.

To stop up and discontinue the existing level crossing at or near the Kilmacow Station on the Waterford and Central Ireland Railway, and to substitute another level crossing in lieu thereof at a more convenient place further removed from the said Station, as shown on the said plans; and to stop up and discontinue the existing level crossing at or near to the Bennettsbridge Station on the said last-mentioned Railway, and to provide for carrying the road by a bridge under said Railway at the point or place shown on the said plans.

To stop up, alter, or divert—temporarily or permanently—the public road shown and numbered

on the plans (additional lands) deposited with the Clerk of the Peace for the Queen's County, with respect to the said last-mentioned Act, and also referred to in that Act (that is to say):—No. 21a in the townland of Maryborough, parish of Borris, in the Queen's County, and to discontinue as a public road and appropriate to the purposes of the Kilkenny Junction Railway so much and such part of said road as will become unnecessary by reason of the construction of said deviation.

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

To amend the (Local) Acts of Parliament following, viz.:—8. and 9 Vic., Cap. 87; 11 and 12 Vic., Cap. 61; 13 and 14 Vic., Cap. 62; 14 and 15 Vic., Cap. 141; 21 and 22 Vic., Cap. 48; 31 and 32 Vic., Cap. 141; and the Waterford and Central Ireland Railway Act, 1872; relating to the Waterford and Central Ireland Railway Company; 23 and 24 Vic., Cap. 153; 24 and 25 Vic., Cap. 232; 27 and 28 Vic., Cap. 300; 30 and 31 Vic., Cap. 159; relating to the Kilkenny Junction Railway Company. The Central Ireland Railways Act, 1866, 5 and 6 William 4, Cap. 107; 18 and 19 Vic., Cap. 98; 16 and 17 Vic., Cap. 198, and any other Acts relating to the Great Western Railway Company.

On or before the 30th day of this present month of November, the following documents will be deposited for public inspection, and each deposit will include a copy of this Notice, as published in the "Dublin Gazette," viz.:—

(a.)—Plans and Sections of the intended deviation Railways and Works, with a Book of Reference to the plans describing the lands and houses intended to be taken for the purposes of such Railways and Works, and an Ordnance Map with the lines of the intended Deviation Railways delineated thereon, and also plans of the additional lands and houses which may be taken as aforesaid, with a Book of Reference to those plans, will be deposited at the Offices of the Clerks of the Peace, for Queen's County at Maryborough aforesaid, for the County of Kilkenny at Kilkenny, for the County of the City of Kilkenny at Kilkenny, and for the County of Waterford at Waterford.

(b.) A copy of so much of the said Plans, Sections, and Book of Reference as relate to each parish or place in or through which the intended Deviation Railways and Works will be made, or in which any of the said additional lands and houses are situate, will be deposited as follows, viz.:—For the several parishes and places of Clonenagh and Clonagheen, Borris, Ardea, Rosnallis, Castlebrack and Maryborough, with the Clerk of the Mountmellick Union at his Office at the Poor Law Union Workhouse at Mountmellick, for the Parishes and places of Clonenagh and Clonagheen, Abbeyleix and Rosconnel with the Clerk of the Abbeyleix Union, at his Office at the Poor Law Union Workhouse at Abbeyleix, for the Parishes and places of Donaghmore with the Clerk of the Castlecomer Union at his Office at the Poor Law Union Workhouse at Castlecomer, for the Parishes and places of Rathbeagh with the Clerk of the Urlingford Union at his Office at the Poor Law Union Workhouse at Urlingford, for the Parishes and places of Coolraheen and St. John's with the Clerk of the Kilkenny Union at his Office at the Poor Law Union Workhouse at Kilkenny, for the Parishes and places of Tullaherin, Treadingstown and Thomastown with the Clerk of the Thomastown Union at his Office at the Poor Law Union Workhouse at Thomastown, and for the Parishes and places of Kilculliheen with the Clerk of the Waterford Union, at his Office at the Poor Law

Union Workhouse at John's Hill, in the County of Waterford.

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 11th day of November, 1872.

Dobbyn and Tandy, Dublin and Waterford, Solicitors for the Bill.

P. Burrowes Sharkey, 6, Cannon Row, Parliament Street, Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

Atherton Local Board.

(Powers to Local Board to supply Gas within their District; To purchase lands, to construct works, manufacture Gas and residual products, Agreements with public and Local bodies, provisions as to acquisition of undertaking of Atherton Gas Company (Limited) and Agreements with and dissolution of that Company; Repeal of provisions of Leigh District Gas Act 1861 authorising the supply of Gas within the District of the Local Board, provisions for purchase of mains, pipes and other property within the District; General powers for Government and Improvement of District; powers to dispose of superfluous lands; provisions for payment of expenses of Act; further powers as to alteration, levying and recovery of rates; new and additional borrowing powers; 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 Local Board for the District of Atherton, in the township of Atherton, in the parish of Leigh, in the county of Lancaster (hereinafter referred to as "The Local Board") for leave to bring in a Bill for the following purposes or some of them (that is to say):—

To confer upon the Local Board all necessary powers for supplying Gas for public and private purposes within all or any part of the said township of Atherton (hereinafter referred to as the District).

To empower the Local Board to purchase by compulsion or agreement and hold the following piece or parcel of land or some part or parts thereof (that is to say):—

A piece or parcel of land situate in the said township of Atherton near Gib Field, which piece of land forms part of a field in the occupation of James Hampson, and is bounded as follows, on the easterly side by the Bolton and Kenyon Branch of the London and North-Western Railway, on the northerly side by Colliery Lane, and on the south-westerly side by an imaginary line running in a south-easterly direction from Colliery Lane to the said Bolton and Kenyon Branch, and commencing at a point on the southerly side of Colliery Lane, nine chains or thereabouts from the northerly corner of the said field, measuring along the southerly side of the said Colliery Lane, and terminating at a point ten chains or thereabouts from the said northerly corner, measured along the westerly side of the said Bolton and Kenyon Branch—

To authorize the Local Board from time to time to erect, maintain and use on the said Land or any part thereof Gas Works with all necessary Buildings, retorts, machinery, apparatus works and conveniences for the manufacture, storage and supply of Gas, and the several matters and things producible from the residual products arising or resulting from the manufacture of Gas, and to manu-

facture and store gas, and the several matters and things producible from the residual products arising or resulting from the manufacture of Gas, and to sell and dispose of Gas, Coal, Coke and Tar, and other residual products, matters and things, and to acquire, hold, use and exercise patent rights and licenses in relation to the manufacture and distribution of Gas, and the utilization of residual products, and to manufacture, purchase, sell, let, or hire, and otherwise deal with Gas Meters, fittings and other apparatus, articles and things used in the manufacture, sale, supply or consumption of Gas, residual or other products and substances aforesaid, and to have, hold, use, enjoy and exercise all powers, rights, privileges and authorities necessary, proper or convenient for the purposes aforesaid whether usually conferred upon local authorities or companies with respect to the purposes aforesaid or otherwise.

To enable the Local Board to lay down, maintain, alter, renew and remove mains, pipes and other apparatus and things, along, through, in, across and under streets, roads, railways, tramways, ways and other places, and to stop up, alter or divert either temporarily or permanently all roads, streets, highways and places, railways, tramways, rivers, streams, sewers, drains, pipes, and works of every description which it may be necessary or convenient to stop up, alter or divert for any of the purposes of the Bill.

To enable the Local Board to make, levy and receive rates, rents and charges for or in respect of the supply of Gas, and for the sale and hire of meters and fittings, to alter existing rates, rents and charges, and to confer exemptions from the payment of rates, rents and charges.

To authorize the Local Board, and any other Local Board, local or public authorities or company, within or beyond the limits of supply, to enter into and carry into effect contracts or agreements for or with reference to a supply of Gas by the Local Board, in bulk or otherwise, to such other Local Boards, local or public authorities or company, and any matters incidental thereto, and to confer upon such other Local Boards, local or public authorities or company, all necessary powers to borrow and apply money to levy rates for the purpose of any such contract or agreement.

To authorize the Local Board to purchase, take on lease or otherwise acquire, and the Atherton Gas Company (Limited) (hereinafter referred to as the "Company") to sell, let and transfer the undertaking, works, lands and property (real and personal), powers, rights, privileges and authorities of the Company upon such terms and conditions and for such price and consideration as may have been or may hereafter be agreed upon, or as shall be settled by Arbitration, or prescribed by the Bill or otherwise to provide for the vesting in the Local Board of the Undertaking of the Company, and to sanction and confirm any agreement already made, or which, prior to the passing of the Bill, may be made between the Company and the Local Board for such purchase, lease, sale, transfer and vesting, and to provide, if need be, for the dissolution of the Company and the winding up of their affairs.

To authorize the Local Board to maintain, alter, renew, enlarge and improve the existing gas works of the Company, which works are situate in the said township of Atherton, and on the western side of and abutting upon a certain street called or known as Water-street, and an occupation road, a continuation of Water-street aforesaid, leading to Two Porches, and in certain closes of land in the occupation of Joseph Settle and Thomas Taylor, or of one of them, and to authorize the Local Board from time to time to erect and maintain additional

works on the said lands, or on any part thereof, and to use such works for the manufacture, storage and sale of gas, and the several matters and things produced from the residual products arising or resulting from the manufacture of gas, and the materials used therein.

To repeal so much and such of the provisions of the "Leigh District Gas Act, 1861," as authorizes and empowers the Leigh District Gas Company to supply gas within the district, and to restrain the said Leigh District Gas Company from exercising any of the powers conferred upon them by that Act within the district, or any part thereof, and to authorize the Local Board to purchase and use, and the said Leigh District Gas Company to sell and transfer all their mains, pipes, apparatus, plant, property and effects situate, lying and being within the district, and to sanction and confirm any agreement between the Local Board and the said Leigh District Gas Company with reference thereto.

To confer upon the Local Board further powers for the general improvement and good government of the district, and to make further provisions for all or any of the following matters (that is to say):—

The removal of ruinous and dangerous buildings, and the removal or the compelling of the removal of obstructions, projections and encroachments in and otherwise to regulate the streets, roads, lanes, passages, places and thoroughfares within the district.

The better and more effectual drainage of houses, buildings, and other property, and the providing of the same with proper water closets, privies and ashpits.

The laying out and completion of new streets, and the levels and width and direction thereof, and the paving, sewage and drainage thereof, and of roads and buildings.

The erection and alteration of houses and buildings, and the drainage and ventilation thereof.

The prevention of nuisances and the exhibition of dangerous or offensive articles within view of any public street.

The imposing and enforcing of fines and penalties and the recovery of street improvement expenses, and the alteration, making and revising of bye laws, rules and regulations, or the prescribing in the Bill of any such bye laws, rules and regulations.

The making of further provision as, to and for the prevention of fire, the consumption of smoke, the position of steam and smoke pipes, the discharge of steam from factories, the issuing of smoke or steam from buildings and locomotive engines.

The ventilation of public buildings, the means of ingress thereto, and egress therefrom, and the providing of urinals for such buildings, and for public houses, and provisions relating thereto, the prevention and regulation of the letting of cellars or underground rooms as residences, and the regulation of the building of houses in courts, and enabling the Local Board to erect and maintain public urinals.

The height and construction of furnaces and chimneys.

The prevention of the carrying on of any offensive trade or business in or near to any street or dwelling house within the district.

The prevention of the sale or the exposure for sale of any meat or article of food unfit for the food of man, and the imposition of penalties in respect of such sale or exposure.

The imposition and enforcement of further fines and penalties, and the making of bye laws, rules

and regulations, or the prescribing of all or any such bye laws, rules and regulations in the Bill.

The rating of the occupiers of new houses or buildings finished and occupied after the making of any rate leviable by the Local Board to a proportion of such respective rates, having regard to the time when such houses or buildings were occupied.

The providing of public weighing machines, with all necessary buildings and conveniences, and the levying of tolls and charges for the use thereof.

To empower the Local Board from time to time to purchase by agreement and take on lease and to take grants of easements over additional lands and houses for all or any of the purposes of the Bill, and to sell, let, or otherwise dispose of any lands, and other property purchased or acquired by them under the powers of the Bill, and which may not eventually be required for the purposes thereof.

To make provision for the payment of the expenses of and incident to the applying for, obtaining, and passing of the Bill, out of any monies in the hands of the Local Board, or under their control, or to be raised, or to arise under the powers of the Bill.

To authorise the Local Board for all or any of the purposes of the Bill, to levy new rates and charges, general and special, upon all lands, houses, and property within the district, to vary the General District Rate, and to alter any other rates and charges now levied by them, and to confer, vary, and extinguish exemptions from the payment of rates and charges, and to confer upon the Local Board and their officers, all necessary powers for levying and enforcing payment of rates, rents, charges, and expenses.

To enable the Local Board to apply to the purposes of the Bill, or of any of them, any funds, moneys, rates, or rents now belonging to them, or which they are now, or by the Bill, 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 Bill, 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 revenues and property, to be levied or created by, or to arise, or be acquired by, or be vested in the Local Board, under the powers of the Bill, 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 Bill; and to define and declare the funds, revenues, and property liable to such debts, and upon which the same shall attach or be charged.

To confer upon the Local Board all such powers, rights, authorities, and privileges which are, or may become necessary for carrying the powers of the Bill into execution. To vary and extinguish all rights and privileges inconsistent with, or which would in any manner impede or interfere with the carrying into complete effect any of the objects and purposes of the Bill, and to confer other rights and privileges.

To incorporate with the Bill, or to re-enact with such variations as may be thought expedient, all, or some of the provisions of, amongst other Acts The Lands Clauses Consolidation Acts 1845, 1860, and 1869; the Gas Works Clauses Act, 1847; the Gas Works Clauses Act, 1871; the Towns Improvement Clauses Act, 1847; the Towns Police Clauses Act, 1847; and the Market and Fairs Clauses Act, 1847.

And it is also proposed, so far as it may be

necessary and expedient for all or any of the purposes of the Bill, to alter, amend, extend, or enlarge, and if need be, to repeal the powers and provisions, or some of the powers and provisions, of the several Acts of Parliament following, or some of them (that is to say):—"The Public Health Act, 1848;" "The Local Government Act, 1858;" and the several Acts which have been passed, and are now in force, amending the two last mentioned Acts; "The Leigh District Gas Act, 1861;" "The Tyldesley with Shakerley Local Board Gas Act, 1865;" and all other, if any, public and local Acts now in force within the district of the Local Board, or the limits of supply, or which may relate to, or be affected by the Bill.

And notice is hereby further given that, on or before the 30th day of November instant, plans of the lands which may be taken for the purposes of the Bill, together with a book of reference to the 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 Lancaster, at his office at Preston, in that county, and with the Parish Clerk of the said parish of Leigh, at his residence.

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 18th day of November, 1872.

Holden and Holden, Bolton, Solicitors for the Bill.

J. C. Ball, 16, Parliament Street, Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

Whitby and North Cleveland Junction Railway (Incorporation of Company; Construction of Railway; Subscription by and Working arrangements with North Eastern and Whitby Redcar and Middlesbrough Union Railway Companies; Amendment of Acts.)

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 a railway with all needful works, stations, approaches, and conveniences connected therewith, to commence by a junction with the Whitby Redcar and Middlesbrough Union Railway now in course of construction, at a point thereon in the township of Ellerby in the parish of Lythe, about 150 yards measured in a westerly direction along that railway from Callis Beck, Barnby Dale, and terminating by a junction with the private railway belonging to John Thomas Wharton, Esq., at a point in the parish of Brotton, about 350 yards measured along that private railway, south-eastward of the public road leading from Kilton Thorpe to Green Hill; which intended railway will be situated in, or pass from in, through and into the parishes, townships, and places of Ellerby, Lythe, Newton-Mulgrave, Borrowby, Rouseby, Ugthorpe, Hinderwell, Scaling Dam, Easington, otherwise Easington-cum-Liverton, Wapley, Lofthouse, Liverton, Easington detached, Garrick, Great Moorsholme, Little Moorsholme, Moorsholme, Stanghow, Kilton, Kilton detached, Brotton and Skelton or some of them in the North Riding of the county of York.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, bridges, railways, tramways, towing paths, 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 line of railway both laterally and vertically to any extent which may be expedient or necessary in constructing the railway; to purchase lands, houses, and other property compulsorily or by agreement for the purposes of the said intended railway and works; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To enable the Company on the one hand, and the North Eastern and Whitby Redcar and Middlesbrough Union Railway Companies or either of them on the other hand, from time to time to enter into agreements with respect to the working, use, management, 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 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 authorise the North Eastern Railway Company and the Whitby, Redcar and Middlesbrough Union Railway Company or either of them to promote the Bill, and out of their corporate or other funds, or out of money to be raised under the powers of the said Bill, take shares in and subscribe for or towards the making, maintaining, working and using the railway 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 Bill.

To authorise the Company to make contracts and agreements with John Thomas Wharton, Esq., for the use of his said railway or some part thereof, and to use and levy tolls upon the same upon such terms and conditions and on such payments or other consideration as may be agreed upon or settled by arbitration.

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 if necessary amend and enlarge the powers and provisions of the 17 Vic., cap. 73, and 28 and 29 Vic., cap. 368, and of all other Acts relating to the North Eastern Railway Company, and of the Whitby, Redcar, and Middlesbrough Union Railway Act, 1866.

Maps, plans, and sections of the intended railway and works showing the lands intended to be taken compulsorily, 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 land; and a copy of this notice as published in the London Gazette will, on or

before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton in the said county; and a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said railway and works will be made, together with a copy of the said Gazette notice, will be deposited on or before the said 30th day of November with the parish clerk of each such parish at his residence, and as regards any extra parochial place with the clerk of some immediately adjoining parish at his residence.

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.

Hughes and Sons, 12, Chapel-street, Bedford-row, London, Solicitors.

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

European Assurance Society.

(Settlement of the Affairs of the People's Provident Assurance Society, the Equitable Provident Institution, and the Industrial and General Life Assurance and Friendly Society by Arbitration; Validation of Orders of the Court of Chancery for Repayment of Premiums and otherwise; Defining Time for Right of Proof; Power of Appeal from Judgments of Arbitrator; Amendment of Act.)

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 refer to an arbitrator the relative rights, liabilities, and interests of the following Companies, that is to say—The People's Provident Assurance Society (completely registered on the 17th day of April, 1849), the Equitable Provident Institution, and the Industrial and General Life Assurance and Friendly Society, and of the various Companies and persons, or classes of persons, which are, or claim to be, policyholders, creditors, shareholders, contributors, or debtors of the said Companies respectively.

2. The relative rights, liabilities, and interests of the European Assurance Society, and of the said Companies amongst each other.

3. To give all necessary powers to the arbitrator, and to make his award binding on all the said Companies and the said Society, and their policyholders, creditors, shareholders, contributors, and debtors, and to provide for the enforcement thereof.

4. To give to the arbitrator jurisdiction over pending proceedings relating to the matters referred, and over the said Companies and the said Society.

5. To validate the several orders of the Court of Chancery, made in the winding up of the European Assurance Society in respect of the repayment of the premiums of assurance to the policyholders and referred to in the said orders, and to provide for the unconditional repayment of the said premiums.

6. To define the time at which the right of proof shall accrue to the several policyholders and creditors of the European Assurance Society and of the said Companies, as well as of the several Companies named in the "European Assurance Society Arbitration Act, 1872."

7. To authorise appeals to the Court of Appeal in Chancery and to the House of Lords,

or either of them, from the judgments of the arbitrator in all matters referred by the said Act and the proposed Act.

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

9. To repeal, alter, or amend the "European Assurance Society Arbitration Act, 1872."

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 15th November, 1872.

James Malley, 18, Oakley Crescent, S.W.

In Parliament.—Session 1873.

European Assurance Society.

(Repeal or Amendment of Proviso to Section 7 of the "European Assurance Society Arbitration Act, 1872," as to Reserved Fund; Provisions as to that Fund and its Application; Agreement with Lords of the Treasury and Public Departments; Interpretation of Expression "Absorbed Companies" in Act of 1872; Amendment of Acts.)

NOTICE is hereby given, that application by the authority of the Right Honourable Richard Baron Westbury, the arbitrator appointed by the "European Assurance Society Arbitration Act, 1872," 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 repeal or amend so much of section 7 of the "European Assurance Society Arbitration Act, 1872" (in this notice called "the Act of 1872"), as provides that nothing therein contained shall affect the reserved fund, and the application thereof under the Act in that section referred to as the Recited Act, meaning the "European Assurance Society Act, 1859" (in the Act of 1872, called by mistake the "European Assurance Society's Act, 1869"), and to make other provision and confer further powers upon the arbitrator under the Act of 1872 with reference to the reserved fund and the application thereof, and to authorize, sanction, and give effect to agreements made or to be made by or on behalf of the joint official liquidator, or the liquidator or liquidators for the time being of the European Assurance Society, and the Lords Commissioners of Her Majesty's Treasury, or any public department with reference to the said reserved fund or the application thereof.

2. To remove doubts as to the meaning and interpretation of the expression "the absorbed Companies" in the Act of 1872, and to declare that the provisions of that Act extend and apply to the Equitable Provident Institution, the Industrial and General Life Assurance and Friendly Society, the People's Provident Assurance Society, the Commercial Life Assurance Company, and the Town and County Fire Insurance Company (although not expressly named in the Act of 1872), and their respective affairs, creditors, debtors, shareholders, and contributors, and to declare that the said three Companies or bodies are absorbed Companies within the meaning of the Act of 1872.

3. To declare and provide that the expression "absorbed Companies," in the Act of 1872, further includes every Company, Association, Society, or Partnership, (whether legally constituted a Company or not), by or in the name or on behalf of which at any time any agreement or arrangement has been made and acted on for a transfer of business to, or amalgamation or union

with, or absorption into any of the scheduled Companies, within the Act of 1872.

4. To amend in the above respects the Act of 1872, and, so far as may be necessary, the "European Assurance Society's Act, 1859," or some of the provisions thereof respectively.

5. 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 26th day of November, 1872.

By order of the Arbitrator,

Mercer and Mercer, 1, Copthall-court, Throgmorton-street, Solicitors for the Bill.

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

Cleethorpes Promenade Pier.

(Application for Provisional Order for Revival of Powers and Extension of Time for Completion of Works; Provisions as to First General Meeting and Election of Directors of the Company; to vary and amend, &c., the existing Provisional Order and the Pier and Harbour Orders Confirmation Act, 1867 (No. 3).)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December, 1872, by the Cleethorpes Promenade Pier Company (hereinafter called "The Company"), for a Provisional Order pursuant to the "General Pier and Harbour Act, 1861," and the "General Pier and Harbour Act, 1861, Amendment Act," for the following, or some of the following, among other purposes (that is to say):—

1. To revive the powers for the construction and maintenance of a pier and other works at Cleethorpes, in the county of Lincoln, authorised by "The Cleethorpes Promenade Pier Order, 1867," and "The Pier and Harbour Order Confirmation Act, 1867" (No. 3), and to extend the time limited by such Order and Act for the construction and completion of such authorised pier and works.

2. To make such provision as may be needful or desirable with reference to the omission by the Company to hold their first general meeting within the period specified by the said Order, and with reference to the election of directors in the place of the first directors therein named, and, if necessary, to confirm and make valid such election, and the election and appointment of any officers of the Company, and any of the acts done by or on behalf of the Company.

3. To alter, amend, vary, or repeal, and re-enact all or some of the provisions of "The Cleethorpes Promenade Pier Order, 1867," and of "The Pier and Harbour Orders Confirmation Act, 1867" (No. 3), so far as may be necessary for effecting the objects and intentions of the proposed Order, and to make other provisions in lieu thereof.

4. On or before the 30th day of November instant, a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office at Spilsby, in the said county, and also at the Custom House, at Great Grimsby, in the said county of Lincoln, and at the offices of the Board of Trade, Whitehall, London. Printed copies of the Draft Provisional Order may on and after the 23rd day of December, 1872, be obtained at the office of Messrs.

Marriott, Jordan, and Cooper, 3 Westminster Chambers, on payment of one shilling each.

Dated this 15th day of November, 1872.

Wm. Heaford Daubney, Solicitor, Great Grimsby.

Marriott, Jordan, and Cooper, 3, Westminster Chambers, Victoria-street, S.W., Parliamentary Agents.

Board of Trade.—Session 1873.

Ipswich and Felixstowe Tramways.

(Application for Provisional Order for power to construct Tramways.)

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, for a Provisional Order to authorise and empower the person or persons to be named in that behalf in the said Order (hereinafter referred to as the Promoters), to construct and maintain the tramways described in this Notice, or some part or parts thereof respectively, with all necessary and convenient turn outs, passing places, stations, works, and conveniences (that is to say):

A Tramway No. 1 (14 miles, 5 furlongs, and 4 chains in length), situate in the several parishes of St. Mary Stoke, St. Peter, St. Nicholas, St. Mary at the Elms, St. Matthew, St. Mary Tower, St. Margaret, St. Stephen, St. Helen, and St. Clement, all respectively in the borough of Ipswich, in the county of Suffolk, and passing thence in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, namely, Foxhall, Rushmere, Buckleshams, Nacton, Levington, Stratton Hall, Trimley St. Martin, Trimley St. Mary, Walton and Felixstowe, all in the said county of Suffolk.

The Tramway No. 1 commences at a point half a chain north-east from the centre of the northern entrance of the passenger station of the Great Eastern Railway, situate in the parish of St. Mary Stoke, Ipswich, aforesaid, and proceeds for about one and a half chain westward, parallel to and about 20 feet from the said northern front of the said station, then with a curve of about one chain radius passes in a north-westerly and northerly direction on, to, and over the bridge spanning the the River Orwell, opposite the said station, and passes thence in a northerly direction, along Princes-street, Friars Bridge-road, Tanner's-lane, The Mount, Lady-lane, Hyde-park-corner, Crown-street, Clay-lane, St. Margaret's-plain, St. Margaret's-street, and St. Helen's-street, all respectively in the borough of Ipswich; Spring-road, St. John's-road, Caldwell Hall-street, or road, Foxhall-road, then turns off the said road in a southerly direction through a field now or late belonging to the executors of the late Reverend Edward Constable Alston, and situate on the west side of a certain brick yard there into and along the Felixstowe-road, thence over Levington Heath to Trimley St. Martin, Trimley St. Mary, Walton Felixstowe, Lower Felixstowe, and Langer Common, passing the Martello Tower (P), on the northern side thereof, and terminating on the said common, in the said parish of Felixstowe, at a point about 8 chains, in an easterly direction from the boundary stone numbered 1, erected by and belonging to Her Majesty's War Department, all which said last-mentioned parishes and extra-parochial places are situate in the said county of Suffolk.

The centre line of the proposed Tramway No. 1 will at its commencement be distant half a chain north-east from the centre of the northern entrance of the passenger station of the Great Eastern Railway, situate in the parish of St.

Mary Stoke, Ipswich, aforesaid, and will proceed for about one and a half chain westward, parallel to and about 20 feet from the said northern front of the said station, then with a curve of about one chain radius will proceed in a north-westerly and northerly direction (which said curve will at the centre of its divergence be at a distance of 111 feet from and on the western side of an imaginary line drawn from the said centre of the said station to the centre of the said bridge over the River Orwell), then will cross the said bridge on the east side of an imaginary line drawn along the centre of the said bridge, at a distance of 4 feet therefrom, and for a length of 3 chains, thence gradually diverge until it reaches the centre of the northern end of Prince's-street, then will pass along Prince's-street till it reaches a point nearly opposite Tanner's-street, then turn into and proceed for a distance of one chain along Friar's Bridge-road on the right hand side, and about 3 feet 4 inches from the imaginary centre line, and being within the distance of 9 feet 6 inches between the outside of the footpath on either side of the said road, and the nearest rail of the proposed tramway, then will pass on into Tanner's-lane on the right hand side of and about 3 feet 6 inches from the imaginary centre, and being throughout for about 8 chains within the distance of 9 feet 6 inches between the outside of the footpath on either side of Tanner's-lane and the nearest rails of the proposed tramway, will then proceed across the Mount in the centre of the road, pass into Lady-lane, diverging to the right hand side thereof, to about 4 feet of the imaginary centre line, and being throughout for 7 chains or thereabouts less than the distance of 9 feet 6 inches between the outside of the footpath on either side of Lady-lane aforesaid, and the nearest rail of the said tramway diverging to the left, will then proceed over the centre of road to Hyde-park-corner, pass on into the centre of Crown-street, and being throughout that street for about 3 chains within the distance of 9 feet 6 inches between the outside of the footpath on either side of the said street, and the nearest rail of the said tramway, then will pass into Clay-lane, diverging to the right hand side, and 4 feet from the imaginary centre line, and being throughout for 13 chains or thereabouts, within the said distance of 9 feet 6 inches from the footpath on either side of the said Clay-lane, and the nearest rail of the said tramway, will then proceed over St. Margaret's-plain in the centre of the road, and being therein at the entrance to St. Margaret's-street for about one chain within the distance of 9 feet 6 inches between the outside of the footpath on either side of that part of the said plain, and the nearest rail of the said tramway, pass on into St. Margaret's-street, diverging to the right hand side to about 4 feet of the imaginary centre line, and being throughout for 9 chains or thereabouts, within the distance of 9 feet 6 inches between the outside of the footpath on either side of the said street, and the nearest rail of the said tramway, then diverge to the left and proceed into the centre of the road and pass into St. Helen's-street past the county gaol, St. Helen's church, into Spring-road, progress in an easterly direction up the centre of St. John's-road for the whole length thereof, then turn to the right along the Caldwell-hall street, or road, into the Foxhall-road, proceed east for 11 chains or thereabouts, then leave the centre of the said road, turn south into and pass through a field now or late belonging to the executors of the late Rev. Edward Constable Alston, and being on the west side of a brick-yard there, and situate between the Ipswich and Foxhall and Ipswich

and Felixstowe-roads respectively into the Felixstowe-road, and will then turn to the east and diverge to the right hand to a distance of about 4 feet from the imaginary centre line along the said road to a point about 3 chains on the north side of the Rectory-house of Trimley St. Martin, now in the occupation of the Reverend Thomas Palmer, will then pass into the centre of the said road, and continue along the same through Trimley St. Martin, Trimley St. Mary, and Walton, along the centre of the said road, and then turn into and pass along the road leading to the Ordnance Arms Inn, on or near to Langercommon, and cross the said common to the terminus thereon hereinbefore particularly described.

A Tramway No. 2 (5 chains in length), situate wholly in the said parish of St. Mary Stoke, Ipswich aforesaid, commencing by a junction with the hereinbefore-described commencement of Tramway No. 1, situate at the northern entrance of the passenger station aforesaid, and proceeding by a curve of about one chain radius, passes in a north-easterly and northerly direction, terminating by a junction with the said Tramway No. 1, at the south-eastern corner of the said bridge, spanning the said River Orwell.

The centre line of the Tramway No. 2 will, at its commencement be at the point of junction hereinbefore specifically described, and will at the centre of its divergence be at a distance of 125 feet from and on the eastern side of an imaginary line drawn from the centre of the northern entrance of the passenger station aforesaid to the centre of the said bridge, and at the northern end or junction with Tramway No. 1 as aforesaid, will be at a distance of 4 feet eastward from the imaginary line drawn along the centre of the said bridge as aforesaid.

Short Junction Tramways or Turnouts.

No. 1a.—A Tramway or Turnout No. 1a (2 chains in length), situate wholly in the said borough of Ipswich, commencing by a junction with the Tramway No. 1 at a point about $2\frac{1}{2}$ chains from Hyde-park-corner, at the corner of Crown-street aforesaid, in the parish of St. Matthew, Ipswich aforesaid, and terminating on the said Tramway No. 1, at a point opposite High-street, in the parish and borough aforesaid.

No. 1b.—A Tramway or Turnout No. 1b (2 chains in length) situate in the parish of St. Helen, in the said borough of Ipswich, commencing by a junction with the Tramway No. 1, at a point about 15 feet opposite the west corner of the crescent in front of the County Gaol, and terminating on the said Tramway No. 1, nearly opposite to the east corner of the said crescent.

No. 1c.—A Tramway or Turnout No. 1c (2 chains in length), situate wholly in the parish of Trimley St. Mary, in the county of Suffolk, commencing by a junction with the Tramway No. 1, at a point about 20 feet south of the parish boundary between Trimley St. Mary and Trimley St. Martin, where the same crosses the said Felixstowe-road, and terminating on the said Tramway No. 1, at a point 2 chains distant from the commencement as aforesaid, measured in a southwardly direction.

No. 1d.—A Tramway or Turnout No. 1d (2 chains in length), situate wholly in the parish of Walton, in the county of Suffolk, commencing by a junction with the Tramway No. 1, at a point about 2 chains west of the sign-post of the Angel Inn there, and terminating on the said Tramway No. 1, at a point 2 chains distant from the commencement as aforesaid, measured in a southwardly direction.

No. 1e.—A Tramway or Turnout No. 1e (2 chains in length), situate wholly in the parish of Felix-

stowe, in the county of Suffolk, commencing by a junction with the Tramway No. 1, at a point about 2 chains south of the centre door of the Ordnance Arms Inn there, and terminating on the said Tramway No. 1, at a point 2 chains distant from the commencement thereof, measured in a southwardly direction.

The centre line of the several tramways numbered respectively No. 1a, No. 1b, No. 1c, No. 1d, and No. 1e, will at each end thereof respectively be in the centre of the street or road, and will, in each instance, at the centre of divergence be at a distance of 9 feet from and on the westerly side of an imaginary line drawn in the centre of the said street or road.

Note 1.—At no point will any of the tramways to be authorised by the proposed Provisional Order, 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 foot-path on either side of the road and the nearest rail of the tramway, except in Friars-bridge-road from east to west for about 1 chain; Tanner's-lane throughout, north and south, being a distance of about 8 chains; Lady-lane throughout, north and south, being a distance of about 7 chains; Crown-street throughout, east and west, being a distance of about 3 chains; Clay-lane throughout, east and west, being a distance of about 13 chains; St. Margaret's-plain, at the entrance of St. Margaret's-street, for a distance of about 1 chain; St. Margaret's-street throughout, being a distance of about 9 chains.

Note 2. In each of the several instances hereinbefore specified of divergence from or to the imaginary centre line of any street or road, the same will be effected by a gradual divergence or inclination (as the case may be) of the centre line of the tramway for the distance of 1 chain from the imaginary centre line of the street or road to the distance therefrom stated to be reached, or from such latter distance back to the imaginary centre line of the street or road, as the case may be.

Note 3. It is proposed to lay the said tramways as a single line of rail along the said several roads and streets through which they will respectively pass, except where the short junction tramways or turnouts, or passing places, may be required to be constructed for the satisfactory working of the tramway where a double line will be laid, subject to such restrictions as the regards the position of such turnouts and passing places as the local authority or road authority may in each case approve, or as may be prescribed by the intended Order.

Each of the said intended tramways hereinbefore described will occupy throughout a space of 4 feet $8\frac{1}{2}$ inches in width, and the distance thereof from the imaginary centre line hereinbefore stated means the distance of the centre line of the tramway from the imaginary centre line, and the imaginary centre line means, in all cases, an imaginary line drawn along the centre of the carriage way of the street, road, or other thoroughfare (by whatever name called or known) through or along which the tramway is intended to be made.

The proposed Order will incorporate with itself the provisions of the Tramways Act, 1870, except so far as the same may be specially varied or excepted by the Order, which will also contain powers for effecting the objects, or some of the objects, and for conferring upon 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 passengers and goods 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 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 make provisions for regulating the passage of traffic (whether of the Promoters or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic; and to enable the Promoters and the respective street authorities, or either of them, or any or some of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority to make bye-laws, 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 Order.

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

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

To confer on the Promoters all rights, powers, and privileges necessary or convenient for carrying into effect the objects aforesaid, and to vary or extinguish all rights and privileges, inconsistent with, or which would or might in any way interfere with its objects.

And notice is hereby further given that on or before the 30th day of November 1872, plans and sections of the said intended tramways, 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 Suffolk, at his office at Bury St. Edmunds, in the said county, and also with the said Clerk of the Peace at his office at Ipswich in the said county, and at the office of the Board of Trade, Whitehall, London, and that on or before the same day, a copy of so much of the said plans and sections, as relates to each of the before-mentioned parishes, places, or districts with a copy of the said Gazette notice, will be deposited with the clerk of each such parish, place or district, at his residence and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, and in the case of any parish, place, or district not having a parish clerk with the churchwarden or senior churchwarden as the case may

be, of each such parish, place, or district, at his residence, and with the local authority of each such parish, place, or district, as follows:—

For the borough of Ipswich with the town clerk of the said borough at his office therein, and for each of the before-mentioned parishes or places in or through which the said intended tramways or any part thereof will pass or be made with the surveyor or acting surveyor (as the case may be) of each such parish or place 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 thereof 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 office of Messrs. Morley and Shirreff, 59, Mark Lane, London, and at the offices of Mr. Edward Walmisley, 25, Abingdon Street, Westminster.

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

Dated this 15th day of November 1872.

Morley and Shirreff, 59, Mark-lane;
London, Solicitors for the Promoters.
Edward Walmisley, 25, Abingdon-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

Deal, Walmer, and Adisham Junction Railway.
(Incorporation of Company; Construction of Railways; Purchase of Lands; Tolls; Running Powers over part of Railways of and Facilities by, and Agreements with, London, Chatham, and Dover Railway Company; Amendment of Acts.)

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

1. To Incorporate a Company for making and maintaining the Railways hereinafter mentioned, or some 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, and to confer upon the Company to be thereby incorporated (hereinafter called "The Company") all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them that is to say:—

A Railway (No. 1).—Commencing in the parish of Deal at or near the Junction of Upper Deal Mill-road, South Sandy-lane, Cottage-road, and Wellington-place, in the town of Deal, and terminating in the parish of Barfrestone, in a field occupied by Mr. John Dunfort, at a point 100 yards or thereabouts north of Long-lane Farm House; which said intended Railway (No. 1) will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them, that is to say:—Deal, Walmer, Great Mongeham, Ringwold, otherwise Ringwold, Ripple, Sutton, Little Mongeham, Northbourn otherwise Northbourn, Tihnanstone, Waldershare, Eythorne,

Nonington, Womenswold, Kingston, Barfrestone, West Langdon, East Studall, and Shepherdsweil otherwise Sibertswold, all in the county of Kent.

A. Railway (No. 2).—Commencing in the parish of Barfrestone aforesaid, by a junction with Railway No. 1, at its termination as above described, and terminating in the parish of Womenswold aforesaid by a junction with the London, Chatham, and Dover Railway, at a point about 63 chains (measured along that Railway in a northerly direction) from the north end of the booking-office at the Shepherdsweil station on that Railway, and about 230 yards (measured in a southerly direction along that railway) from a mile post on the said railway marked 38, indicating 38 miles, which intended railway No. 2 will be made or pass from, in, through, or into the parishes or places of Barfrestone, Nonington, Kingston, and Womenswold aforesaid, or some of them.

A. Railway (No. 3), commencing in the said parish of Barfrestone by a junction with the intended railway No. 1, at its termination as above described, and terminating in the parish of Shepherdsweil otherwise Sibertswold, by a junction with the London, Chatham, and Dover Railway, at a point about 250 yards (measured along that railway) north of the north end of the booking-office, at the Shepherdsweil station on that railway, which intended railway No. 3 will be made, or pass from, in, through, or into the parishes or places of Barfrestone, Nonington, Womenswold, and Shepherdsweil otherwise Sibertswold aforesaid, or some of them.

2. 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 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 said intended Bill.

4. 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 said intended 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 levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the portion of the London, Chatham, and Dover Railway hereinafter mentioned, and to alter the tolls, rates, and duties which the last mentioned company is now authorised to take thereon, and to confer exemptions from the payment of such tolls, rates, and duties.

6. To empower the Company on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use with their engines and carriages, and for the purposes of traffic of every description, such parts of the London, Chatham and Dover Railway as lie between the intended junction therewith (as hereinbefore described) of the in-

tended Railway No. 1, and the Adisham-road and Shepherdsweil Stations respectively on that Railway, together with those stations, and all platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, points, signals, machinery works, and conveniences of or connected with the said portions of railways and stations.

7. To require the London, Chatham and Dover Railway Company, upon such terms and conditions as shall be agreed upon, or as shall be provided by the Bill, to book through and forward all passengers, goods, animals, carriages and traffic (that word having in this notice the meaning assigned to it by the Railway and Canal Traffic Act, 1854), to or from or over the whole or any part of the railways under their management or control to and from the intended railways, or any part thereof, so as to prevent any undue interruption, diversion or delay in the passage of the said traffic, and if need be to alter and vary the tolls which the London, Chatham and Dover Railway Company are now authorized to receive and take upon their railways, or the railways so under their management or control, and to confer, vary or extinguish exemptions therefrom.

8. To empower the Company and the London, Chatham and Dover Railway Company, 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 companies, or either of them, of their railways and works, or any part thereof respectively, and the management, regulation, interchange, collection, transmission and delivery of traffic, upon or coming from, or destined for the railways of the contracting companies, or either of them, the supply and maintenance of engines, stock and plant, the fixing, collection, payment, appropriation, apportionment and distribution of the tolls, rates, income and profits arising from the railways and works of the contracting parties, or either of them, or any part thereof, and the employment of officers and servants, and to authorize the appointment of joint committees for carrying into effect every or any such agreement as aforesaid and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

9. 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.

10. And it is intended, so far as may be requisite or desirable for 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):—16 and 17 Vic., cap. 132; 30 and 31 Vic., cap. 209; 32 and 33 Vic., cap. 116; 34 and 35 Vic., cap. 131, and all other Acts relating to the London, Chatham and Dover Railway Company.

11. 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 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 Kent, at his office at Maidstone, 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 his residence.

12. 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 13th day of November, 1872.

<i>Mercer and Mercer</i> , 1, Copthall-	} Solicitors for the Bill.
court, Throgmorton-street,	
<i>Mercer, Edwards, & Mercer</i> , Deal.	} Parliamentary Agents.
<i>J. Dorington and Co.</i> , 29, Great George-st., Westminster,	

In Parliament.—Session 1873.

Chichester Water.

(Incorporation of Company; Supply of Water to the City of Chichester and adjacent places in the County of Sussex; Construction of Works; Compulsory Purchase of Lands; Power to Levy Rates, &c.; Power to Sell or Lease to, or Amalgamate with the City of Chichester Gas Company; Agreements with Corporation of Chichester and other Public Bodies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to introduce a Bill for all, or some of the following purposes, (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 enable the Company 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 parish of Saint Peter the Great (otherwise called the Sub-Deanery), All Saints (otherwise called the Pallant or Palationate), Saint Martin, Saint Olave, Saint Pancras, Saint Peter the Less, Saint Bartholomew Without, Saint Andrew, Saint Paul, the Precinct of the Cathedral Close, and the district of Newtown and the district of Saint James, all of which parishes and places are in the city of Chichester and county of Sussex, and the parishes of Saint Pancras, New Fishbourne, Oving, Rumboldswyke, Appledram, West Hampnett, Tangmere, Bosham, Mid Lavant, Funtington, Westbourne, Stoughton, Racton, Singleton, Binderton, West Stoke, East Lavant, Boxgrove, South Bersted, Bognor, Merston, North Mundham, Donnington, and Hunston, all in the county of Sussex.

To enable the Company to construct the works hereinafter mentioned, or some of them, together with all necessary embankments, pumping engines, pumps, water towers, tanks, sluices, pipes, standpipes, tunnels, channels, dams, weirs, overfalls, valves, wells, drains, filters, and other works and conveniences (that is to say):—

1st. A conduit or line of pipes, commencing in or near an enclosure numbered 65 on the tithe commutation map, and apportionment of the parish of New Fishbourne, now or late belonging to William Haddon, and in the occupation of William Knight, from or out of a certain stream, springs, or

mill-pond, known as the Fishbourne Springs or Mill-pond, and terminating in a well or shaft intended to be made under the powers of the proposed Bill, and which will be situate in a certain pasture field, or meadow north of and abutting upon the highway leading from Chichester to Portsmouth (lately the Chichester and Cosham Turnpike Road), now or late belonging to the said William Haddon, and in the occupation of the said William Knight, and numbered 59 on the tithe commutation map, and apportionment of the parish of New Fishbourne, which conduit or line of pipes and well or shaft will be situate wholly within the said parish of New Fishbourne.

2ndly. A conduit or line of pipes commencing in the said parish of New Fishbourne, in, from, or out of the lastly described intended well or shaft, and terminating in the parish of Mid Lavant, in the service reservoir next hereinafter mentioned. Such conduit or line of pipe will pass from, in, through, into or out of the said parishes of New Fishbourne, Saint Peter the Great, or Sub-Deanery, St. Bartholomew, the Precinct of the Close, St. Olave, St. Martin, St. Peter the Less, Mid Lavant, or some of them.

3rdly. A service reservoir to be wholly situate in the said parish of Mid Lavant, in a certain enclosure formerly part of Mid Lavant Common, now or late belonging to Sarah Hackett, and in the occupation of Thomas Ayling.

4thly. A conduit or line of pipes wholly situate in the said parish of Bosham, commencing from and out of the stream or brook dividing two closes or pieces of land, numbered respectively 143 and 144 on the tithe commutation map for that parish, at, in, or near such closes or pieces of land on the south side of the hereinbefore mentioned highway, leading from Chichester to Portsmouth, and now or lately belonging to and in the occupation of Thomas Heaver, and which conduit or line of pipes are intended to terminate at or in the intended reservoir or gauge basin, next hereinafter mentioned.

5thly. A reservoir or gauge basin to be situate upon the said closes or pieces of land in the said parish of Bosham, in the county of Sussex, numbered respectively 143 and 144 on the said tithe commutation map of that parish.

6thly. A conduit or line of pipes, commencing from and out of the lastly hereinbefore described reservoir or gauge basin, and terminating in the said city of Chichester at or near the City Cross there.

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, namely:—

The parish of St. Peter-the-Great (otherwise called the Subdeanery), All Saints (otherwise called the Pallant or Palationate), St. Martin, St. Olave, St. Pancras, St. Peter-the-Less, St. Bartholomew Without, St. Andrew, St. Paul, the Precinct of the Cathedral Close, and the district of Newtown, and the district of St. James, all of which parishes and places are in the city of Chichester and county of Sussex, and the parish of St. Pancras, New Fishbourne, Oving, Rumboldswyke, Appledram, West Hampnett, Bosham, Mid Lavant, and Tangmere, all in the county of Sussex.

To take, collect, dam up, divert, and appropriate into the said several intended reservoirs, conduits, and works, and therein impound all or some of the springs, streams, and waters, tributaries, and branches thereof lying in the line of the proposed works, or within the limits of deviation defined upon 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 certain tidal and navigable arms of the sea called Chichester Harbour or Chichester Creek and Bosham Creek, and it is intended by means of such works to distribute the waters of the said streams and springs, tributaries, and branches thereof.

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 make and maintain in the parishes, towns, townships, parishes, hamlets, townlands, extra-parochial, and other places aforesaid, approach roads or ways, excavations, embankments, reservoirs, filtering beds, dams, sluices, culverts, cuts, channels, drains, pipes, wells, tanks, pumps, by-washes, 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 hereinafter 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, townships, hamlets, and 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, and 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 parishes, towns, townships, hamlets, townlands, extra-parochial, and other places aforesaid.

To authorize and empower the Company to sell or lease to, or amalgamate with the undertaking of the City of Chichester Gas Company (in this notice referred to as "The Gas Company"), or to any other Company or persons or person, the undertaking and works to be authorized by the Bill, or any part thereof absolutely or for a term or terms of years, and for such considerations as they shall mutually agree upon, or as may be fixed or determined in and by or under the provisions of the Bill, either by incorporating the shareholders of the Company with the Gas Company, or in such manner as may be provided by the Bill, and for vesting in the Gas Company all or some of the rights, powers, and authorities of the Company, and to enable the Gas Company to exercise and enjoy all or any of the rights, powers, and privileges of the Company to be conferred on the Company by the Bill, and to confirm and give effect to any agreement existing, or which may before the passing of the proposed Bill be entered into between the Com-

pany and the Gas Company, and any persons or person, on their or either of their behalf, for or in respect to all or any of the purposes aforesaid. And for the purpose of such amalgamation to change the name of the Gas Company.

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, or that can or may be 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 and other machinery for the raising and carrying such water to any of the Company's reservoirs.

To enable the Company on the one hand, and the Mayor, Aldermen, and Burgesses of the city of Chichester (in this notice referred to as "the Corporation") and any Waterworks Company, Commissioners, or Local Boards, Canal or Railway Company, or any person requiring supply of water, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the supply by the Company to the Corporation, and any such Companies, Commissioners, Local Board, or other persons, of water in bulk or otherwise, for public, sanitary, trading, or other purposes, and to authorize the Corporation, and any such Companies, Commissioners, Local Boards, or other persons, to apply their respective funds for the purposes aforesaid, and to sanction and confirm any such contract, agreement, or arrangement already made, or which prior to the passing of the Bill may be made with respect to the matters aforesaid or any of them.

To make proper provision for preventing the waste, illegal use, abstraction, or misuse and wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto.

To 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 vary and extinguish any rights and privileges which will 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 Acts, 1845, 1860, and 1869," "The Companies' Clauses Consolidation Act, 1845," and "The Companies' Clauses Act, 1863," 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 local and personal Acts, viz.: 47 George III. (Session 2), cap. 84; 1 and 2 George IV., cap. 68; 31 and 32 Vict., caps. 67 and 76.

And notice is hereby further given, that duplicate plans and sections of the said 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 described 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 Sussex at his office in Lewes; 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 clerk of such parish, at his place of abode; and in the case of any extra parochial place, with the parish clerk of some adjoining parish.

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

Dated this 9th day of November, 1872.

Wilkins, Blyth, and Marsland, 10, St. Swithin's Lane, London, E.C., Parliamentary Agents.

Fishguard Bay Pier and Harbour.

(Application to the Board of Trade for Provisional Order to authorise New Pier or Breakwater, and Embankment, Sea Wall, and Carriage Road in the parish of Llanwnda, in the county Pembroke; Appointment of Commissioners as Harbour Authority; Power to Levy Tolls, Rates, and Duties; Powers to Borrow, and for 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 General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," and any Act amending the same, for the following, or some of the following among other purposes, that is to say:—

To constitute certain persons (hereinafter called "the Harbour Authority") a "Harbour Authority" for the purpose of making and maintaining, and to authorise them to make and maintain the following works, or some of them, that is to say:—

1. A pier or breakwater, wholly situate in the parish of Llanwnda, in the county of Pembroke, with all proper works, approaches, tramways, railways, and other conveniences connected therewith, for the embarking and landing, and transport of passengers, cattle, goods, and merchandise, and for other purposes; such pier or breakwater to commence at a point on the western side of Fishguard Bay, at or near the spot known as Wig Wen, and 40 yards, or thereabouts, north-east of the new life-boat house; and extending thence, in a south-south-easterly direction, into Fishguard Bay, and terminating at a point distant, 400 yards, or thereabouts, from the point of commencement as aforesaid.
2. An embankment, or sea wall, wholly situate in the parish of Llanwnda aforesaid, commencing at the point of commencement of the pier or breakwater lastly described, and extending in a south-westerly direction along the coast of Fishguard Bay, and terminating at a distance of 300 yards, or thereabouts, measured along the cliff from the said point of commencement.
3. An approach or carriage road, wholly situate in the parish of Llanwnda aforesaid, commencing by a junction with the existing road at the root, or north-eastern end of Goodwick Pier, and extending thence in a north-easterly direction, and terminating at a point 380 yards, or thereabouts, from the point of commencement thereof as aforesaid.

To apply to the Harbour Authority all, or some

of the powers and provisions of "The Commissioners Clauses Act, 1847," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation (Amendment) Act, 1860," and to enable the Harbour Authority to take, and levy tolls, rates, and duties, and to alter, vary, or extinguish existing tolls, rates, and duties.

To enable the Harbour Authority to borrow money for the execution of the intended harbour and works:

And notice is hereby further given, that a copy of this notice, also plans and sections of the intended embankment, pier, and works together with an ordnance sheet or map, will, on or before the 30th day of November instant, be deposited for public inspection at the office at Haverfordwest of the Clerk of the Peace for the county of Pembroke, at the Custom House of the sub-port or creek of Fishguard, in the same county, and in the office of the Board of Trade, at 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 for each copy to all persons applying for the same, at the offices of the undersigned, and that on or before the same day, printed copies of the said draft Order will be deposited for public inspection at the Custom House of the sub-port or creek of Fishguard aforesaid.

Dated this 1st day of November, 1872.

Ashurst, Morris, and Co., 22, Abingdon-street, London, S.W.

Powell, Mathias, and Evans, Haverfordwest, Solicitors to the Promoters.

In Parliament.—Session 1873.

London and South Western Railway (No. 3).

(Construction of Additional Railways in counties of Bucks, Surrey, Berks, and Southampton; Purchase of Lands; Closing of a Junction Railway in parishes of Farnborough and Ash, between the South Eastern and London and South Western Railway, and vesting Site, Soil, and Materials thereof in the London and South Western Railway Company; Running Powers and facilities over Railways of, and other provisions affecting South Eastern and Staines, Wokingham, and Woking Railway Companies; Working and other Arrangements with South Eastern Railway Company; Tolls; 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 for all or some of the following purposes, that is to say:—

1. To enable the London and South Western Railway Company (in this notice called "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 stations, sidings, approaches, roads, works, and conveniences connected therewith, that is to say:—

1. A Railway (No. 1) commencing in the parish of Wyradesbury, otherwise Wraysbury, in the county of Buckingham, by a junction with the Richmond and Windsor line of the London and South Western Railway, at a point thereon 8 chains or thereabouts southward (measured along the railway) from the centre of the bridge by which that railway is carried over the River Colne, near Wraysbury Station, and terminating in the parish of Egham, in the county of Surrey, by a junction with the Staines, Wokingham, and Woking Railway, at a point thereon 4 chains or there-

abouts to the eastward of the point where that railway crosses the Vicarage-road on the level near Egham Station.

2. A Railway (No. 2) commencing in the parish of Sunninghill, in the county of Berks, by a junction with the Staines, Wokingham, and Woking Railway at a point 5 chains or thereabouts westward (measured along the railway) from the west end of the Station-house at the Ascot Station, and terminating in the parish of Ash, otherwise Ash and Normandy, in the county of Surrey, on the western side of the public carriage road leading from York Town to Frimley, at a point about 42 chains or thereabouts to the southward of the point where that road joins the turnpike road leading from Bagshot by York Town to Blackwater, and opposite or nearly opposite to the point at which the unfinished Sunningdale and Cambridge Town Railway abuts on the eastern side of the said road from York Town to Frimley; which intended railway No. 2 will be made or pass from, in, through, or into the parishes, townships, and places of Sunninghill, Old Windsor, Winkfield, Warfield, Binfield, and East Hampstead, in the county of Berks, and Windlesham, Hundred of Woking, Bagshot, Chobham, Bisley, Hundred of Godley, Ash, and Normandy, Ash, Frimley, York Town, and Cambridge Town, in the county of Surrey, or some of them.
3. A Railway (No. 3) commencing by a junction with the intended Railway (No. 2) at its termination as above described, and terminating in the parish of Yateley, in the county of Southampton, by a junction with the Reading, Guildford, and Reigate Branch of the South Eastern Railway, at a point thereon 70 chains or thereabouts to the southward (measured along the railway) of the south end of the station-house at Blackwater Station, which intended Railway (No. 3) will be made or pass from, in, through, or into the parishes, townships, and places of Ash, Ash and Normandy, and Frimley, in the county of Surrey, and Yateley and Farnborough, in the county of Southampton, or some of them.
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 parish of Ash, otherwise Ash and Normandy, in the county of Surrey, by a junction with the Pirbright, Aldershot, and Farnham Branch of the London and South Western Railway, at a point thereon 2 chains or thereabouts to the northward of the bridge by which that branch railway is carried over the Basingstoke Canal, near the North Camp Station on that railway, which intended railway No. 4 will be made or pass from, in, through, or into the parishes, townships, and places of Ash and Normandy, Ash, Frimley, and Frimley-green, in the county of Surrey, or some of them.
5. A Railway (No. 5) wholly in the parish of Ash, otherwise Ash and Normandy, in the county of Surrey, commencing by a junction with the intended Railway No. 4, at a point about 2½ chains from and south of the southern end of the fence separating the fields, numbered respectively 281 and 282 on the tithe commutation map of the hamlet or chapelry of Frimley in the said parish of Ash, otherwise Ash and Normandy, and terminating by a junction with the main line of the London and South Western Railway, at a point 17 chains or thereabouts (measuring along the said main line) to the eastward of the bridge carrying the said railway over the Reading, Guildford, and Reigate Branch of the South Eastern Railway, which intended Railway No. 5 will be made or pass from, in, through, or into the parishes, townships, and places of Ash, Ash and Normandy, and Frimley aforesaid, or some or one of them.
6. A Railway (No. 6), wholly in the parish of Ash, otherwise Ash and Normandy, in the county of Surrey, commencing by a junction with the intended Railway No. 4, at or near the north-western corner of the field numbered 281 on the tithe commutation map of the hamlet or chapelry of Frimley, in the said parish of Ash, otherwise Ash and Normandy aforesaid, and terminating by a junction with the main line of the London and South Western Railway at a point 44 chains or thereabouts (measuring along the said main line) eastward of the bridge carrying that main line over the Reading, Guildford, and Reigate Branch of the South Eastern Railway.
7. A Railway (No. 7), wholly in the parish of Farnborough, in the county of Southampton, commencing by a junction with the Reading, Guildford, and Reigate Branch of the South Eastern Railway, at a point 11½ chains or thereabouts (measured along that branch) to the northward of the bridge, carrying the main line of the London and South Western Railway over the said branch, and terminating by a junction with the main line of the London and South Western Railway, at a point 17 chains or thereabouts (measured along that main line) eastward of the east end of the station house at the Farnborough station of the last-mentioned railway.
8. A Railway (No. 8) commencing in the parish of Farnborough, in the county of Southampton, by a junction with the Reading, Guildford, and Reigate Branch of the South Eastern Railway, at a point 14½ chains or thereabouts (measured along that branch) to the northward of the bridge carrying the main line of the London and South Western Railway over the said branch, and terminating in the parish of Ash, otherwise Ash and Normandy, chapelry of Frimley, in the county of Surrey, by a junction with the main line of the London and South Western Railway, at a point 15 chains or thereabouts (measured along that main line) to the eastward of the bridge carrying the said main line over the Reading, Guildford, and Reigate Railway of the South Eastern Railway.
9. A Railway (No. 9), wholly in the parish of Ash, otherwise Ash and Normandy, in the county of Surrey, commencing by a junction with the Reading, Guildford, and Reigate branch of the South Eastern Railway, at a point 12½ chains or thereabouts (measured along that branch) to the northward of the bridge carrying the Pirbright, Aldershot, and Farnham Branch of the London and South Western Railway over the said Reading, Guildford, and Reigate Branch, and terminating by a junction with the said Pirbright, Aldershot, and Farnham Branch at a point 18 chains or thereabouts (measured along the last-mentioned branch) to the south-westward of the bridge lastly above-mentioned.
10. A Railway (No. 10), wholly in the parish of Farnborough, in the county of Southampton, commencing by a junction with the

Reading, Guildford, and Reigate Branch of the South Eastern Railway, at a point 16 chains or thereabouts (measured along that branch) to the southward of the bridge carrying the main line of the London and South Western Railway over the said branch and terminating by a junction with the main line of the London and South Western Railway, at a point 22 chains or thereabouts (measured along that railway) to the eastward of the station-house of the Farnborough station of the London and South Western Railway.

11. A Railway (No. 11), commencing in the parish of Chertsey, in the county of Surrey, by a junction with the main line of the London and South Western Railway, on or near the bridge carrying that railway over the river Wey near the Weybridge Station, and terminating in the parish of Weybridge, in the same county, by a junction with the Addlestone and Chertsey and Branch of the London and South Western Railway, at a point 10 chains (measured along that branch) westward of the mile post on the said branch railway, indicating $19\frac{1}{2}$ miles from Waterloo Station.

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 tramroads 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 said intended Bill.

4. To authorise 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 said intended 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 and require the closing and discontinuance for public traffic of the junction railway of the South Eastern Railway Company in the parishes of Farnborough and Ash, otherwise Ash and Normandy aforesaid, between their Reading, Guildford, and Reigate Branch and the Company's main line of railway, and to vest in the Company, upon terms to be agreed upon or settled by arbitration, or otherwise, as may be prescribed by the Bill, the said junction railway, and the site, soil, and materials thereof.

6. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the railways, stations, and works hereinafter mentioned belonging to the South Eastern Railway Company, and to alter the tolls, rates, and duties which the last-mentioned Company is now authorised to take and to confer exemptions from the payment of such tolls, rates, and duties respectively.

7. To empower the Company either by agreement or otherwise, to run over, work, and use with their engines, carriages, and waggons, officers, and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, such portions of the railway,

with the stations, roads, platforms, water, water engines, junctions, sidings, points, signals, machinery, works, and conveniences on or connected with those portions of railway of the South Eastern Railway Company as are situate

(1.) Between the point where the intended Railway No. 3 will join the railway of the South Eastern Railway Company, in the parish of Yateley, aforesaid, and the point where the intended Railway No. 9 is above described, as intending to join the railway of the South Eastern Railway Company, in the parish of Ash, otherwise Ash and Normandy, including those respective junctions, and all works and conveniences connected therewith—and

(2.) To the northward or westward of the junction between the Staines, Wokingham, and Woking Railway, with the railway of the South Eastern Railway Company, at or near Wokingham, including that junction, and the works and conveniences connected therewith.

8. To empower the Company and the South Eastern Railway Company from time to time enter into, and carry into effect, contracts, agreements and arrangements, with respect to the construction, working, use, management, and maintenance by the contracting Companies, or 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 their respective railways, 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 their respective railways and works, 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 agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

9. To require the South Eastern Railway Company, upon such terms and conditions as shall be agreed upon, or as shall be provided by the Bill, to book through and forward all passengers, goods, minerals, carriages, and traffic (that word having in this notice the meaning assigned to it by "The Railway and Canal Traffic Act, 1854") to or from, or over the whole or any part of the railways under their management or control, to and from the intended railways, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and if need be, to alter and vary the tolls which the South Eastern Railway Company may be entitled to receive and take upon their railway, or the railways so under their management or control, and to confer, vary, and extinguish exemptions therefrom.

10. To empower the Company, either by agreement or otherwise, to run over, work, and use with their engines, carriages, and waggons, officers, and servants, whether in charge of engines and trains, or for any other purposes whatsoever, and for the purposes of their traffic of every description, the railways of the Staines, Wokingham, and Woking Railway Company, with the stations, roads, platforms, water, water engines, sidings, points, signals, machinery, works, and conveniences, on or connected with those railways, and also to exercise and enjoy the powers and privileges of the last-mentioned Company under the provisions of "The

Staines, Wokingham, and Woking Railway Act, 1853," and "The Staines, Wokingham, and Woking Railway Amendment Act, 1855," or otherwise in respect of running over, working, and using portions of the railways of the South Eastern Railway Company, and the stations, works, and conveniences thereof.

11. 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.

12. And it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions or some of them, of the several Acts of Parliament following (that is to say): 4 and 5 Will. IV., cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic. caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., 75, 85, 87, 89, 125, and 157; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99 and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 122, 177, and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 24, 72, 121 and 136; 21 and 22 Vic. caps. 56, 58, 67, 89, and 101; 22 Vic. cap. 3; 22 and 23 Vic. caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 124, 158, and 185; 24 and 25 Vic. caps. 111, 220 and 234; 25 and 26 Vic. caps. 42, 71, 78, 143, 152, 165, and 227; 26 and 27 Vic. caps. 90, 109, 192, and 208; 27 and 28 Vic. caps. 87, 166, 174, 227, and 325; 28 and 29 Vic. caps. 89, 102, 103, 104, 268, 273, and 304; 29 and 30 Vic. caps. 216 and 217; 30 and 31 Vic. cap. 156; 31 and 32 Vic. cap. 69; 32 and 33 Vic. caps. 53 and 68; and 33 and 34 Vic. cap. 110; and all other Acts relating to the Company; 6 Will. IV. cap. 75, and all other Acts relating to the South-Eastern Railway Company; 16 and 17 Vic. cap. 85; 18 and 19 Vic., cap. 139; 21 and 22 Vic., cap. 58; and all other Acts relating to the Staines, Wokingham, and Woking Railway Company.

11. 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 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 thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury, in the same county; and with the Clerk of the Peace for the county of Surrey, at his office, at North-street, Lambeth, in the same county; and with the clerk of the peace for the county of Berks, at his office, at Reading, in the same county; and with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the same county; and that on or before the thirtieth 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 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 12th day of November, 1872.

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

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

London and Aylesbury Railway (Southern Section).

(Construction of Railways from the London and Aylesbury Railway at Rickmansworth to Uxbridge and Sudbury, Powers of Construction to a Company to be incorporated, or to the London and Aylesbury Railway Company; constituting Railways a separate undertaking of the London and Aylesbury Railway Company; Powers to the London and Aylesbury Railway Company to raise and apply Capital and Provisions as to Application and Separation of Authorised Share and Loan Capital of that Company and the Rights and Powers of Shareholders; Abandonment of Portion of Authorised London and Aylesbury Railway; Working and Traffic Arrangements with, and Powers of Subscription Guarantee, Application and Raising of Money, to London and North Western Railway Company and Great Western Railway Company other Powers; Amendment or Repeal of Acts.)

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

To make and maintain the Railways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all proper and convenient stations, sidings, buildings, approaches, and other works and conveniences connected therewith or incidental thereto respectively, viz.:—

A Railway (hereinafter referred to as Railway No. 1) to be wholly situate in the parish of Rickmansworth, in the county of Hertford, commencing by a junction with the Railway No. 2 of the London and Aylesbury Railway Company authorised by the London and Aylesbury Railway Act 1871 (hereinafter called the Act of 1871), at the point where it touches the extreme northern corner of the field belonging to the trustees of Blackett's Charity, and in the occupation of Thomas Brown Weedon, and numbered 7 in the parish of Rickmansworth in the plans deposited with the Clerk of the Peace for the county of Hertford for the purposes of the Act of 1871, and terminating by a junction with the said authorised Railway No. 2 in a field belonging to and in the occupation of John Taylor, and numbered 107 in the said parish on the said deposited plans, at a point on the centre line of Railway No. 2 fifty yards or thereabouts, measured westwards along the said centre line, from the fence dividing the said field from the public road numbered 125 in the said parish on the said deposited plans;

A Railway (No. 1A) situated wholly in the parish of Rickmansworth, in the county of Hertford, commencing by a junction with the intended Railway No. 1 in a field belonging to Lord Ebury, and in the occupation of John Parkhouse, which field is situate on the west side

of the point where the River Colne leaves the Grand Junction Canal, fifteen chains or thereabouts south of Rickmansworth Church, and at a point in the said field five yards or thereabouts from the south bank of the River Colne, and ninety yards or thereabouts from the bridge crossing the River Colne close to its junction aforesaid with the Grand Junction Canal; and terminating by a junction with the intended Railway No. 2, hereinafter described, in a field belonging to Lord Ebury, and in the occupation of Sarah Luscomb, situated on the north-west side of the road from Rickmansworth to Harefield, and thirty chains or thereabouts distant, in a southerly direction, from Rickmansworth Church, at a point one hundred and thirty yards or thereabouts, measured in an easterly direction from the west corner of the said field;

- A Railway (No. 2) commencing in the said parish of Rickmansworth by a junction with the intended Railway No. 1 in a field situated on the south bank of the River Colne, belonging to Lord Ebury, and in the occupation of John Parkhouse, at a point twenty yards or thereabouts from the River Colne, and two hundred and forty yards or thereabouts, measured in a south-westerly direction, from the point where the occupation road leading to the Rectory Farm House forms a junction with the main road from Rickmansworth to Uxbridge, and terminating in the parish of Harefield, in the county of Middlesex, at a point thirty yards or thereabouts, in a westerly direction, or nearly so, from the fence dividing the said parish of Harefield from the parish of Ruislip at a distance of eighteen chains or thereabouts, in a north-westerly direction, along the said fence from the point where it leaves the north corner of the wood known as Mad Bess Wood, in the parish of Ruislip, which point is also distant thirty chains or thereabouts in a direction nearly south-westerly from the Duckshill Farm House, in the parish of Ruislip, which Railway No. 2 passes from, through, or into the parish of Rickmansworth, in the county of Hertford, and the parishes of Harefield and Ruislip, or one of them, in the county of Middlesex;

- A Railway (No. 2A) commencing by a junction with the intended Railway No. 2, at the point hereinbefore described as the termination thereof and terminating in the parish of Hillingdon, in the county of Middlesex, at a point thirty yards or thereabouts on the east side of the centre line of rails of the Uxbridge Branch of the Great Western Railway, and opposite the end of the footbridge crossing the said Branch Railway at a distance of thirty-three chains or thereabouts from the north end of the passenger station building at Uxbridge of the said Branch Railway, which said Railway No. 2A passes from, into, or through all or some of the parishes, townships, or extra-parochial and other places, following (namely): Ruislip, Harefield, Ickenham, Hillingdon, Uxbridge, and Cowley, all in the county of Middlesex;

- A Railway (No. 3) commencing in the parish of Ruislip by a junction with the intended Railway No. 2 at the termination thereof as hereinbefore described, and terminating in the parish of Harrow-on-the-Hill at a point twenty yards or thereabout from the centre line of the London and North Western Railway, measured at right angles thereto, in a

south-westerly direction from a point thirty yards or thereabouts to the north of the bridge passing over the said London and North Western Railway at the Sudbury Station thereof, which said intended Railway No. 2 will be made or pass from, in, through, or into the several parishes and extra-parochial and other places following (that is to say): Ruislip, Harefield, Pinner, Harrow-on-the-Hill, Northolt, and Greenford, all in the county of Middlesex;

To purchase and take, by compulsion and agreement, lands, houses, and property required for the purposes of the intended Railways and works, and to levy tolls, rates, and duties for the use of the intended Railways and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties;

To cross, stop up, alter, or divert, whether temporarily or permanently, roads, railways, tramways, rivers, navigations, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended Railways and works;

To incorporate a Company (hereinafter referred to as "the Company") for the purpose of making and maintaining the intended Railways and works, or one of them, or some part or parts thereof respectively, or to empower the London and Aylesbury Railway Company, and either alone or jointly with the Company to make and maintain the intended Railways and works, or one of them, or some part or parts thereof respectively, and to delegate to the London and Aylesbury Railway Company and either alone or jointly with the Company, the execution of all or any of the powers of the Bill, and in the event of the execution of the powers of the Bill being conferred upon the London and Aylesbury Railway Company to constitute the intended Railways and works, or one of them, or some part or parts thereof respectively, and either wholly or partially, a separate undertaking distinct from the rest of the undertaking of the London and Aylesbury Railway Company;

To authorise the London and Aylesbury Railway Company, for all or any of the purposes of the Bill, and for the general purposes of their undertaking, to raise further moneys by the creation of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing on mortgage, and by the creation of debenture stock, and to apply to such purposes, or any of them, the whole or any part of the share and loan capital which they are now authorised to raise under the powers in that behalf of "The London and Aylesbury Railway Act, 1871," and to separate or provide for the separation of such further share and loan capital from any other (existing or authorised) share and loan capital of the London and Aylesbury Railway Company, and to charge the same primarily or exclusively upon the intended Railways, and the tolls, rates, fares, and charges received in respect thereof, and to make provision with respect to the holding of separate meetings of the shareholders in the separate capital, and to authorise the London and Aylesbury Railway Company to divide any shares in the separate capital into classes and into preferred and deferred shares, and to attach and affix to such shares a preference, priority, or guarantee in payment of interest or dividend, either temporarily or permanently, and other special rights and privileges, and to make such other provisions with respect to all or any of the matters aforesaid as may be incidental thereto, or as may be necessary or

expedient, or, as may be prescribed in and by the Bill;

To authorise and require the abandonment and relinquishment of so much of the authorised line of the London and Aylesbury Railway as is situate and lies between the commencement and termination of the intended Railway No. 1 as before described;

To enable the Company and the London and Aylesbury Railway Company and the London and North-Western Railway Company and the Great Western Railway Company, or any two of those Companies 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 Railways and works of the other or others of them, 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, and the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic the sums or considerations whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract or agreement 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 authorise the London and North-Western Railway Company and the Great Western Railway Company to subscribe and contribute money towards the making of the intended Railways, and to take and hold shares in the capital of the Company and in the London and Aylesbury Railway Company respectively, and to guarantee to or for the Company and the London and Aylesbury Railway Company respectively, interest, dividend, annual or other payments on shares or stock, and the principal and interest of any loan, and for the purposes of such subscription to apply their corporate funds, and to raise further money by the creation of new shares and stock in their undertaking, either ordinary or preferential, and by borrowing;

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

To alter, amend, extend, enlarge, or to repeal, so far as necessary for the purposes of the Bill, the provisions, or some of the provisions of the several local and personal Acts following, or some of them, (that is to say):—"The London and Aylesbury Railway Act, 1871"; "The London and Aylesbury Railway Act, 1872"; 9 and 10 Vict. cap. 204; 11 and 12 Vict. cap. 236, and all other Acts relating to or affecting the London and North-Western Railway Company; 5 and 6 Will. IV. cap. 107; 24 and 25 Vict. cap. 87; 26 and 27 Vict. caps. 113 and 198; 28 and 29 Vict. cap. 299; 29 and 30 Vict. cap. 254; and all other

Acts relating to or affecting the Great Western Railway Company;

And notice is hereby further given, that, on or before the 30th day of November instant, plans and sections of the said intended Railways and works, together with a book of reference to such plans, a published map, with the lines of the intended Railways delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the County of Hertford at his office at St. Alban's; and with the Clerk of the Peace for the County of Middlesex at his office at the Sessions House, Clerkenwell-green; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish or extra-parochial place in or through which the said intended Railways and works are proposed to be made, or in which any lands or houses are intended to be taken, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence; and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his residence;

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

Dated this 14th day of November, 1872.

William Toogood, 16, Parliament Street, Westminster, Solicitor.

J. C. Ball, 16, Parliament Street, Westminster, Parliamentary Agent.

Leominster Gas.

(Application under "The Gas and Waterworks Facilities Act, 1870," to the Board of Trade for a Provisional Order, for power to maintain, continue, and renew Gas Works in the Borough and Parish of Leominster—to extend Limits of Supply—Power to break up Streets, and levy Rents, to raise Additional Capital, and for 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 Leominster Gas Light and Coke Company, Limited (hereinafter called "the Company"), for a Provisional Order under "The Gas and Waterworks Facilities Act, 1870," for all or some of the following purposes (that is to say):—

1. To enable the Company to maintain and continue in and upon the lands now belonging to them, and occupied by them, and hereinafter described, gas works in the borough and parish of Leominster, in the county of Hereford, and to manufacture and store and supply gas, and sell the same, and to manufacture and sell all residual and other products thereof, and to carry on there all the business usually carried on by gas companies, or which is or may become incident thereto.

2. To carry into effect the said powers in and upon certain lands now belonging to and occupied by the Company, containing by admeasurement three roods and thirty-eight perches or thereabouts, situate in the borough and parish and county aforesaid, bounded on the north by the River Canwater, on the east by land of the vicar of Leominster, on the south by premises of Edward Bridgwater, and on the west by a street called Broad-street, in the said borough and parish.

3. To purchase by agreement, or take on lease, additional lands for the general purposes of the Company, and subject to such regulations as shall be defined by the said Order.

4. To authorize the Company to acquire and hold patent rights and licences in relation to the manufacture or distribution of gas, and the utilization of the residual products obtainable therefrom.

5. To supply gas for public and private lights, and other purposes, within the borough and parish of Leominster.

6. To enable the Company to lay down and maintain pipes in, through, across, and under streets, roads, lanes, bridges, rivers, and other public passages and places, within the limits above defined, 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.

7. To authorize the Company to manufacture, purchase, sell, or let gas meters, fittings, and other gas apparatus, and to levy and recover rates, rents, and charges for the sale and supply of gas for public and private lights, and for other purposes, and of gas meters, pipes, apparatus, and fittings, to alter existing rates or rents, to confer, vary, or extinguish exemptions from the payment of rates or rents, and to confer, vary, or extinguish other rights or privileges.

8. To authorize the Company, and all corporations, commissioners, local boards, and other parochial or legal authorities within the said limits, to make and carry into effect contracts and agreements for lighting, and for supplying all things, and performing all acts incidental to lighting any public streets, place, or building within such limits and under their jurisdiction, upon such terms and conditions as they respectively agree upon.

9. To raise additional capital by shares or stock and by borrowing, with power to issue any new shares or stock, with a preference or priority of dividend, and upon such terms and conditions as may be prescribed in the Order.

10. To fix and regulate the capital of the Company, and to create and issue debenture stock.

11. To incorporate with the intended Provisional Order, and if necessary to vary, all or some or some part or parts of all or some of the following Acts: "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Gas Works Clauses Act, 1847," and "The Gas Works Clauses Act, 1871," and "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863."

12. In so far as may be necessary for the purposes of the said Provisional Order, to alter and vary the deed of settlement of the Company; and to enlarge, vary, or repeal any of the existing powers of the Company.

13. To vary or extinguish all existing rights and privileges which would interfere with the powers to be sought for as aforesaid.

On or before the 30th day of November, 1872, a map of the lands used, or intended to be used, for the manufacture of gas, or of residual products arising from the manufacture of gas, and a copy of this notice, as published in the London Gazette, will be deposited at the office of the Clerk of the Peace for the county of Hereford, situate in the city of Hereford, in the said county, and at the office of the Board of Trade, Whitehall.

Printed copies of the proposed Provisional Order when deposited, and of the same Order when made, can be obtained at the office of Mr. Edwin Lloyd, Leominster, Herefordshire, or of Messrs.

Bell and Stewards, 49, Lincoln's-inn-fields, London, on payment of one shilling 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 January next, and copies of such objection must at the same time be also sent to the Promoters.

Dated this 18th day of November, 1872.

Edwin Lloyd, Leominster, Herefordshire,
Solicitor.

Bell and Stewards, 49, Lincoln's-inn-fields,
London.

In Parliament.—Session 1873.

Joint Portsmouth Railway Extension, &c (Power for the London and South Western Railway Company and the London, Brighton, and South Coast Railway Company, jointly, to Construct Railway and other Works at Portsmouth; Purchase, Alteration, or Removal of Albert Pier; Arrangements with War Department and Admiralty, Crossing of Blackfriars-road; Additional Lands; Amendments of Acts relating to the two Companies.)

APPPLICATION is intended to be made to Parliament in the next session by the London and South Western Railway and the London, Brighton, and South Coast Companies, jointly (hereinafter called the two Companies), for leave to bring a Bill for the following or some of the following purposes (that is to say):—

To enable the two Companies jointly to make and maintain the railways and other works hereinafter mentioned, or some part or parts thereof respectively, with all necessary stations, landing-stages, pontoons, sheds, approaches, works, and conveniences for or incident thereto (that is to say):—

No. 1. An extension railway, situate wholly in the borough of Portsmouth in the county of Southampton, commencing in the parish of Portsea, by a junction with the existing railway belonging to the two Companies jointly, near the Portsmouth Terminus thereof, at a point about five yards westward of the foot bridge over the said railway, and at or near the north end of Blackfriars-road, passing thence through or over the glacis and the old fortifications, and through or over the Old Gun Wharf of Her Majesty's War Department, and thence by means of a pier or viaduct over or upon the foreshore and across the Albert Pier, and terminating on the said foreshore at a point about 20 yards south of the Common Hard, near the western end of the said Common Hard, at about 257 yards westward of the Hard.

No. 2. A railway commencing by a junction with Railway No. 1 at the before-described termination thereof, and terminating at the south-western corner of Watering Island Jetty.

The said railways and works will be situate wholly in Portsea and Portsmouth and the borough of Portsmouth, all in the county of Southampton.

To confer on the two Companies the following powers with respect to the said railways and works:—

To cross, alter, divert, or stop up, either temporarily or permanently, any streets, roads, railways, tramways, piers, bridges, streams, canals, docks, basins, watercourses, drains, sewers, or pipes, so far as may be necessary for the construction and maintenance and use of the said railways and works, to deviate from the lines of the said intended railways and works both vertically and horizontally; to purchase lands, houses, and other property, compulsorily and by agree-

ment, for the purposes of the said intended railways and works, and to vary and extinguish all rights and privileges in any manner connected therewith.

To purchase, either compulsorily or by agreement, the whole or some portion of the said Albert Pier, in the said parish of Portsea, and to enlarge, widen, or pull down and reconstruct the same wholly or in part.

To construct and maintain all such new piers, jetties, landing places, stages, pontoons, 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 enable the two Companies to lay down additional lines of rails across and on the level of Blackfriars-road, to the southward of the existing lines, and to alter the levels of such road.

To enable the two Companies to acquire compulsorily, so much of the road in the parish of Portsea, as lies between Blackfriars-road and Kensington-terrace, and to extinguish all rights of way in and over the same.

And also to acquire compulsorily certain lands in the same parish, on the north side of the passenger station at Landport.

To levy tolls, rates, and charges for the use of the said railways 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 enable the two Companies jointly and Her Majesty's Principal Secretary of State for War, and the Lords Commissioners of the Admiralty respectively, to enter into contracts and agreements with respect to the construction, maintenance, working, and use of the proposed railway, and other works, or any part thereof, along or across lands, buildings, erections, roads and other property belonging to or vested in Her Majesty, or are vested in or under the control or supervision of the War Department or the Admiralty.

To enable the two Companies to exercise the powers granted by the Bill by means of the Joint Committee of the two Companies appointed by or in pursuance of "The Brighton and Chichester, Portsmouth Extension, and London and South Western Railways Act, 1847," as though such power had been conferred originally by the said Act, and as though the proposed undertaking had been thereby authorised.

To authorise each of the two Companies to raise for the purposes of the Bill, additional capital by shares, whether preferential or ordinary, and by borrowing, and to apply to the same purposes any funds now under their control respectively.

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, viz.: the 5th and 6th William 4th, cap. 10; 7th William 4th and 1st Victoria, cap. 119; 7th and 8th Victoria, cap. 67; 8th and 9th Victoria, cap. 199; 9th and 10th Victoria, cap. 283; 10th and 11th Victoria, cap. 244; and the 29th and 30th Victoria, cap. 281: and all other Acts relating to the London, Brighton, and South Coast Railway Company; and the 4th and 5th William 4th, cap. 88; 1st Victoria, cap. 71; 2nd Victoria, cap. 28; the 10th and 11th Victoria, cap. 244; 23rd and 24th Victoria, cap. 158; 23 and 24th Victoria, cap. 185; 30th and 31st Victoria, cap. 28; and 33rd and 34th Victoria, cap. 110; and all other Acts relating to the London and South-Western Railway Company; and the Bill 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."

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 the said 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 line of the intended railway delineated thereon, so as to show its general course and direction, and a copy of this notice shall 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 office 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 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 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 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.

Bircham, Dalrymple, Drake, Bircham, and Burt, 46, Parliament-street, Westminster, Solicitors.

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

In Parliament—Session 1873.

East Essex Railways.

(Railways from Weeley, to Tendring, and to St. Osyth, and Clacton-on-Sea; Vesting of portion of Mistley, Thorpe and Walton, and Thorpe and Great Clacton undertakings, in New Company; Abandonment of those Undertakings, and Dissolution of Companies; Working Agreements with Great Eastern and Tendring Hundred Railway Companies; Running Powers over portions of their Railways; 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 referred to as the Company), and to confer on the Company the following, or some of the following powers, viz:—

To make and maintain the railways hereinafter described, or one of them, in the county of Essex, with all necessary stations, approaches, works, and conveniences, connected therewith respectively, that is to say:—

1. A Railway commencing in the parish of Weeley, by a junction with the Railway secondly described in and authorised by the Tendring Hundred Railway Extension Act, 1863, at or near to the occupation road and public footpath, numbered 24 in the said parish, on the plans referred to in that Act, as having been deposited with the Clerk of the Peace for the county of Essex, and terminating by a Junction with the line authorised by the Mistley, Thorpe and Walton Railway Act, 1863, at or near the highway numbered 38 in the parish of Tendring, on the plans referred to in that Act, as having been deposited with the said Clerk of the Peace for the county of

Essex; which said intended railway will pass form, in, through, or into, the parishes of Weeley, Thorpe-le-Soken, Beaumont, and Tendring, or some of them.

2. A Railway commencing in the parish of Weeley, by a junction with the said railway firstly described in the Tendring Hundred Railway Extension Act, 1863, at or near the bridge carrying that railway over the occupation road in the field numbered 5 in the said parish, on the plans deposited in respect of that Act, and referred to therein, as having been deposited with the Clerk of the Peace of the county of Essex, and terminating in the parish of Great Clacton at or near the highway leading from Great Clacton village to Clacton Wash, at a point about 170 yards southward of Rosemary-lane, which said intended railway will pass from, in, through, or into the parishes and places of Weeley, Great Bentley, Little Clacton, Saint Osyth, otherwise Chich Saint Osyth, and Great Clacton, or some of them.

To cross, divert, alter or stop up, whether temporarily or permanently, all such highways, footpaths, streams, and railways, 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 intended Act.

To purchase and take by compulsion and by agreement, lands, houses, tenements, and hereditaments, for the purposes of the said railways and works, and of the intended Act; and to vary and extinguish all rights and privileges, in any manner connected with the lands, houses, tenements, and hereditaments, so purchased or taken.

To levy tolls, rates, and charges upon or in respect of the intended railways and works, and to confer exemptions from the payment of such tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

The intended Act will also contain powers for effecting the following objects, or some of them, viz. :—

It will transfer to and vest in the Company upon such terms and conditions as it may prescribe, the works, lands, and other property, estate, and effects, rights, powers and privileges, agreements and benefits of agreements of the Mistley, Thorpe, and Walton Railway Company, free from all debts, liabilities, and obligations, of that Company; and it will authorise the Company to exercise all the rights, powers, and privileges conferred on that Company by the Mistley, Thorpe, and Walton Railway Act, 1863; including the completion of so much of the undertaking sanctioned by the Act as was authorised to commence by a junction with the Harwich Branch of the Great Eastern Railway in the parish of Mistley, and to terminate at or near the highway numbered 38 in the parish of Tendring on the plans referred to in that Act, and deposited with the Clerk of the Peace for the county of Essex, in the month of November, 1862, including the fixing, demanding, and recovery of tolls, rates, and charges, and the Act will provide for the dissolution of the Mistley, Thorpe, and Walton Railway Company, and the winding up of their affairs; and it will also, for the purposes of transferring the powers conferred upon that Company by the said Act of 1863, revive in favour of the Company the powers thereby conferred, so far as they have not been exercised; and particularly in regard to the completion and maintenance of the said portion of railway, and power will be taken in the intended Act to revive and extend the time granted by the said Act of 1863, for the completion of the works on that portion of railway.

It will also transfer to and vest in the Company upon such terms and conditions as it may prescribe, the pier and works at Clacton-on-Sea, with the lands and other property, estate and effects, rights, powers and privileges, agreements, and benefits of agreements, of the Thorpe and Great Clacton Railway and Pier Company, free from all debts, liabilities, and obligations of that Company; and it will authorise the Company to exercise all the rights, powers, and privileges conferred on the Company, so far as they relate to the pier, works, and approaches, by the Thorpe and Great Clacton Railway Act, 1866; including the fixing, demanding, and recovery of the tolls, rates, and charges in respect thereof: and the Act will provide for the dissolution of the Thorpe and Great Clacton Railway and Pier Company, and the winding up of their affairs; and the intended Act will also, for the purpose of transferring the powers conferred upon that Company by the said Act of 1866, revive the powers thereby conferred, so far as they have not been exercised or abandoned; and particularly in regard to the completion and maintenance of the said pier, works and approaches connected therewith; and power will be taken in the intended Act to revive and extend the time granted by that Act for the completion of the said pier, works, and approaches.

It will provide that the consideration or price upon such transfer and vesting as aforesaid, shall or may be paid either in cash, or in ordinary, deferred, or preferential shares, or stock, or debentures, or securities of the Company, or partly in one mode or partly in the other, or in such other manner as may be prescribed or authorised by the intended Act.

It will prescribe and regulate the application of the money or other consideration aforesaid, and the rights and priorities among themselves of the shareholders and debenture-holders of the Mistley, Thorpe, and Walton Railway Company, and the Thorpe and Great Clacton Railway and Pier Company, or either of them, as the case may be, to, in, or with respect to those companies respectively.

It will exempt the Company from any penalties to which either of those companies are, or may be subject, in consequence of the non-completion of their said undertakings, and will make the sum deposited in respect of the line authorised by the Mistley, Thorpe, and Walton Railway (Branch) Act, 1864, and referred to in the tenth section of that Act, applicable to the railway firstly above described, and relieve the Mistley, Thorpe, and Walton Railway Company, from any penalty to which it is now liable, under the said 10th section, or otherwise.

It will authorise the Company and all companies and persons lawfully working and 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, 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 railways following, viz. :—

1. So much of the Harwich branch of the Great Eastern Railway as is situated between the junction therewith of the Railway authorised by the Mistley, Thorpe, and Walton Railway Act, 1863, and the Mistley Station thereon, including that station and the tramway to Mistley Wharfs.
2. So much of the Tendring Hundred Railway as is situated between the junction therewith of the intended Railway No. 1, and the

commencement of the intended Railway No. 2, including the Weeley Station on that railway.

Together with all watering-places, booking-offices, warehouses, sidings, tramways, works, and conveniences, connected with the aforesaid portions of railway and stations respectively.

It will also authorise the Company to be incorporated, with consent of the Tendring Hundred Railway Company, to lay a second line of rails between the point of junction of the intended Railway No. 1, and the commencement of the intended Railway No. 2, and to acquire lands in the parish of Weeley for that purpose.

It will enable the Company on the one hand and the Great Eastern and Tendring Hundred 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, and maintenance of the railways to be constructed by and vested in the Company as aforesaid, 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, 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 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 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 Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will also so far as may be necessary alter, vary, or repeal all or some of the provisions of the Great Eastern Railway Act, 1862, and of any other Act relating to the Great Eastern Railway Company and the Tendring Hundred Railway Act, 1859, and of any other Act relating to the Tendring Hundred Railway Company, and the Mistley, Thorpe, and Walton Railway Acts, 1863 and 1864, and of any other Acts relating to the Mistley, Thorpe and Walton Railway Company, and the Thorpe and Great Clacton Railway Act, 1866, and of any other Acts relating to the Thorpe and Great Clacton Railway and Pier Company.

Maps, plans, and sections of the said intended railways and works, 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 the lands and houses intended to be taken for the purposes thereof, and a copy of this notice as published in the *London Gazette*, will on or before the 30th day of November instant be deposited with the Clerk of the Peace for the county of Essex at his Office in Chelmsford, 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 said intended railways and works are proposed to be made or in which the said lands and houses are situate, and a copy of the said *Gazette* notice will on or before the same day be deposited for public inspection in the case of each parish with the parish clerk, at his residence, and in the case of any extra-parochial place with the

parish clerk of some parish immediately adjoining such extra-parochial place 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 11th day of November, 1872.

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

In Parliament.—Session 1873.

Nettlebridge Valley Railway.

(Incorporation of the Company; Construction of Railway; Compulsory Purchase of Lands; Acquisition of private Railway of the Westbury Iron Company, Limited; Laying down additional Rails thereon; Tolls; Running Powers over portion of private Railway of the Westbury Iron Company, Limited; Facilities over Great Western Railway; Powers of Subscription and Guarantee by the Great Western Railway Company; Application and Raising of Money by that Company; Working and other Agreements with that Company and the Westbury Iron Company, Limited, and others; Alterations 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 all or some of the following purposes, that is to say:—

To incorporate a Company (hereinafter called "the Company") and to confer upon them powers to make and maintain the railways hereinafter described, or one of them, or some part or parts thereof respectively, together with all proper stations, approaches, works and conveniences connected therewith, namely:

A Railway (No. 1) to be situate wholly in the parish of Mells, in the county of Somerset, commencing by a junction with the Radstock Branch Railway of the Great Western Railway Company at a point thereon nine chains or thereabouts measured in a south-easterly direction along the said branch railway from the north-eastern corner of the goods shed at Mells Station on that railway, and terminating on the private railway of the Westbury Iron Company, Limited, from the said Radstock Branch Railway to Newbury, at a point thereon five chains or thereabouts measured in a north-easterly direction from the bridge which carries the public road from Vobster to Kilmersdon over that railway.

A Railway (No. 2) commencing in the parish of Mells, in the county of Somerset, at the termination of Railway No. 1, hereinbefore described, by a junction with the said private railway of the Westbury Iron Company, Limited, and terminating in the parish of Chilcompton, in the said county of Somerset, in a field called Lower Stock Hill, abutting on the public road leading from Chilcompton to Gurney Slade, and nearly opposite Gurney Slade Mill, and bounded on the south by the brook running from the said mill, in an easterly direction past Moorwood Coal Works, in Nettlebridge, and belonging to the Marquis of Bath, and in the occupation of William James; which said railway will be made or pass through, in, from, or into the parishes, townships, extra-parochial, or other places following, or some of them, that is to say: Mells, Vobster, Upper Vobster, Newbury, Leigh-on-Mendip, Babington, Coleford, Kilmersdon, Leacham, Holcombe, Edford, Stratton-on-the-Fosse, Nettlebridge, Stoke Lane, Benter, Ashwick, Midsomer Norton, and Chilcompton, all in the county of Somerset.

To purchase, by compulsion or otherwise, lands,

houses, minerals, easements, and other property and hereditaments, for the purposes of the said intended railways and works and of the Bill.

To authorise the Company to purchase or acquire, by compulsion or otherwise, from the Westbury Iron Company, Limited, and from the Rev. John Stuart Hippiusley Horner, Clerk, and from any other Companies or persons interested therein, and to authorise the said Westbury Iron Company, Limited, and such other Companies and persons to sell and convey to the Company the private railway, or some part or parts of the railway now worked or used by the said Westbury Iron Company, Limited, which said private railway commences in the said parish of Mells, by a junction with the said Radstock Branch Railway near to the said Mells Station, and terminates at or near the principal shaft of the Newbury Colliery at Newbury, in the said parish of Babington, upon such terms and conditions, and for such pecuniary or other considerations as may be or have been agreed on by and between the Companies or persons interested, or as may be prescribed by the Bill, and to authorise and give effect to any agreements which may have been made, or may hereafter be made, between the Company and the other parties interested with reference to the matters aforesaid.

To authorise the Company to alter the gauge of, and to maintain and work the said private railway, or any part or parts thereof, as part of their undertaking, and to lay down additional rails thereon.

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 railways and works, or any of them, or for the purposes of the Bill.

To levy tolls, rates, and charges for and in respect of the use of the said intended railways and works, and the private railway hereinbefore referred to, 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 railways shall be constructed or maintained.

To deviate from the line of the intended railways and works, as shown upon the plans herein-after 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 railways and works, as shown upon the sections hereinafter mentioned.

To empower the Company and any other Company or Companies or persons lawfully using the railways or any of the railways 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 said private railway of the Westbury Iron Company, Limited, as is situate and lies between the commencement of the said intended Railway No. 2 and the junction of the said private railway with the said Radstock Branch 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 private railway, 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 and parties 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 owners and persons interested in the said private railway 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 said private railway or any part thereof, and to define and regulate the tolls, fares, rates and charges to be hereafter taken upon the said private railway, or portion of railway, and the works and conveniences connected therewith.

To require the Great Western Railway Company to afford all necessary and proper facilities for the reception, accommodation, forwarding, interchange, and delivery of traffic passing from or to the railways or works of the Company to or from the railways or works of the Great Western Railway Company, 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 to subscribe and contribute funds towards the making and maintaining of the intended railways 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 payments 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 funds and revenues, and 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, or by borrowing.

To enable the Company on the one hand, and the Great Western Railway Company and the Westbury Iron Company, Limited, and any other Companies or persons interested in the said existing private railway hereinbefore described, or any or either 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 railways and works, and the said existing private railway, or any part thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said intended and existing 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 the traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the tolls and revenues 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 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 5 and 6 William IV., cap. 107, and any other Act or Acts relating to the Great 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 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 the lands and houses to be taken under the powers of the Bill; and an Ordnance map, shewing the general course and direction of the said railways, 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 Somerset, at his office at Wells; and on or before the same day a copy of so much of the said plans, sections and book of reference as relates to each parish or extra-parochial place in and through which the said railways 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 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.

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

Murly and Sons, Bristol.

In Parliament—Session 1873.

Somerset and Dorset Railway.

(New Railways in Somerset—Alteration of Levels of portion of Bath Extension, and substitution of Level Crossing for Bridge—Alteration of Bridge of Bristol and North Somerset Railway Company, and of Tramways of Company at Midsomer Norton—Purchase of Undertaking of Somersetshire Coal Canal Company—Powers to raise and apply Separate and General Share and Loan Capital and Special Provisions with reference thereto—Other Powers—Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Somerset and Dorset Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):

To authorise the Company to make and maintain the railways hereinafter described, or some or one of them, or some part or parts thereof respectively, together with all proper sidings, stations, approaches, works, and conveniences connected therewith or incidental thereto respectively, to be wholly situate in the county of Somerset (that is to say):

A railway wholly situate in the parish of St. Cuthbert, Wells, commencing by a junction with the main line of the Company in the Wells passenger station, and at or near the western end of the passenger platform, and terminating by a junction with a siding of the Cheddar Valley and Yatton line of the Bristol and Exeter Railway Company in the yard of the Wells station of that Company, and at or near the north-eastern angle of the engine house in that yard.

A railway commencing in the parish of Binegar by a junction with the authorised Bath Extension Railway of the Company, now in course of construction, at or near the road leading

from Shepton Mallet to Bristol, and 379 yards or thereabouts (measured along that road) from and to the south of the inn at Old Down, known as the Old Down inn, and terminating in the parish of Midsomer Norton, in a field situate on the south side of, and adjacent to, the Mine or Pit, called or known as the Strap Pit of the Downside Colliery Company, which said intended railway will be made or pass from, in, through, or into the parishes, township, and extra-parochial or other places following, or some of them (that is to say), Binegar, Chilcompton, Downside, and Midsomer Norton.

A railway commencing in the parish of Radstock, by a junction with the authorised Bath Extension Railway of the Company, at or near the point where, in the village of Radstock, that Extension Railway crosses the turnpike road leading from Shepton Mallet to Bath, and terminating in the parish of Camerton, in a field adjacent to the Somerset Coal Canal, and on the eastern side of and adjoining the tramway leading from the colliery called the Timsbury New Pit to the said canal, which said intended railway will be made or pass from, in, through, or into the parishes, townships, and extra-parochial or other places, of Radstock, Midsomer Norton, Paulton, High Littleton, Timsbury, and Camerton, or some of them.

To authorise the Company to alter and raise the levels of so much of the Railway (No. 1), authorised by the Somerset and Dorset Railway (Extension to the Midland Railway at Bath) Act, 1871, as lies between the point shown on the plans deposited with the Clerk of the Peace for the county of Somerset, for and referred to in that Act, and indicating 14 miles and 7 furlongs from the commencement of that railway and the point on those plans indicating 15 miles 5 furlongs and 3 chains from such commencement; and to authorise the Company to carry that railway across and on the level of the road numbered on those plans 156, in the parish of Radstock, in lieu of and in substitution for carrying that road over the railway, which intended alteration will be wholly situate in the parish of Radstock, in the county of Somerset.

To authorise the Company to alter and widen the bridge by which the Bristol and North Somerset Railway is carried over the tramway belonging to the Company, in the parish of Midsomer Norton, which said alteration will be wholly situate in that parish.

To authorise the Company to alter the line and levels of their tramway in the parish of Midsomer Norton, between a point 300 yards or thereabouts on the eastern side, and a point 220 yards or thereabouts on the western side of the bridge by which the Bristol and North Somerset Railway is carried over that tramway; and also to alter the line and levels of the Branch Tramway of the Company in the same parish, leading to the Old Welton Colliery, for a distance of 115 yards from its junction with the Main Tramway.

To empower the Company to take by compulsion and by agreement lands, houses, and other property for the purposes of the intended railways and works, and also to purchase and take by compulsion or agreement for the purposes of their undertaking additional lands, houses, and property in the said parishes of Radstock and Midsomer Norton.

To authorise the Company to cross, stop-up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, streets, highways, railways, tramways, rivers, sewers, pipes, and drains, and other works within or adjoining the aforesaid parishes or places, or any of

them, as may be necessary in making and maintaining the said intended railways and works.

To empower the Company to levy tolls, rates, and duties for or in respect of the said intended railways and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

To authorise the Company of Proprietors of the Somersetshire Coal Canal Navigation, (hereinafter called "the Canal Company") to sell and transfer their undertaking to the Company, and all the canals, works, and lands, property, estate real and personal, plant, rights, powers, privileges, and easements of the Canal Company, and to authorise the Company to make such purchase and accept such transfer upon such terms and conditions, and for such considerations and at such periods as have been or may be agreed upon, or as may be prescribed in or authorised by the Bill, and upon such sale and transfer to authorise the Company to exercise and enjoy all the rights, powers, privileges, and authorities of the Canal Company in respect of the undertaking, canal, works, lands, and property sold and transferred, whether with reference to the purchase, taking, and using of lands and other property, the execution of works, the levying of tolls, rates, and charges, or otherwise, and to sanction and confirm any contract, agreement or arrangement already made, or which, prior to the passing of the Bill, may be made between the Canal Company and the Company with respect to all or all or any of the matters aforesaid, and to make further and other provisions for the vesting in the Company of the undertaking of the Canal Company, and if need be to dissolve or provide for the dissolution of the Canal Company, and the winding up of their affairs.

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, distinct from the rest of the undertaking of the Company, and to authorize the Company, for the purposes of the Bill and for the general purposes of the Company, to raise further money by the creation of new shares and stock, with or without preference, priority, or guarantee in payment of interest or dividend, or other rights or privileges attached thereto, and if thought fit, in one or more classes, and with or without powers of dividing shares into preferred and deferred shares, and by borrowing on mortgage or bond and by the creation of debenture stock, and either as part of their general share and loan capital, or wholly or partially as a separate share and loan capital charged primarily or exclusively on the intended railways and works or any part thereof; and to make provision with respect to the holding of separate meetings of the shareholders in the separate capital, and to define, restrict, and regulate the rights and powers of shareholders, stockholders, mortgagees, and others in reference to the intended railways and works, with such other regulations and limitations as may be prescribed by the Bill.

To make effectual provisions for preventing the obstruction of the railways or traffic of the Company, and for inflicting, imposing, and enforcing punishment, fines, and penalties upon any persons causing such obstruction.

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, 15 Vic., cap. 63, 18 and 19 Vic., cap. 182, 19 and 20 Vic., caps. 102 and 135, 20 and 21 Vic., cap. 139, 22 and 23 Vic., cap. 56, 23 and 24 Vic., cap. 130, 24 and 25 Vic., cap. 209, 25 and 26 Vic., cap. 225, 27 and 28 Vic., caps. 181 and 223, 29 and 30 Vic., cap. 268, 34 and 35 Vic., cap. 205, and any other Acts relating to or affecting the Company, 34 Geo. 3, cap. 86, 36 Geo. 3, cap. 48, 42 Geo. 3, cap. 35, and any other Acts relating to or affecting the Canal Company, 26 and 27 Vic., cap. 168, and any other Acts relating to or affecting the Bristol and North Somerset Railway Company, or their undertaking, and all other Acts relating to or affected by the objects of the Bill.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said railways and works, and plans of the lands and houses which may be taken for the purposes thereof, and for other the purposes of the Bill, together with a book of reference to the plans, an ordnance map, with the lines of the intended railways delineated thereon, so as to show their general course and direction; and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office at Wells in that county, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place, in or through which the intended railways and works will be made, or in which any lands or houses intended to be taken are situate; and also a copy of this notice, published as aforesaid, will be deposited for public inspection in the case of each such parish with the parish clerk thereof at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 14th day of November, 1872.

William Toogood, 16, Parliament-street, Westminster, Solicitor for the Bill.

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

In Parliament.—Session 1873.

Abergavenny and Raglan Railway.

(Incorporation of Company; Construction of Railway; Arrangements with Great Western Railway Company.)

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 authorise the Company to make and maintain the railway following, with all proper stations, approaches, works, and conveniences connected therewith, namely:

A railway commencing in the parish of Llan-gatock-juxta-Usk, in the county of Monmouth, by a junction with the Newport, Abergavenny, and Hereford line of the Great Western Railway Company, about 520 yards north-westward of the booking office at the Penpergwm station on that line, and terminating in the parish of Raglan in the same county by a junction with the Coleford, Monmouth, Usk, and Pontypool Railway, at or about 28 yards to the north-east of the distance post thereon, indicating 10 miles from the Little Mill junction, which intended railway will pass

from, in, through, or into the parishes and places of Llangattock-juxta-Usk, Llanvihangel-juxta-Usk, Llansaintfraed, Llanthwy - Ryttherch, Llanarth, Penrhos, Bryngwyn, Tregare, and Raglan, all in the county of Monmouth.

The intended Act will empower the Company to exercise all or some of the following powers (that is to say): to purchase by compulsion and also by agreement, lands, houses, and hereditaments, for the purposes of the said proposed railway, and works connected therewith; to levy tolls, rates, and charges upon, or in respect of, the proposed railway and works; to confer exemptions from the payment of tolls, rates, and charges; to vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

To cross, divert, alter, or stop up, for the purposes of the intended Act, and either temporarily or permanently roads, streets, ways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, tramroads, and watercourses, within or adjoining the parishes and places aforesaid, or any of them.

And it is intended by the said Act to empower the Company and the Great Western Railway Company to make and carry into effect contracts and agreements with respect to the maintenance and management, use, and working of the railway of the Company, and the conveyance of traffic on the railways of the contracting parties, the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues, taken or arising in respect of such traffic, and the supply and maintenance of engines, stock, and plant.

And to require the Great Western Railway Company upon such terms and conditions as shall be agreed upon, or as shall be provided by the Bill, to book through and forward all passengers, goods, minerals, carriages, and traffic (that word having in this notice the meaning assigned to it by the Railway and Canal Traffic Act, 1854) to, or from, or over the whole, or any part of the railways under their management or control, to and from the intended railways, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and if need be to alter and vary the tolls which the Great Western Railway Company may be entitled to receive and take upon their railway or the railways so under their management or control, and to confer, vary, or extinguish exemptions therefrom.

And it is also proposed by the Bill to empower the Great Western Railway Company to take and hold shares in and subscribe towards the said intended undertaking of the Company, or any part thereof, the sum of twenty-five thousand pounds, and to guarantee to the Company interest, dividend, annual, or other payments on their stock, shares, and debentures, and for those purposes to empower the Great Western Railway Company to raise further moneys by the creation of new shares or stock in their undertaking, with or without any preference or priority in payment of interest or dividend, or other privileges attached thereto, and by borrowing on mortgage, or otherwise, and to appoint a director or directors of the Company, and if need be, to alter and vary the tolls which the Great Western Railway Company may be entitled to receive and take upon their railway or the railways under their management or control, and to confer, vary, or extinguish exemptions therefrom.

And it is proposed, so far as may be necessary for all or any of the purposes of the intended Act, to alter, amend, extend, vary, and enlarge or repeal, all or some of the powers and provisions

of the several local and personal Acts of Parliament following or some of them namely; 5 and 6 Wm. IV., cap. 107, and 26 and 27 Vict., cap. 168 and all other Acts relating to the Great Western Railway Company.

And it is also proposed to incorporate in the said Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863."

Maps, plans, and sections, of the intended railway and works, 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 November in the present year with the Clerk of the Peace for the county of Monmouth, at his office in the town of Newport, and a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes in or through which the said railway and works will be made, together with 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 as regards any extra-parochial place with the parish clerk of some immediate 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 14th day of November 1872.

Cox, Davies, and Brown, Tredegar and Brynmawr, Solicitors for the Bill.

Sudlow and Gorst, 18, Abingdon Street, Westminster, Parliamentary Agents.

North Pembrokeshire Railway.

(Incorporation of Company; Power to make a Railway from Clarbeston-road to Fishguard with a Branch to St. David's; Arrangements with and Powers of Subscription to the 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 an Act to incorporate a Company (hereinafter called the Company) for the purpose of making the hereinafter described railways, or some part or parts thereof, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):—

No. 1. A railway wholly in the county of Pembroke, commencing in the parish of Wiston by a junction with the Great Western Railway, South Wales section, at a point 561 yards or thereabouts, west of the door of the booking office of the Clarbeston-road Station, and which said railway will pass through the several parishes, townships, and extra parochial places following, or some of them, that is to say, Wiston, Spittal, Rudbaxton, Treffgarne, St. Dogwells, Ambleston, Haycastle, St. Lawrence, Letterstone, Mathry, Jordanston, Llanstinan, Manorowen, and Fishguard, and terminates at a point on the Fishguard Common 40 yards southwards of the bridge over the Gwain River in the Lower Town of Fishguard in the said parish of Fishguard.

Railway Number 2 commences by a junction in the parish of Fishguard with Railway No. 1 in a field on the south side the river Gwain opposite Glynamel, belonging to Sir James Hamilton, at a point forty yards or thereabouts from the north-east fence, and twenty yards or thereabouts from the adjoining road, wholly in the parish of

Fishguard, and terminating at a point eighty yards, or thereabouts, measured in a southerly direction from the south angle of the Old Fort.

No. 3. A railway wholly in the county of Pembroke, commencing by a junction with Railway No. 1 in the parish of Letterstone, in a field on the north side of the road leading from Mathry to Letterstone, opposite Heathfield Lodge, and belonging to John Henry Harries, Esq., at a point forty yards or thereabouts, measured in a southerly direction from the north angle of the said field, passing through and into the following parishes, namely, Letterson, Jordanston, Mathry, Llanrhian, Llanreithan, Llanhowell, and St. David's, and terminating on Dowrog Moor on the east side of the road from St. David's to Fishguard, at or near to the junction of the road leading to Whitesand Bay in the said parish of St. David's.

The Act will authorize and give effect to any contracts and agreements between the Company and the Great Western Railway Company for or with reference to the maintenance, working, and use by that Company of the proposed railway and works, or any part thereof, the management, collection, transmission, and delivery of the traffic thereon, the supply and maintenance of stock and plant, and appointment of officers and servants, the fixing collection division, apportionment and appropriation of the tolls and other income arising from such traffic, and the contributions, tolls, or other sums, payments, and allowances to be made by either of the contracting Companies to the other of them, and the application thereof.

The intended Act will also contain the following powers:—

To enable the Company in the construction and maintenance of the said railways and works, or either of them, to deviate laterally in the construction of the said railways and works connected therewith to such extent as will be shown or defined in the plans hereinafter referred to, and to cross, alter, stop up, and divert, whether temporarily or permanently, all such turnpike and other roads, highways, streams, watercourses, rivers, drains, sewers, railways, tramways, and navigations within or adjoining to the before-mentioned parishes and places, or any of them, which it may be necessary to cross, stop up, alter, or divert in executing the purposes of the intended Act.

To enable the Company to purchase by compulsion or agreement lands, houses, and other property for the purpose of the said railways and works, or any or either of them, to vary and extinguish all existing rights and privileges in and over such lands, houses, and other property which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges.

And it is also proposed by the said Act to enable the said Company so to be incorporated, and any Company working or using their undertaking to run over and use with engines, carriages, and waggons, the said Great Western Railway, from the point of junction of the said Railway No. 1 with the said Great Western Railway, as above defined, to the western side of the Clarbeston-road station of the said railway, and also to run into and to use the Clarbeston-road station of the said Great Western Railway Company, together with all sidings, booking offices, stations, turn tables, watering places, and other works and conveniences in connection therewith upon such terms and conditions as, failing agreement, shall be prepared by the Board of Trade.

To empower the Company to levy tolls, rates,

and duties, for and in respect of the use of the said intended railways and works, or any or either of them, and the said portion of railway before-mentioned, which by the intended Act they may run over, work, and use, and to alter existing tolls, rates, and duties, which the Company, and the other before-named Company respectively, are now authorised to levy upon, and in respect of their respective railways, and to confer vary, and extinguish exemptions from the payment of such tolls, rates, and duties.

This Act will incorporate 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 Act, 1845," "The Railways Clauses Act, 1863."

The Act will, so far as may be necessary, for all or any of the purposes thereof, alter, amend, extend, vary, and enlarge or repeal, all or some of the powers and provisions of the 5th and 6th Wm. 4, cap. 107, and of all other Acts relating to the Great Western Railway Company, and the Act will alter and extinguish all existing rights and privileges which will interfere with any of its objects.

Maps, plans, and sections of the intended railways, and of the lands proposed to be taken for the purposes of the Act, 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, 1872, be deposited for public inspection with the Clerk of the Peace for the county of Pembroke, at his office at Haverfordwest, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relate to each parish or extra-parochial place in or through which the said intended railways and works are intended to be made, or in which any lands proposed to be taken 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 residence, and where there is no parish clerk, with the incumbent of such parish, at his residence; and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining at his residence.

Printed copies of the intended Act will be deposited at the Private Bill Office of the House of Commons on or before the 21st day of December, 1872.

Dated this 13th day of November, 1872.

Helder and Roberts, 2, Verulam-buildings, Gray's-inn, London,

Francis Green, Carmarthen,

Davies and Co., Haverfordwest,

W. V. James, Haverfordwest; Solicitors for the said intended Act.

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

Sudbury (Middlesex) and District Gas Supply.

(Application for Provisional Order; Powers to acquire Land and construct Gas Works; to Manufacture and Supply Gas and Residual Products; to lay down Mains and Pipes; to break up Roads; to supply Meters, Fittings, and other Apparatus; and to levy Rates and Charges, and for 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 George Smith, of Hendon-park, Hendon, in the county of Middlesex (hereinafter called the Promoter), for a Provisional Order, pursuant to

"The Gas and Waterworks Facilities Act, 1870," for the purposes following, or some of them, that is to say:—

To authorise the Promoter to purchase, lease, or otherwise acquire by agreement a piece of land, containing by admeasurement one acre, or thereabouts, and situate in or near the north-west corner of the field numbered 1399 on the Ordnance map of the parish of Harrow-on-the-Hill, in the county of Middlesex, and which field is bounded on the west by the London and North Western Railway, on the south by the London and Harrow turnpike road, on the east by the lane known as Blind-lane, leading from the said road to Wembley, and by the field numbered on the said map 1400, and on the north by another field, numbered on the said map 1324, and which said piece of land belongs to John Harris, or his trustee, and the Promoter, and is in the occupation of Thomas Watchorn.

To authorise the Promoter to erect, construct, maintain, continue, pull down, repair, enlarge, and use in and upon the said piece of land, or some part thereof, gas works, and works connected therewith, with all necessary buildings, gas-holders, receivers, purifiers, retorts, meters and apparatus, works and conveniences, for the manufacture and storage of gas, and at such gas works and works connected therewith, to manufacture, store, and sell gas, coal, coke, culm, tar, oil, ammoniacal liquor, and other residual products, and the several matters and things producible from the residual products arising or resulting from the manufacture of gas or matters connected therewith, and to authorise the Promoter to acquire, hold, and use licences of patents, or patent rights in relation to the manufacture and distribution of gas and the utilization of residual products obtainable therefrom, and to manufacture, purchase, or hire gas meters, fittings, or other apparatus, and to use, let, or sell the same, and generally to carry on the business usually carried on by Gas Companies, or which is or may become incident thereto, and to exercise all such powers, rights, and privileges as are usually conferred on Gas Companies.

To authorise the Promoter to supply gas for public and private lighting, and for other purposes within.

1st. That part of the parish of Harrow-on-the-Hill, in the county of Middlesex, included within the following boundary:—On the west by a straight line, drawn from the point in Greenwood-lane which abuts, or most nearly abuts the boundary of the said parish to a point on the London and Harrow turnpike road, 100 yards to the north of the northernmost entrance from that road to the house or place known as Sudbury-grove; on the north by another straight line drawn from the end of the aforesaid first-mentioned line through the northernmost part of the place known as Barn-hill to the eastern boundary of the said parish; and on the east and south by the boundary of the said parish.

2ndly. So much of the parish of Ealing, in the said county, as lies within 100 yards on either side of the road leading from Acton to Apperton, otherwise Alperton, so far as the said road lies between the bridge over the River Brent, near Twyford Abbey and the junction of the said road with Green-street, in the said parish of Ealing.

Which limits described first and secondly, are hereinafter referred to as the "limits of supply."

To authorise the Promoter to lay down, renew, maintain, and use mains, pipes, and other apparatus, along, through, over, or under, all or any of the streets, turnpike and other roads,

lanes, highways, footways, watercourses, bridges, and other places within the limits of supply; and for those purposes to open, break up, cross, and pass under, or over, or otherwise, interfere with any of the same streets, turnpike or other roads, lanes, highways, footways, railways, watercourses, bridges, courts, public passages, and other places, and any of the sewers, drains, and pipes in, under, or through the same.

To authorise the Promoter to levy, demand, and take gas rates, rents, and charges for the supply of gas and of gas meters, pipes, apparatus, and fittings; and to agree, compound, and arrange with Companies, local boards, parochial or other legal authorities, or persons, for the supply of gas for public or private purposes, and to make and carry into effect contracts and agreements relating thereto within the limits of supply, and upon such terms and conditions as he and they shall respectively agree upon.

To vary or extinguish all rights and privileges, rates, taxes, duties, and exemptions, which would in any manner impede or interfere with the objects and purposes of the intended Provisional Order, and to confer other rights and privileges. And it is intended to incorporate with the intended Provisional Order all or some of the powers and provisions of "The Gas Works Clauses Act, 1847," "The Gas Works Clauses Act, 1871," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Lands Clauses Consolidation Act, 1869."

And notice is hereby given, that on or before the 30th November, 1872, a copy of this advertisement, and a map showing the land proposed to be used for the manufacture of gas, and of residual products arising in the manufacture of gas (and a plan of the proposed gas works, prepared according to the regulations made by the Board of Trade), will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in the said county, and also at the office of the Board of Trade, Whitehall, London, and at the Private Bill Office of the House of Commons.

And notice is hereby also given, that on and after the 23rd day of December, 1872, printed copies of the Draft Provisional Order will be obtainable by all persons applying for them, at the price of one shilling each, at the office of Messrs. Fearon, Clabon and Fearon, 21, Great George Street, Westminster, Parliamentary Agents, and at the office of Messrs. Heath and Parker, 12, St. Helen's Place, Bishopsgate, in the City of London, Solicitors.

And notice is hereby further given, that printed copies of the said Provisional Order, when made by the Board of Trade, will be deposited for public inspection with the said Clerk of the Peace, at his office as aforesaid, and that printed copies of the said Provisional Order, when made, will also be deposited at the aforesaid respective offices of Messrs. Fearon, Clabon and Fearon, and Messrs. Heath and Parker, and will then be furnished to all persons applying for them at the price of one shilling each copy. All persons desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the intended application for the said Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall, London, S.W., on or before the 15th day of January, 1873, and that copies of any such objections must at the same time be sent to the Promoter, at the office of Messrs. Fearon, Clabon

and Fearon, 21, Great George-street, Westminster.

Dated this 20th day of November, 1872.

Heath and Parker, 12, St. Helen's Place, Bishopsgate, Solicitors for the Promoter.

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

In Parliament—Session 1873.

Cleveland Extension Mineral Railway.

(Incorporation of Company; Construction of Railways from the Cleveland Branch of the North Eastern Railway, in the parish of Skelton-in-Cleveland, to the North Yorkshire and Cleveland Branch of the same Railway, near Glaisdale, in the North Riding of the County of York, with a Branch therefrom; Compulsory Purchase of Lands, Tolls, Capital, &c.; Traffic and other arrangements with the North Eastern Railway Company; Power to that Company to Subscribe to Undertaking; Amendment of Acts; and other Purposes).

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

1. To incorporate a Company, to be called "The Cleveland Extension Mineral Railway Company" (hereinafter called "The Company"), and to confer upon such Company powers for all or some of the following purposes.

2. To authorise the Company to make and maintain the railways following, or some or one of them, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications, that is to say:

No. 1. A Railway commencing in the township and parish of Skelton, in the North Riding of the County of York, by a junction with the Cleveland Branch of the North Eastern Railway, at or near a point 266 yards or thereabouts, measured in a south-easterly direction, from a farmhouse called "East Pastures," belonging, or reputed to belong, to John Thomas Wharton, Esq., and occupied by Thomas Hall, thence passing from, in, through, and into the several townships, parishes, and extra-parochial or other places following, or some of them, that is to say: Skelton, Brotton, Kilton, Stanghow, Little Moorsholme, Great Moorsholme, Moorsholme, Gorrick, Liverton, Liverton Moor, Lofthouse, Wapley, Wapley Moor, Scaling Dam, Easington, and Easington High Moor, and terminating on Easington High Moor, belonging, or reputed to belong, to Charles Mark Palmer, Esq., in the township and parish of Easington, in the said North Riding of the County of York, at or near a point adjoining, and on the East side of a public highway leading from Danby, and Danby Low Moor into and effecting a junction with the public highway leading from Guisborough to Whitby, near to, and on the western side of a certain public house called "Wapley New Inn," and which said point of termination of Railway No. 1 is 1183 yards or thereabouts, measured in a southerly direction from the said Wapley New Inn.

No. 2. A Railway commencing in the township of Easington and parish of Easington aforesaid, by a junction with Railway No. 1 at the point of termination of that railway,

thence passing from, through, into, and in the several parishes, townships, and extra-parochial, and other places following, or some of them, that is to say: Easington, Easington High Moor, Scaling Dam, Liverton, Liverton Moor, Lofthouse, Wapley, Wapley Moor, Hinderwell, Roxby, Rousby, Rousby High Moor, Rousby Old Moor, Black Dike Moor, Lealholm Moor, Newton, Mulgrave, Ugthorpe, Greenhouses, Stonegate, Lealholm Rigg, Lealholm Side, Egton, Lythe, Short Wait, Danby, and Glaisdale, and terminating by a junction with the North Yorkshire and Cleveland Branch of the North Eastern Railway, in the township of Egton, in the parish of Lythe, in the North Riding of the county of York, at or near a point on such Railway 316 yards or thereabouts, measured in a westerly direction, from a house called Oak Bridge Holme.

No. 3. A Railway commencing in the township and parish of Skelton aforesaid, by a junction with the Saltburn Extension Branch of the North Eastern Railway, at or near a point thereon 450 yards, or thereabouts, measured in a north-north-westerly direction from the said farmhouse called "East Pastures," thence passing from, through, in and into the several townships, parishes, and extra-parochial or other places following, or some of them (that is to say): Skelton, Brotton, and Kilton, and terminating in the township and parish of Skelton aforesaid, by a junction with Railway No. 1 in a field belonging or reputed to belong to the said John Thomas Wharton, and occupied by the said Thomas Hall, situate at or near a point 300 yards or thereabouts, measured in an easterly direction from a house called "Bonesill," belonging, or reputed to belong, to the said John Thomas Wharton, and occupied by the said Thomas Hall.

3. 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 hereinafter mentioned, and any other lands and houses which may be required for the purposes of the proposed railways and other works.

4. 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.

5. 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.

6. 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 convey-

ance 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.

7. 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 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 North-Eastern Railway Company or any railway leased or worked by them; and the fixing and division between the said companies of the receipts arising from such traffic; 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 authorize and empower the North-Eastern Railway Company, 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.

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: 6th William IV., chapter 76; 8th and 9th Victoria, cap. 163; 9th and 10th Victoria, cap. 241; 10th and 11th Victoria, cap. 133; 13th and 14th Victoria, cap. 38; 14th and 15th Victoria, cap. 84; 16th and 17th Victoria, cap. 109; 17th and 18th Victoria, cap. 211; 26th and 27th Victoria, cap. 122; 28th Victoria, cap. 111; 29th and 30th Victoria, cap. 251; 33rd Victoria, cap. 7; 34th and 35th Victoria, cap. 116; and 35th and 36th Victoria, cap. 141, respectively, and all other Acts relating to the North-Eastern Railway Company and its undertaking, 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 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 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 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 9th day of November, 1872.

James B. Batten,

Solicitors,

32, Great George-street, Westminster,

Wyatt, Hoskins, & Hooker,

28, Parliament-street, Westminster,

Parliamentary Agents.

In Parliament.—Session 1873.

Halesowen and Bromsgrove Branch Railways.
(Deviation of Authorised Railway, Compulsory Purchase of Lands, Power to make Level Crossing, Extension of Time for Completion of Authorised Railways, Regulation of Capital, Tolls, Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session thereof, by the Halesowen and Bromsgrove Branch Railways Company (who are hereinafter referred to as "the Company"), for leave to bring in a Bill for all or some of the purposes following (that is to say):—

1. The construction by the Company of the deviation railways hereinafter mentioned or one of them, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):—

(a) A deviation railway (being a deviation of the Company's Railway No. 1, authorised by the Halesowen and Bromsgrove Branch Railways Act, 1865 (hereinafter referred to as "the Act of 1865"), commencing in the parish of Frankley, in the county of Worcester, at a point marked one mile and five furlongs from the commencement of the said authorised railway upon the plans deposited with the Clerk of the Peace for the county of Worcester with respect to the application to Parliament for the Act of 1865, and terminating in the township of Hill and parish of Halesowen, at the authorised point of termination of the same authorised railway, which deviation railway will be made or pass from, in, through, or into the parishes, townships, townlands, and extra-parochial or other places of Frankley, Bromsgrove, Romsley, Hunnington, Illey, Lappal, The Hill, and Halesowen, all in the said county of Worcester.

(b) A short deviation railway to be situate wholly in the township of The Hill and parish of Halesowen, commencing by a junction with the hereinbefore described deviation railway in a waste piece of ground adjoining the turnpike road leading from Halesowen to Bromsgrove, at a point situate 120 yards or thereabouts, measured in a southerly direction from the chimney

stack of Messrs. Rose Brothers and Company's Works, and terminating by a junction with the Company's Railway No. 1 authorised by the Halesowen and Bromsgrove Branch Railways Act, 1866 (hereinafter referred to as "the Act of 1866"), at a point marked two furlongs from the commencement of that railway on the plans deposited with the said Clerk of the Peace for the county of Worcester in respect of the application to Parliament for that Act.

2. To relinquish so much of Railway No. 1, authorised by the Act of 1865, as lies between the points hereinbefore respectively described as the commencement and termination of deviation Railway (a): and so much of Railway No. 1, authorised by the Act of 1866, as lies between the commencement thereof and the point hereinbefore described as the termination of deviation Railway (b.)

3. To empower the Company to levy tolls, rates, or charges for or in respect of the intended deviated railways, and to grant exemptions from the payment of such tolls, rates, and charges.

4. To empower the Company to purchase by compulsion or agreement, and to hold lands, houses, and buildings for all or any of the purposes aforesaid.

5. To vary and extinguish all existing rights and privileges connected with the lauds and houses proposed to be purchased or taken under the powers of the intended Act or any of them, and to confer other rights and privileges.

6. 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.

7. To authorise the Company to cross on the level a certain turnpike road, numbered 28 in the parish of King's Norton, upon the plans of the said Railway No. 1, authorised by the Act of 1865, deposited with the said Clerk of the Peace for the county of Worcester, in respect of the application to Parliament for that Act.

8. To define, alter, and regulate the capital of the Company, and its distribution into shares, and its appropriation amongst the shareholders, and to enable the Company to divide its existing capital or shares into preferred and deferred capital, or into preferred and deferred half shares, and to make further and other arrangements with reference to the existing capital and the augmentation of the share and loan capital of the Company.

9. To extend the time limited by the Halesowen and Bromsgrove Branch Railways Act, 1870 (hereinafter referred to as "the Act of 1870"), for the completion of the several railways therein mentioned, and which railways were authorised by the Act of 1865 and the Act of 1866, or one of them.

10. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend, enlarge, or repeal the powers and provisions of the Acts of 1865, 1866, and 1870.

And notice is also hereby given, that on or

before the 30th day of November instant, duplicate plans and sections describing the line, situation, and levels of the proposed deviation railways and works, and the lands, houses, and property 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 lessees, or reputed owners or 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, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Worcester, at his office, situate at Worcester, in the said county, and that on or before the same day, a copy of so much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place in or through which the said railways 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 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.

Wilkins, Blyth, and Marsland, 10,
Swithin's-lane, London, E.C;
Scott and Horton, Bromsgrove;
Solicitors for the Bill.

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

In Parliament.—Session 1873.

Dudley and Oldbury Junction Railway.

(Incorporation of Company; Construction of Railways; Compulsory purchase of Lands; Compulsory facilities and working; and other arrangements with, and other provisions affecting, the London and North Western Railway Company; Running powers over the South Staffordshire and Stour Valley Railways; Amendments of Acts, &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 (in this notice called "the Company"), with the following, or some of the following, among other powers (that is to say):—

To make and maintain the following railways, or some, or one of them, with all proper stations, approaches, works, and conveniences connected therewith, that is to say:

Railway No. 1. A railway wholly in the township of Oldbury and parish of Halesowen, in the county of Worcester, commencing at a point in Trinity-street, in the town of Oldbury, opposite to the entrance of Messrs. Albright and Wilson's chemical works, and terminating by a junction with the London and North Western Railway (Stour Valley Branch) at a point 14 chains or thereabouts, westward of the bridge over the Birmingham Canal, at, or near, the Spon-lane Basin, of, or belonging to, the London and North Western Railway Company.

Railway No. 2. A railway commencing by a junction with the London and North Western Railway (South Staffordshire Branch), in the parish of Dudley, in the county of Worcester, at a point 14 chains or thereabouts north eastward

from the bridge at Dudley Station, which carries the turnpike road from Dudley to Tipton over the said South Staffordshire Branch Railway, and terminating by a junction with railway No. 1, in the parish of Halesowen, in the county of Worcester, at a point at or near the town of Oldbury, about 1 chain southward of the turnpike road, leading from Oldbury to Birmingham, in a field there known as the racecourse, belonging, or reputed to belong, to John Green or his representatives, and about 4 chains from the line of the Birmingham Canal, and which said intended railway will be situated in the parishes or places following, or some of them, that is to say: Dudley in the county of Worcester, Tipton, Coneysgree, Dudley Port, Rowley Regis, Tividale, and the Brades, all in the county of Stafford, and Halesowen, Rounds Green, and Oldbury, all in the county of Worcester.

Railway No. 3. A railway wholly in the township of Oldbury, in the parish of Halesowen, in the county of Worcester, commencing with a junction with railway No. 2, at a point at or near to the town of Oldbury, and south of Messrs. Bright, Perry, and Gittins' works, about 5 yards eastward of the Birmingham Canal, in a field belonging, or reputed to belong, to the Rev. Henry Gisbourne Cooper, and close to the turnpike road, and terminating at a point about 10 yards southward of the Birmingham Canal, in land belonging or reputed to belong to, Messrs. Chance Brothers and Company, and forming part of or appurtenant to their chemical works.

To purchase by compulsion or otherwise lands, houses, and property for the purposes of the said intended railways and works and of the Bill.

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, and property so proposed to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or with the objects 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 railways 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 railways and works, and to grant exemptions from the payments of such tolls, rates, and charges, and to confer, vary, and extinguish other rights and privileges.

To enable the Company on the one hand and the London and North Western Railway Company on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways, or any of them, 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 railways, the payment 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

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 Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will or may amend and enlarge the powers and provisions of the several Acts relating to the London and North Western Railway Company.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed railways, 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, and lessees, or reputed lessees, and of the occupiers of such lands, and 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, 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 Worcester, at his office, at Worcester, 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, sections, and book of reference as relates to each parish in or through which the intended railways 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 18th day of November, 1872.

Mathews and Smith, 29, Waterloo-street,
Birmingham, Solicitors for the Bill.

Mathews and Mathews, 29, Bedford-row,
London, Parliamentary Agents.

Brymbo and Ruabon Water Companies.
(Amalgamation; Amendment or Repeal of Acts;
Extension of Works; Power to supply Water
to Wrexham and Chester Water Companies;
Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to effect the purposes following, or some of them (that is to say) —

To authorise and provide for the union and amalgamation, from and after such period and upon such terms and conditions as have been or may hereafter be agreed upon, or as may be fixed and determined in and by the intended Act, of the Brymbo Water Company and the Ruabon Water Company into one company, either by dissolving the said two companies and incorporating the shareholders thereof into a united company, under the name of the Brymbo and Ruabon Water Company, or under such other corporate name or style as may be provided by the intended Act, and, so far as may be necessary, the vesting in

such united Company of the several undertakings of the said existing Companies, and of all their property and effects, and of their rights, powers, and privileges, of what nature or kind soever, but subject, in so far as not otherwise provided by the intended Act, to their contracts, obligations, debts, and liabilities.

To regulate, fix, and determine, and, if need be, to alter the amount of the capital stock and other share capital of such United Company, and of the Companies forming the same, and the number or nominal value of the shares therein, and the rights, privileges, preferences, and priorities of the several classes of shareholders of the said existing Companies, in the capital stock, and other share capital of the united Company.

To regulate and fix the amount of the mortgage debt of such United Company and of the Companies forming the same, and to regulate, and, if need be, to alter and vary the rights, privileges, preferences, and priorities of the holders of such mortgage debt.

To provide for the appointment of a Board of Directors for the management of the United Company, and to make all necessary provisions for regulating the management and proceedings of the United Company and of the directors thereof, and the holders of stock or shares therein.

To take, divert, and appropriate all or some of the waters of the lake or mere called Llynchyfynwy, in the counties of Denbigh and Flint, or one of them, for the purposes of the undertaking of the United Company, and to make and maintain all necessary embankments, weirs, catchwater drains, dams, conduits, pipes, sluices, floodgates, and contrivances necessary for such purposes.

To authorise and empower the United Company to construct, complete, and maintain all or any of the following works, or any part or parts thereof, together with all proper works and conveniences connected therewith, and to authorise or confirm the execution of such works, or some of them, in so far as already constructed, in accordance with the plans and sections hereinafter referred to (that is to say):

An aqueduct, conduit, or line of pipes situate within the counties of Flint and Denbigh, commencing in the said lake or mere called Llynchyfynwy, in the parish of Llandegla, and terminating in the Nantylfrith Reservoir, constructed by the said Brymbo Water Company in the parishes of Llandegla, Wrexham, and Brymbo, in the county of Denbigh.

To purchase, take on lease, and take grants of easements over or under (either by compulsion or agreement) any lands, houses, mills, pools, springs, streams, waters, and hereditaments requisite or desirable for the purposes of the intended and existing works or other the purposes of the United Company's undertaking, to vary or extinguish any existing rights or privileges connected with such lands and other property, or which would in any way interfere with the construction of the intended works, or with the objects and purposes of the Act, and to confer, vary, or extinguish other rights and privileges.

To confirm a certain lease dated the 24th day of June, 1871, granted to the Brymbo Water Company by Sir Hugh Williams, Bart., and to legalise and confirm in favour of the United Company or the Brymbo Water Company all works done, expenditure made, or obligations undertaken by that Company under, and in pursu-

ance of, such lease, and to enable them to carry into effect the purposes and provisions of the same.

To enter upon and occupy temporarily any lands and roads in the neighbourhood of the proposed works, and whether or not such lands and roads are shown on the plans to be deposited as hereinafter mentioned, and for that purpose to incorporate with the intended Act and make applicable 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," or to insert in the intended Act special clauses for those purposes.

To enable the United Company to make arrangements and agreements for the supply of water in bulk to the Wrexham Waterworks Company and the Chester Waterworks Company, or either of those Companies, and to enable the said two Companies, or either of them, to enter into such arrangements and agreements.

To enable the United Company to apply for the purposes of the intended works and any other purposes of the intended Act all moneys now belonging to the said two Companies respectively, or which they are authorised to raise under the powers of "The Brymbo Water Act, 1869," and "The Ruabon Water Act, 1870," or either of them; and, if necessary, to raise additional capital, and apply the same for such purposes.

To vary or extinguish all rights and privileges which would impede or interfere with any of the objects of the intended Act.

And, so far as necessary or expedient for the purposes of the intended Act, to alter, amend, and enlarge, or to repeal, and re-enact, and consolidate, with such amendments as may be expedient, all or some of the powers and provisions of "The Brymbo Water Act, 1869," and "The Ruabon Water Act, 1870," "The Wrexham Water Works Act, 1864," and the local and personal Acts 7 George IV., cap. 110, and 20 and 21 Vict., cap. 11, relating to the Chester Waterworks Company.

Duplicate plans and sections of the intended works, and duplicate plans of the lands and houses in respect of which compulsory powers of purchase will be sought, 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, 1872, be deposited for public inspection at the office of the Clerk of the Peace for the county of Denbigh at Ruthin, and at the office of the Clerk of the Peace for the county of Flint, at Mold, 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 of the parishes and places from, in, through, or into which the intended works will be made or pass, and to the lands or houses in respect of which compulsory powers are sought, are situate, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish or place at his usual place of residence.

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

Dated this 6th day of November, 1872.

Longueville, Jones and Williams, Oswestry, Solicitors for the Bill.

Martin and Leslie, 27, Abingdon Street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1873.

The Southall, Ealing, and Shepherd's Bush 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 Southall Tramway Order, 1871," in the said Act entitled or referred to as "Southall, Ealing, and Shepherd's Bush Tramway-Order authorising the construction of a tramway on the road from Southall to London, in the county of Middlesex." 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.

Dated this 20th day of November, 1872.

Davidsons, Carr, Bunnister, and Morriss,
70, Basinghall-street, London, Solicitors for the Provisional Order.

Board of Trade.—Session 1873.

Uxbridge and Southall and Ealing and Brentford Tramways.

(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 Uxbridge and Southall and Ealing and Brentford Tramway Order, 1872," in the said Act entitled or referred to as "Uxbridge and Southall and Ealing and Brentford. Order authorising the construction of tramways on the roads between Uxbridge and Southall, and between Ealing and Brentford, in the county of Middlesex." 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.

Dated this 20th day of November, 1872.

Davidsons, Carr, Bunnister, and Morriss,
70, Basinghall-street, London, Solicitors for the Provisional Order.

Nottingham Tramways Company Limited.

(Power to the Nottingham Tramways Company Limited to construct new Street Tramways in the Town of Nottingham and the Parishes of Standard Hill and the limits of the Castle of Nottingham, of Lenton, Radford, Basford, Arnold, and Sneinton, in the County of Nottingham.)

NOTICE is hereby given that application is intended to be made to the Board of Trade for a Provisional Order authorising the construction and maintenance of the several street tramways hereinafter described to be worked by animal power only of some or one of such street tramways with all necessary and proper rails plates sleepers works and conveniences.

Tramway No. 1 will commence in the centre of the road between Long Row and Smithy Row, opposite to the North West Corner of the Exchange, in the Parish of Saint Mary, in the Town of Nottingham, and will pass along the North side of the Market Place, thence along Market Street,

Upper Parliament Street, Milton Street, Melbourne Street, Mansfield Road, through Carrington, Sherwood, Daybrook, and Folly Lane, in the Parish of Saint Mary, in the Town of Nottingham, and the Parishes of Basford and Arnold, in the County of Nottingham, and will terminate at or near the junction of Broad Mere Lane with Folly Lane, in the Parish of Arnold.

Tramway No. 1 will be laid as a double line from its commencement and along the North side of the Market Place, through Market Street, Upper Parliament Street, Milton Street, Melbourne Street, Mansfield Road, to the Toll Bar near the junction of the Basford Road with Mansfield Road, from which point the double lines will converge, and at a distance of 30 yards will form a single line and thence be continued as a single line until its termination.

The proposed Tramway No. 1 and also the proposed tramways hereinafter mentioned except as hereinafter specified will pass along the centre of the several streets or roads by which it is meant that the imaginary centre line between the rails and in the case of a double line between the two outermost rails of the said tramway is to coincide as nearly as possible with the imaginary centre line of the street or road.

Exceptions.—From the commencement of the proposed Tramway No. 1 to the junction of Market Street with the Market Place the centre line will be at a minimum distance of 13 feet from the outside of the footpath of Long Row. At a point of 27 yards or thereabouts from the north end of Market Street the lines of the tramway will respectively diverge to the North and South sides of the Public Urinal standing in Upper Parliament Street at which place the centre lines of the tramway will be respectively 10 feet from the imaginary centre line of the street and thence converge in an eastwardly direction for a distance of 30 yards at which point the centre lines of the tramway will be respectively at the distance of 4 feet 6 inches from the imaginary centre line of the said street.

The said proposed Tramway No. 1 from its commencement to the North end of Market Street and from the South end of Milton Street to the junction of Milton Street with Burton Street in the Parish of St. Mary in the Town of Nottingham will have a less space than 9 feet 6 inches intervening between the outside of the footpath on either side of the several streets or roads and the nearest rail of the tramway.

A siding or passing place No. 1 A will be made situate wholly in the Parish of Basford commencing and terminating by a junction with the proposed Tramway No. 1 the point of commencement being 73 yards or thereabouts northwards, opposite King Street, Carrington, and the point of termination being 139 yards or thereabouts northwards from the same point, a siding or passing place No. 1 B, will be made situate wholly in the Parish of Basford, commencing and terminating by a junction with the proposed Tramway No. 1, the point of commencement being 27 yards or thereabouts northward from opposite John Street, Sherwood, and the point of termination being 93 yards or thereabouts, northwards from the same point. A siding or passing place No. 1 C, will be made situate wholly in the Parish of Basford, commencing and terminating by a junction with the proposed Tramway No. 1, the point of commencement being 66 yards or thereabouts northwards from opposite Hooley Street, Sherwood, and the point of termination being 132 yards or thereabouts northwards of the same point.

A siding or passing place No. 1 D, will be made situate wholly in the Parish of Arnold, commencing and terminating by a junction with the proposed

Tramway No. 1, the point of commencement being 9 yards or thereabouts northwards of the point where the parish boundary between Basford and Arnold intersects the centre of the Mansfield Road, and the point of termination being 75 yards or thereabouts northwards of the said point of intersection.

Tramway No. 2 will commence by a junction with Tramway No. 1, 13 yards or thereabouts south of the south-east corner of Market Street, in the Parish of Saint Mary, in the Town of Nottingham, and will pass along the north side of the Market Place, thence along Chapel Bar, Toll House Hill, Derby Road, the Alfreton Road, Hyson Green Road, through Hyson Green, Radford Road, Basford Road, along Church Street, David Lane, and Mill Street, in the Parishes of Saint Mary, Saint Peter, and Saint Nicholas, in the Town of Nottingham, and the Parishes of Radford, Lenton, and Basford, in the County of Nottingham, and will terminate at or near a point in the centre of Mill Street opposite the south-west corner of the Rose Inn, in the Parish of Basford.

Tramway No. 2 will be held as a double line from its commencement and along the north side of the Market Place through Chapel Bar, Toll House Hill, Derby Road, Alfreton Road, to the junction of the Forest Road with the Alfreton Road, from which point the double lines will converge, and at a distance of 28 yards or thereabouts will form a single line, and thence be continued as a single line until its termination.

Exceptions to the tramway passing along the imaginary centre line of the streets or roads, namely, for a distance of 170 yards or thereabouts from its commencement, the centre line will be at a minimum distance of 14 feet from the outside of the footpath of Long Row. At a point 320 yards or thereabouts northwards of the north corner of the Clinton Arms Inn at the junction of the Radford Road with Eland Street the centre line of the tramway will diverge westwards for a distance of 39 yards or thereabouts at which point the centre line of the tramway will be at a distance of 4 feet from the imaginary centre line of the said road; and from thence will gradually diverge in an opposite direction for a distance of 39 yards or thereabouts, at which point and from thence for a distance of 250 yards or thereabouts the centre line of the tramway will coincide with the imaginary centre line of the said road. From thence the line of the tramway will again diverge in a westwardly direction for a distance of 58 yards or thereabouts at which point the centre line of the tramway will attain a maximum distance of 3 feet 9 inches or thereabouts from the imaginary centre line of the said road and thence again diverging towards the imaginary line of the centre of the said road for a further distance of 58 yards or thereabouts, at which point and for a distance of 29 yards or thereabouts it will coincide with the imaginary centre line of the said road. From such point the centre line of the tramway will gradually diverge in a westwardly direction from the imaginary centre line of the said road for a distance of about 10 yards or thereabouts at which point the centre line of the Tramway will be at a distance of 4 feet or thereabouts from the imaginary centre line of the said road continuing from thence at a mean distance of about 3 feet 6 inches from the imaginary centre line of the said road for a distance of 186 yards or thereabouts, at which point the centre line of the Tramway will again diverge in an Eastwardly direction for a distance of 10 yards or thereabouts when the centre line of the Tramway will coincide with the imaginary centre line of the said road. And from thence the centre line of the Tramway will diverge in a Westwardly direction for

a distance of 31 yards or thereabouts when the centre line of the Tramway will be at a distance of about 4 feet from the imaginary centre line of the said road thence diverging in an Eastwardly direction for a distance of 31 yards or thereabouts, where and for a distance of 16 yards or thereabouts the centre line of the Tramway will coincide with the imaginary centre line of the said road. From thence the centre line of the Tramway will diverge in a Westwardly direction from the imaginary centre line of the said road for a distance of 233 yards or thereabouts at a mean distance of about 2 feet 9 inches, at which point and for a distance of 23 yards or thereabouts the centre line of the Tramway will coincide with the imaginary centre line of the said road. From that point the centre line of the Tramway will diverge in a Southwardly direction from the imaginary centre line of the said road for a distance of 27 yards or thereabouts, at which point the centre line of the Tramway will be at a distance of about 2 feet 6 inches from the imaginary centre line of the said road, and from thence the centre line of the Tramway will diverge in a Northwardly direction from the imaginary centre line of the said road for a distance of 27 yards or thereabouts, at which point and for a distance of 93 yards the centre line of the Tramway will coincide with the imaginary centre line of the said road. From the last-named point the centre line of the Tramway will again diverge in a Westwardly direction from the imaginary centre line of the said road for a distance of 154 yards or thereabouts, the mean distance of which divergence is about 3 feet 9 inches. From thence and for a distance of 14 yards or thereabouts the centre line of the Tramway will coincide with the imaginary centre line of the said road, from which point the centre line of the Tramway will diverge in a Southwardly direction from the imaginary centre line of the said road for a distance of 66 yards or thereabouts, at which point the centre line of the Tramway will be about 3 feet 9 inches from the imaginary centre line of the said road. From thence the centre line of the Tramway will diverge in an opposite direction for a distance of 66 yards or thereabouts, at which point, being the termination of the Tramway, the centre line of the Tramway will coincide with the imaginary centre line of the said road.

The said proposed Tramway from its commencement to a point opposite Saint George's Hall in Derby Road in the Town of Nottingham and from a point opposite the North-West corner of the Alma Public House in Hyson Green Road and for a distance of 117 yards or thereabouts extending along that road and in all the above described or mentioned distances where the centre line of the Tramway will diverge from the imaginary centre line of the street or road there will be a less space than 9 feet 6 inches intervening between the outside of the foot-path or roadway to which the divergence tends and the nearest rail of the Tramway.

A siding or passing place No. 2 A, will be made situate wholly in the Parish of Lenton, commencing and terminating by a junction with the proposed Tramway No. 2, the point of commencement being 140 yards or thereabouts south of Pleasant Row, Hyson Green Road, and the point of termination being 74 yards or thereabouts Southwards of Pleasant Row aforesaid.

A siding or passing place No. 2 B, will be made situate wholly in the Parish of Basford, commencing and terminating by a junction with the proposed Tramway No. 2, the point of commencement being 94 yards or thereabouts Northwards of Mosley Street, Radford Road, and the point of termination being 160 yards or thereabouts Northwards of

Mosley Street aforesaid. A siding or passing place No. 2 C will be made situate wholly in the Parish of Basford, commencing and terminating by a junction with the proposed Tramway No. 2, the point of commencement being 30 yards or thereabouts Westward of the point where the centre of the Midland Railway intersects the Basford Road and the point of termination being 96 yards or thereabouts Westwards of the same point of intersection.

Note.—The whole of the sidings or passing places on the proposed Tramways Numbers 1 and 2 will be for two-thirds or thereabouts of their length less than 9 feet 6 inches from the outside of the nearest footpath and will at their commencement be in the centre of the respective streets or roads and will thence gradually diverge until in the length of 22 yards or thereabouts their respective centre lines will attain a distance of 9 feet from and on the right hand side going from Nottingham of the imaginary centre lines of the respective streets and roads continuing at that distance from and on that side of the said respective imaginary centre lines for the further length of 22 yards and thence again gradually approaching until at their respective terminations the centre of each siding or passing place reaches the imaginary centre line of the street or road.

Tramway No. 3 will commence in the Derby Road in the Parish of Saint Mary in the Town of Nottingham by a junction with Tramway No. 2, opposite to a Shop No. 132 in Derby Road and will pass along the Derby Road, in the Parish of Saint Mary in the Town of Nottingham, the Parish of Standard Hill, and the Limits of the Castle of Nottingham, and the Parishes of Radford and Lenton, in the County of Nottingham, and will terminate at a point 20 yards or thereabouts North East of the point where the Midland Railway intersects the centre of the Derby Road.

Tramway No. 3 will be laid as a double line throughout.

The proposed Tramway from a point in the centre of the Derby Road opposite to the Sir John Borlace Warren Inn to a point opposite Walker Street will have a less space than 9 feet 6 inches intervening between the outside of the footpaths of that portion of Derby Road and the nearest rail of the Tramway.

Tramway No. 4 will commence by a junction with Tramway No. 1 in the Mansfield Road in the Parish of Saint Mary in the Town of Nottingham, at a point opposite the centre of Blue Coat Street, and will pass along Woodborough Road, Alfred Street Central, Alfred Street South, Carlton Road, in the Parish of Saint Mary in the Town of Nottingham and the Parish of Sneinton in the County of Nottingham and will terminate in the centre of the Carlton Road opposite the centre of Oldham Street in the Parish of Sneinton aforesaid.

Tramway No. 4 will be laid as a double line throughout and along its whole length less distance than 9 feet 6 inches will intervene between the outside of the footpaths of the several streets and roads and the nearest rail of the Tramway.

Tramway No. 5 will commence by a junction with Tramway No. 1 in the Mansfield Road at a point opposite the North East corner of the Bulwell House Beerhouse in the Parish of Saint Mary in the Town of Nottingham and will pass along the Forest Road and terminate in the Alfreton Road by a junction with Tramway No. 2 at or near a point opposite to the North corner of the Queen Hotel in the Parish of Saint Mary aforesaid.

Tramway No. 5 will be laid as a double line throughout. A less distance than 9 feet 6 inches will intervene between the outside of the footpath

of the Forest Road and the nearest rail of the Tramway.

Tramway No. 6 will commence by a junction with No. 1 Tramway at a point opposite the centre of the drinking fountain, situate near the junction of Mansfield Road with Basford Road, in the Parish of Saint Mary in the Town of Nottingham, passing along the Basford Road, Elm Avenue, and High Church Street, in the Parish of Basford, in the County of Nottingham, and terminating in High Church Street aforesaid, at a point 73 yards or thereabouts distant from the junction of High Church Street with Elm Avenue aforesaid.

The proposed Tramway No. 6 will be laid as a double line from its commencement for a distance of 35 yards or thereabouts, from which point the double lines will gradually converge, and at a further distance of 20 yards or thereabouts will form a single line, and thence will be continued as a single line until its termination.

At the point where Elm Avenue aforesaid joins the Basford Road the centre line of the said Tramway will diverge Northwards from the imaginary centre of Elm Avenue for a distance of 20 yards or thereabouts, at which point the centre line of the Tramway will be about 2 feet from the imaginary centre line of the road, and will continue that distance for 323 yards or thereabouts, from which point the centre line of the Tramway further diverges for a distance of 20 yards or thereabouts, at which point and from thence to the termination of the Tramway the centre line of the Tramway will be about 2 feet 9 inches from the imaginary centre line of the road.

From the point where Elm Avenue aforesaid joins Basford Road to the termination of the Tramway there will be a less distance than 9 feet 6 inches intervening between the outside of the footpath on the Northern side of Elm Avenue and High Church Street respectively and the nearest rail of the Tramway.

Tramway No. 7 will commence in the centre of Albert Street, opposite to the North West corner of the house forming the corner of Albert Street and Houndsgate, in the Parish of Saint Peter in the Town of Nottingham, and will pass along Albert Street, Lister Gate, Carrington Street, and Station Street, in the Parishes of Saint Peter, Saint Nicholas, and Saint Mary, in the Town of Nottingham, and will terminate at or near the East end of Station Street, in the Parish of Saint Mary aforesaid.

Tramway No. 7 will be laid as a double line throughout. A less distance than 9 feet 6 inches will intervene between the nearest rail of the Tramway and the outside of the footpaths in Albert Street, Lister Gate, and in Carrington Street, to its intersection of Canal Street, and of the outside of the footpaths of Station Street from a point 55 yards or thereabouts Westwardly from opposite the centre of Trent Street to the termination of the Tramway.

Tramway No. 8 will be situate wholly in the Parish of Saint Mary, and will commence by a junction with Tramway No. 7 in Carrington Street at or near to a point opposite to the South West corner of the Victoria Hotel, and will pass from thence along Arkwright Street to opposite the front entrance of the Union Inn, situate in the London Road.

Tramway No. 8 will be laid as a double line throughout. A less distance than 9 feet 6 inches will intervene between the outside of the footpaths of the several streets and roads and the nearest rail of the Tramway.

Where in the description of any of the proposed Tramways any distance is given with reference to any street which intersects or joins the street in

which the Tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite to a street is to be taken, unless otherwise stated, as opposite to the centre of the street.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same and for the conveyance of passengers or other traffic upon the same, and to confer, vary, or extinguish other rights or privileges.

And notice is hereby given, that duplicate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this advertisement 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 town of Nottingham, at his office in Fletcher Gate, Nottingham; with the Clerk of the Peace for the county of Nottingham, at his office at Newark-upon-Trent, in the county of Nottingham; at the office of the Board of Trade, Whitehall, London; the Private Bill Office of the House of Commons; the Clerk of the Parliaments, at the House of Lords; and that a copy of so much of the said plans and sections and book of reference as relates to each of the parishes in or through which the proposed tramways will be made or pass; and also a copy of this advertisement will on or before the said 30th day of November instant be deposited for public inspection as follows, that is to say, for the several Parishes of Saint Mary, Saint Peter, and Saint Nicholas, in the said Town of Nottingham, and of Lenton, Radford, Basford, Arnold, and Sneinton, in the county of Nottingham, with the respective Parish Clerks, at their several places of abode, and of the Parish of Standard Hill and the limits of the Castle of Nottingham; at the office of the Assistant Overseer in Nottingham; and with the Parish Clerk of the adjoining Parish of Lenton; and with the local authorities of those parishes as follows, that is to say, for the Parishes of Saint Mary, Saint Peter, and Saint Nicholas, in the Town of Nottingham; with the Clerk to the Corporation of Nottingham, at his office in Nottingham, for the parish of Lenton; with the Clerk to the Local Board, at his office in Basford; for the Parish of Radford, with the Clerk to the Board of Highways, at his office in Radford; for the Parish of Basford, with the Clerk to the Local Board, at his office in Basford; for the parish of Arnold, with the Clerk to the Local Board, at his office in Basford; for the Parish of Sneinton, with the Clerk to the Local Board, at his office in Sneinton.

Printed copies of the draft provisional order may on and after the 23rd day of December, 1872, be obtained at the office of Messrs. Wells and Hind, Fletcher Gate, Nottingham, on payment of one shilling each.

And notice is hereby further given that printed copies of the said provisional order, when settled and made by the Board of Trade, will be deposited for public inspection with the Clerk of the Peace for the town of Nottingham, at his office in Fletcher Gate, Nottingham; with the Clerk of the Peace for the County of Nottingham, at his office in Newark-upon-Trent aforesaid; and at the office of the Board of Trade, Whitehall, London; copies of the said order will also be deposited at the office of Messrs. Wells and Hind, Fletcher Gate, Nottingham, and will there be supplied to all persons applying for them 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 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 day of January next ensuing.
Dated this 15th day of November, 1872.

Wells and Hind, Fletcher Gate, Nottingham, Solicitors for the Promoters.

In Parliament—Session 1873.

Henley-in-Arden Railway.

(Power to construct Railway; Revival of and Powers for compulsory Purchase of Lands, and Extension of Time for completing Railway authorised by the Henley-in-Arden Railway Acts, 1861 and 1864; Power to raise additional Capital, to postpone rights of existing 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, by the Henley-in-Arden Railway Company (hereinafter called "the Company"), for leave to bring in a Bill for all or some of the following purposes (that is to say):—

1. To enable the Company to make and maintain, or where commenced to complete the following railway and works, with all necessary works and approaches connected therewith, viz.:—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 thereon 20 yards or thereabouts, measured south-eastward along the said last-mentioned railway, from the south-east parapet of the bridge carrying that railway over the road leading from Lowson Ford to Rowington-green, and terminating in the township of Henley-in-Arden, in the parish of Wootton Wawen, in the said county of Warwick, on the east side of the turnpike road running through the town of Henley-in-Arden, at a point about 20 yards northwardly of the toll-bar, all situated on said road, which railway will be situate in, or will pass from, through, or into 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.
2. To purchase, by compulsion or otherwise, the lands, houses, and other property for the purposes of the said railway and works situate within the parishes, townships, and places before-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, and to enable the Company to levy tolls, rates, and duties for or in respect of the use of the said intended railway and works, and to alter, vary, or extinguish existing tolls, rates, and duties.
3. To revive the compulsory powers for the purchase of lands, and extend the period limited by the Henley-in-Arden Railway Act, 1861, and by the Henley-in-Arden Railway Act, 1864, for the purposes of the railway authorised by the first-recited Act, and of the railway to be authorised by the Bill, and to enable the Company to retain and hold any lands acquired by them, and to

revive, extend, and renew all other expired or unexpired powers of the Company.

4. To enable the Company 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 it is intended to provide that the mortgages, debentures, or debenture stock to be raised under the powers of the Bill shall have preference over all existing or authorised mortgages, debentures, and debenture stocks of the Company, and shall have preference over the claims of all existing creditors of the Company.
5. 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 it will also enable the Great Western Railway Company to guarantee any of the share capital or mortgages, debentures, or debenture stock of the Company now existing or to be authorised by the Bill; and it will enable the Company and the Great Western Railway Company to enter into working and traffic agreements with reference to their undertakings.
6. To alter, amend and enlarge, revive, and re-enact 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;" and also to amend and alter the 5th and 6th William IV, cap. 107, and all other Acts relating to the Great Western Railway Company.

Duplicate plans and sections describing the line or situation of the railway and describing the lands and houses to be taken compulsorily for the purpose thereof, and also all lands over which renewal of and compulsory powers of purchase are intended to be authorised by the Bill, and a published map with the line of the railway shown thereon, together with a book of reference to such plans, 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 of the county of Warwick, at his office at Stratford-upon-Avon, on or before the 30th day of November instant.

And on or before the same day a copy of so much of the said plans and sections and books of reference as relates to each of the said parishes in or through which the 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 Bill will be deposited at the Private Bill Office at the House of Commons on or before the 21st day of December, 1872.

Dated this 14th day of November, 1872.

Holmes, Anton, Greig, and White, 18, Abingdon-street, Westminster.

In Parliament.—Session 1873.

Pegwell Bay Reclamation.

(Incorporation of a Company with Power to Cultivate and Improve certain Waste Lands in Pegwell Bay and Sandwich Flats; Execution of Works; Sale and Lease of Lands; and other Purposes.)

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

To incorporate a Company for the purposes of the said Bill, and to confer upon such Company (hereinafter called the Company) all necessary or convenient powers for the cultivation and improvement of certain waste land in and adjoining the parishes of St. Lawrence, Minster, Stonar, Worth, St. Clement, Sandwich, and St. Mary, Sandwich, and Shoulden, or some of them, and the bed and shore of the sea, all in the county of Kent, and commonly known as Pegwell Bay and Sandwich Flats, and to reclaim and protect such lands from the sea, and to execute all or some of the works following, in the above-mentioned parishes, or some of them, viz.:—

To construct and maintain an embankment for the purpose of such reclamation and improvements with all proper sluices, openings, bridges, dams, and other works and conveniences connected therewith, which embankment is intended to commence in the said parish of St. Lawrence at a point on the sea shore, distant 600 yards or thereabouts, measured along the foreshore in a south-westerly direction from the ship yard adjoining Ramsgate Harbour, and in the occupation of Messrs. Moses and Devizon, and passing in a south-westerly direction from the point of commencement and almost parallel with the line of low water mark, and terminating at a point on the foreshore, about one furlong, measured in a northerly direction from the Government Battery at or near Maiden Hill, in the said parish of Worth.

To construct a carriage road wholly in the parish of St. Lawrence, with all necessary fences, gates, and other works and conveniences connected therewith, commencing at or near the southerly end of the private road known as Grange-road, West Cliff-parade, Ramsgate, and adjacent to "The Grange," the residence of E. W. Pugin, Esq., and proceeding thence in a westerly direction over land the property of Colonel Warre, and terminating on the foreshore at the point where the hereinbefore described embankment commences, and by a junction therewith.

To make and maintain a carriage road with all necessary fences, gates, and other works and conveniences connected therewith, commencing on land belonging to the Marquess of Cunningham, and lying on the south side of the road leading from Ramsgate to Sandwich and Deal, and opposite to the tavern or inn known as "The Sportsman," and passing thence in a south-easterly direction, and terminating on the foreshore of Pegwell Bay, at or near high-water mark, spring tides, and distant 200 yards or thereabouts from the above-mentioned commencement.

To make and maintain a carriage road, commencing by a junction with the turnpike road leading from Ramsgate to Sandwich, at a point two chains or thereabouts, measured in a northerly direction from north side of bridge which carries the said turnpike road over the river Stour, and passing thence in a south-easterly direction, and terminating at a point on the foreshore about one furlong from low-water mark,

and about one furlong to the north of the hereinbefore described Government battery.

To make and maintain a cut or canal, with all necessary approaches, works, and conveniences connected therewith, commencing at low water mark at a point about 5 chains measured in a north-easterly direction from the hereinbefore-described Government battery, proceeding thence in a westerly direction to the River Stour (where it will form a junction with that river), and terminating at a point 2 furlongs or thereabouts measured in an easterly direction from the bridge which carries the Ramsgate and Sandwich turnpike road over the said River Stour.

To dam and stop up the River Stour at or near its mouth at low water mark, distant about 2 miles 4 furlongs northward of the hereinbefore-described commencement of the proposed cut or canal, and also to stop and dam up and divert the waters of the River Stour, at or near a point distant 1 furlong or thereabouts from the said Ramsgate and Sandwich road, and known as the Quay Stonar Cut, and to divert the water of the said river and cut from such last-mentioned point along the existing channel into the proposed new cut or canal, and the waters of all other cuts, canals, and watercourses which may be intersected by the proposed new works, and, if necessary, to deepen and improve the existing river, cuts, and streams.

To alter, vary, divert, and stop up such drains, sluices, watercourses, streams, banks, ways, and roads as may be necessary in carrying out the objects and purposes of the said Bill.

To enable the Company to levy tolls, rates, and duties, and to create exemptions from the payment of tolls, rates, and duties, and to confer other rights and privileges.

To purchase and acquire lands and hereditaments in the several parishes and places aforesaid, by compulsion and agreement, for the purposes of the said Bill, and to cultivate and improve, and to sell and lease, or otherwise dispose of, any lands which they may from time to time, or at any time, acquire under or by virtue of the provisions of the said Bill, and to vest in the Company, subject to the provisions of the said Bill, the lands and hereditaments to be reclaimed by means of the embankment and other works from time to time to be executed by the Company, and to vary or extinguish all claims or rights whatsoever in or affecting any lands to be acquired by or vested in the Company by the provisions of the said Bill.

To confirm all contracts and agreements already, or which may hereafter be entered into between the owners or other parties interested in the lands to be so reclaimed, and the Company, or any persons on their behalf, and to authorise other contracts and agreements, and particularly

To confer upon all persons and corporations (including the Crown), having limited powers, or who, but for the provisions of the intended Act, would be incapacitated to convey lands to the Company, full powers of conveying to the Company any lands or hereditaments necessary or desirable for the purposes of the Company, or any interest therein.

And notice is hereby further given, that plans and sections of the intended embankment and other hereinbefore described works, showing the situation and levels thereof, with a book of reference to such plans, and plans of the lands and hereditaments intended to be taken compulsorily or vested in the Company under the provisions of the Bill, 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 county of Kent, at Maidstone, in that county, and that on or before that day a copy of so much of the said plans and sections, and books of reference, as relates to each of the parishes and extra parochial places from, in, through, or into which the said intended works will be made or pass, and of so much of the plans as relates to the parishes and extra parochial places in which the lands and hereditaments intended to be taken by compulsion, or vested in the Company, are situate, with a book of reference thereto, and a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in the case of 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 proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1872.

Newman, Dale, and Stretton, Solicitors for the Bill, 75, Cornhill.

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

In Parliament.—Session 1873.

East and West Junction Railway.

(New Railways from Northampton and Banbury Junction Railway, near Blisworth, to Northampton; Railway from authorised Railway of the East and West Junction Railway Company to Hellidon; Purchase of Lands; Tolls; Gauge of Railway to Hellidon, and Exemption thereof from Provisions of Railways Clauses Act, 1863, as to Level Crossings; Further Money Powers; Constitution of separate Undertaking of Company; Agreements with Northampton and Banbury Junction Railway Company as to Ownership, &c., of certain Lines and Lands; Running Powers to Midland Railway Company; Running Powers and Facilities over Railways of, and Working and other Agreements with, and other Provisions affecting the Northampton and Banbury Junction, Bedford and Northampton, and Midland Railway Companies; Amendment of Acts; and other purposes.)

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

1. To empower the East and West Junction Railway Company (in this notice called "the Company") to make and maintain in the county of Northampton 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, all in the county of Northampton.

(1.) A Railway (No. 1) wholly in the parishes of Gayton and Blisworth, or one of them, commencing in the parish of Gayton by a junction with the Northampton and Banbury Junction Railway at a point thereon distant about 30 chains (measuring along that railway) from the north-west end of the joint booking office at Blisworth Station of the London and North Western and Northampton and Banbury Junction Railway Com-

panies, and terminating in the parish of Gayton at a point immediately adjoining and on the north-east side of the London and North Western Railway, and distant about 23 chains from and north-westward of the north-west end of the joint booking-office aforesaid.

(2.) A Railway (No. 2) commencing in the parish of Gayton aforesaid by a junction with the intended Railway (No. 1) at the termination thereof, as above described, and terminating in the parish of All Saints, in the town of Northampton, by a junction with the Bedford and Northampton Railway at or near the western end of the passenger platforms at the Northampton passenger station of that railway, which intended railway will be made or pass from, in, through, or into the parishes, townships, and places following, or some of them, that is to say, Gayton, Blisworth, Rothersthorpe, Milton or Middleton, otherwise Middleton Malsor, Wootton, Kissingbury, Upton, Dallington, Duston, Saint James' End, Cotton End, and Far Cotton, in the county of Northampton, and All Saints, Saint Peter, Saint Giles, Saint Sepulchre, Saint Katharine, Priory of Saint Andrew, or Town Part, and Saint Edmund, in the borough of Northampton and county of Northampton, or some of them.

(3.) A Railway (No. 3), commencing in the parish of Byfield, in a field numbered 25, in that parish, on the plans deposited for and referred to in the East and West Junction Railway Act, 1864, and terminating in the parish of Hellidon, in a field known as Leam Ground, belonging to, and in the occupation of the Reverend John Storee, at a point in the said field about five chains north of the pond known as Leam Pond, which intended railway will be made, or pass from, in, through, or into the parishes, townships, and places following, or some of them, that is to say, Byfield, Charwelton, Church Charwelton, and Hellidon, in the county of Northampton.

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

3. To empower the Company to cross, stop up, alter, or divert, 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 extra-parochial and other places, or any of them which it may be necessary to cross, stop up, alter, or divert for the purposes of any of the intended works aforesaid, or of the intended Bill.

4. To exempt the Company from the provisions relating to level crossings of the Railways Clauses Act, 1863, so far as relates to the proposed Railway (No. 3).

5. To authorise the Company to purchase by compulsion and by agreement lands, houses, and hereditaments, for the purposes of the intended works and of the Bill, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

6. To authorise the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and to alter the tolls which the Company are authorised to take on their existing railways, and to confer, vary, or extinguish

exemptions from the payment of such tolls, rates, and duties.

7. To provide for the construction and maintenance by the Company of the intended Railway (No. 3) on a gauge to be specified in the Bill, and if need be to exempt that railway from the operation of the Act (9th and 10th Vic., cap. 57), regulating the gauge of railways.

8. To authorise the Company to raise for the purposes of the intended railways and works and of the Bill, further moneys, by borrowing and by the creation of new shares and stock, and, if the Company think fit, to attach to all or any of such new shares or stock, a preference or priority of interest or dividend, and other special privileges.

9. To constitute (if thought expedient or desirable) the intended railways and works and the undertaking and powers, under the Bill, or some of them, or some part or parts thereof, into a separate undertaking, and the capital to be raised under the Bill, or some part thereof, and the proprietors therein, into a separate capital and proprietary distinct from the rest of the undertaking and capital and existing proprietary of the Company.

10. To enable the Company and the Northampton and Banbury Junction Railway Company to enter into contracts and agreements with reference to the ownership, construction, use, maintenance, management, and working of any railway or railways and works, which they have been or may be authorised to construct in, upon, or over the same lands, and as to the purchase, ownership, and use of such lands upon terms and conditions to be agreed or settled by arbitration or otherwise, or to be defined by or under the Bill.

11. To authorise and empower the Midland Railway Company to run over, work, and use, with their engines and carriages, and for the purposes of traffic of every description, the railways to be authorised by the Bill, and the existing railways of the Company, or some or one of them, or some part or parts thereof respectively, upon terms and conditions to be agreed or settled by arbitration or otherwise, or to be defined in the Bill.

12. To empower the Company and any other Company or Companies, or persons working or lawfully using the said intended railways, or any part thereof, either by agreement or otherwise, to run over, work, and use with their engines and carriages, and for the purposes of their traffic of every description, so much and such parts of the railways of the Bedford and Northampton Railway Company and the Midland Railway Company as lie between the termination as above described of the proposed Railway No. 2, and the Goods Station of the Midland Railway at Northampton, together with that station and the station at Northampton of the Bedford and Northampton Railway Company, and all sidings, platforms, offices, sheds, water, water-engines, signals, points, works, and conveniences of every description, in connection with those portions of railway and stations respectively, upon such terms and conditions as may be agreed or settled by arbitration or otherwise, or defined in the Bill; and to alter or vary the tolls, rates, and charges which those Companies are now authorised to take upon their respective railways.

13. Provision will also be made in the Bill requiring and authorising the Northampton and Banbury Junction Railway Company, the Bedford and Northampton Railway Company, and the Midland Railway Company respectively, to grant all proper and reasonable facilities for the transmission upon and along their railways, or some part or parts thereof respectively, of all traffic

(that word being used in the same sense as that in which it is used in "The Railway and Canal Traffic Act, 1854"), which having passed over the said intended railways, or any part thereof, or which for the purpose of being conveyed on and along the said intended railways, or any part thereof, may be tendered to them for transmission along their own railways, or any part thereof, subject to such rights and regulations, and upon payment of such tolls, rates, and charges as shall, in case of disagreement, be settled by arbitration or otherwise, or as may be fixed and determined in and by the Bill.

14. To empower the Company, the Midland Railway Company, and the Northampton and Banbury Junction Railway Company, and the Bedford and Northampton Railway Company, or any two or more of those Companies, from time to time to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies or any of them of the respective railways and works of the contracting Companies, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for, the respective railways of the contracting Companies; 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 respective railways and works of the contracting Companies 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 agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

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

16. And it is intended, so far as may be necessary or desirable for any of the purposes of the said Bill, to amend the provisions of the several local and personal Acts of Parliament following, or some of them, that is to say:—The East and West Junction Railway Act, 1864; the East and West Junction Railway (Capital) Act, 1866; the East and West Junction Railway (Diversion of Roads) Act, 1866; the East and West Junction Railway (Extension of Time) Act, 1871; and all other Acts relating to or affecting the Company; the Northampton and Banbury Junction Railway Act, 1863; the Northampton and Banbury Railway (Branch) Act, 1865; the Northampton and Banbury Junction Railway Act, 1866; the Northampton and Banbury Junction Railway Act, 1870; and all other Acts relating to or affecting the Northampton and Banbury Junction Railway Company; 28 and 29 Vict., cap. 355, and all other Acts relating to or affecting the Bedford and Northampton Railway Company; and 7 and 8 Vict., caps. 18 and 59, and all other Acts relating to or affecting the Midland Railway Company.

17. Notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended railways and works, together with a book of reference to such plans, an Ordnance map, with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Northampton, at his office at Northampton, in that county; and that, on or before the said 30th day of November,

a copy of so much of the said plans, sections, and book of reference, as relates to each parish and extra-parochial place, from, in, through, or into which the said railways 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 such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 13th day of November, 1872.

Ashurst, Morris, and Co., 6, Old Jewry, E.C., and 22, Abingdon-street, Westminster, Solicitors for the Bill.

John Jeffery, Northampton, Local Agent.

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

In Parliament.—Session 1873.

London and South Western Railway.

(No. 1.)

(Interpretation of South Western Railway Act, 1863, as to Undertaking of Ringwood, Christchurch, and Bournemouth Railway Company; Powers as to Lease, Sale, or Transfer of, or Amalgamation with, Undertakings of Stokes Bay Railway and Pier Company and other Companies; payment, application, and distribution of Moneys upon any lease, sale, transfer, or amalgamation; Alteration of Tolls; Application of Funds and further Money Powers; Running Powers and facilities over Railways of, and agreements with, and other provisions affecting Devon and Cornwall Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for effecting the purposes, or some of the purposes following, that is to say:

1. To remove doubt as to the true meaning and interpretation of "The South Western Railway Act, 1863" (26 and 27 Vic., c. 90), so far as it relates to the undertaking of the Ringwood, Christchurch, and Bournemouth Railway Company, and to define and declare that undertaking, and to extend and apply the powers of that Act to the undertaking authorised by "The Ringwood, Christchurch, and Bournemouth Railway Act, 1863."

2. To enable the Salisbury and Dorset Junction Railway Company and the Devon and Cornwall Railway Company severally to lease or sell and transfer to the London and South Western Railway Company (hereinafter called "the Company") their respective undertakings, property, rights, powers, and interests, upon such terms and conditions as have been or may be agreed upon, or as may be provided by the Bill, and to enable the Company to accept such respective leases or sales and transfers accordingly.

3. To authorise or to make further provision as to the sale to, and purchase by, or transfer to the Company, of the undertakings, railways, works, property, rights, powers, and privileges or some part or parts thereof respectively, of the Stokes Bay Railway and Pier Company, the Salisbury and Dorset Junction Railway Company, and the Devon and Cornwall Railway Company (in this notice called "the three Companies"), or either of them, and as to the union and amalgamation of

the undertakings, railways, works, proprietaries, stocks, shares, and property, or some part or parts thereof, of the three Companies, or some or one of them, with the undertaking, railways, works, proprietaries, stocks, shares, and property of the Company, upon such terms and conditions as have been, or may be, agreed upon by the Companies interested, or as may be prescribed by the Bill, and to confirm and give effect to any agreement or agreements which have been or may be entered into between the Company and the three Companies, or any or either of them, with reference to any of the matters aforesaid, and to enable the Company to exercise and enjoy all or some of the rights, powers, and privileges of the three companies respectively.

4. To provide for the dissolution of each or some or one of the three Companies.

5. To vary the tolls, rates, and charges which the Company and the three Companies respectively are now authorised to take, and to levy new tolls, rates and charges upon or in respect of their several undertakings, or any part or parts thereof respectively, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

6. To authorise and empower the Company for all or any of the purposes, aforesaid, and for the purposes of any lease, sale, or transfer, or amalgamation already authorised by Parliament of or with the undertaking of any other Company, and for the general purposes of the Company, to apply any of the funds of the Company, or which they are now authorised to raise, and to raise further moneys 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 or stock a preference or priority of interest or dividend and other special privileges.

7. To make provision for and as to the payment of the rent, purchase money, consideration or other moneys upon or in respect of any lease, sale, or transfer to the Company, whether already authorised or to be authorised by the Bill, of the whole or any part of the undertaking of any other Company, or the amalgamation already authorised or to be authorised by the Bill of the undertaking of the Company with the undertaking or any part of the undertaking of any other Company, and for exempting or discharging the Company from being bound to see to the application or being responsible for the non-application or mis-application of any such rent, purchase money consideration or other moneys, and for enabling every Company receiving any such rent, purchase money, consideration, or other moneys, to make due distribution and application thereof.

8. To authorise and empower the Company to run over, work, and use with their engines, carriages, and waggons, and their officers and servants whether in charge of engines or trains, or for any other purpose whatsoever, and for the purposes of traffic of every description, the railway now in course of construction of the Devon and Cornwall Railway Company, between the railway of the Company at Okehampton and Lidford, and any junctions between that now constructing railway and any other railway or railways, and all or any of the railways which the Devon and Cornwall Railway Company may be hereafter authorised to construct in the parishes of Charles the Martyr and St. Andrew, Plymouth, the borough of Plymouth, the parishes of Stoke Damerel and East Stonehouse, the borough of Devonport, the tything of Compton Gifford, and the tything or chapelry of Western Peverell, or any of them in the county of Devon, and the sta-

tions, roads, platforms, water, water engines, sidings, signals, points, junctions, machinery, works, and conveniences of or connected with these several railways of the Devon and Cornwall Railway Company, or any of them, upon terms to be agreed between the Company and the Devon and Cornwall Railway Company, or determined by arbitration as prescribed by or under the Bill, and to levy tolls, rates, and duties in respect of the traffic of every description conveyed by the Company over the said railways, or any of them, or any part or parts thereof, and to alter the tolls, rates, and duties for the time being authorised to be taken thereon.

9. To require and compel the Devon and Cornwall Railway Company to afford in, over, and upon their railways for the time being (including any railways to be hereafter authorised as aforesaid) all necessary and proper facilities and accommodation by through rates and fares, through booking, through carriages, and trucks, and otherwise, for the receipt, collection, forwarding, carriage and delivery of traffic (that word being used in the sense attached to it by the Railway and Canal Traffic Act, 1854) coming from or destined for the railways of the Company, or any part thereof, and to authorise the Company to appoint and keep booking clerks and goods clerks, and collecting and delivery agents, and other officers and servants, at all or any of the stations of the Devon and Cornwall Railway Company, on their railways above-mentioned, and to prescribe the terms and conditions on which such facilities and accommodation shall be afforded by the Devon and Cornwall Railway Company.

10. To empower the Company and the Devon and Cornwall Railway Company from time to time to enter into and carry into effect and rescind agreements with reference to the construction, user, maintenance, and management by the Company of all or some part or parts of the railways and works (authorised and to be authorised as aforesaid) the Devon and Cornwall Railway Company. The management, regulation, interchange, collection, transmission, and delivery of traffic, upon, or coming from or destined for such railways, 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 such railways and works, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreement which has been or may be made touching any of the matters aforesaid.

11. And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would in any way interfere with any of its objects, and will confer other rights and privileges, and will, 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): 4 and 5 Will. IV. cap. 88; 1 Vic. cap. 71; 1 and 2 Vic. cap. 27; 2 and 3 Vic. cap. 28; 23 and 24 Vic. cap. 185; 26 and 27 Vic. cap. 90; 30 and 31 Vic. cap. 156; and 33 and 34 Vic. cap. 110; and all other Acts relating to the Company; 18 and 19 Vic. cap. 192; 21 and 22 Vic. cap. 50, and 22 and 23 Vic. cap. 65, relating to the Stokes Bay Railway and Pier Company; 22 and 23 Vic. cap. 95, and 26 and 27 Vic. cap. 134, relating to the Ringwood, Christchurch, and Bournemouth Railway Company; 24 and 25 Vic. cap. 190, relating to the Salisbury and Dorset Junction Railway Company;

and 25 and '26 Vic. cap. 163; 26 and 27 Vic. cap. 129; 27 and 28 Vic. cap. 114; 28 and 29 Vic. cap. 149; 30 and 31 Vic. cap. 125; 31 and 32 Vic. cap. 174; 32 and 33 Vic. cap. 127; and 34 and 35 Vic. cap. 164, relating to the Devon and Cornwall Railway Company.

Printed copies of the intended Bill 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.

Bircham, Dalrymple, Drake, Bircham and Burt, 46, Parliament-street, Westminster, Solicitors for Bill.

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

In Parliament.—Session 1873.

South Hackney Tramways.

(Incorporation of Company; Construction of Street Tramways in Middlesex; Tolls; Provisions for Use of Tramways and Streets; Agreements with, and Powers to Metropolitan Board of Works and Street Authorities; Running Powers over Tramways of North Metropolitan Tramway Company, and Working Agreements with that Company; Powers to the North Metropolitan Tramway Company to run over intended Tramways; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for incorporating a Company, and to enable the Company so to be incorporated (hereinafter called "the Company"), to make and maintain the works, and to carry into effect the objects, or some of the objects, hereinafter mentioned (that is to say):

To make and maintain the following Street Tramways, or some or one of them, with all necessary and proper works and conveniences connected therewith respectively:

(1.) A Tramway No. 1, in the parish of Hackney, commencing by a junction or junctions with the authorized Tramways of the North Metropolitan Tramway Company, at a point in Cambridge-heath, distant 13 yards in a northerly direction from the junction of North-street with Cambridge-heath, passing along the Victoria Park-road, the Broadway, and that portion of Grove-street lying to the eastward of the church, otherwise called "the Crescent," and terminating in Grove-street at a point 36 yards distant measured along Grove-street, in a south-westerly direction from the junction of that street with Terrace-road.

The centre line of Tramway No. 1 will, at its commencement, be in the imaginary centre line of Cambridge-heath, and will thence curve in a north-easterly direction for a length of 28 yards, when it will be in the imaginary centre line of the Victoria Park-road, and will so continue until it reaches the eastern end of the same road at a point distant 112 yards in an easterly direction from the junction of Derby-road with Victoria Park-road; from this point it will curve in a north-easterly direction until at a distance of 46 yards it coincides with the imaginary centre line of Grove-street, and will continue on the imaginary centre line of Grove-street until it reaches a point distant 45 yards in a northerly direction from the junction of Grove-street with Victoria Park-road; from this point it will diverge to the east of the imaginary centre line of Grove-street

until it passes the Refuge at the junction of South-borough-road and Grove-street, where it will be 15 feet distant from and to the eastward of the said imaginary centre line; thence it will gradually approach the imaginary centre line of Grove-street until it coincides with it at a point 36 yards distant in a northerly direction from the centre of the Refuge last mentioned; from thence to the termination of the Tramway, the centre line thereof will coincide with the imaginary centre line of Grove-street, passing along that street on the eastern side of the said church-yard.

(2.) A Tramway No. 2 in the parish of Hackney, commencing by a junction with Tramway No. 1, at a point in Grove-street, distant 132 yards in a northerly direction from the Refuge aforesaid in Grove-street passing along that portion of Grove-street lying to the westward of the church, and terminating by a junction with Tramway No. 1 at its termination.

The centre line of Tramway No. 2 will, at its commencement, coincide with the imaginary centre line of Grove-street, and will thence curve in a westerly direction for a distance of 42 yards, when it will be distant four feet from and on the north-east side of the imaginary centre line of Grove-street, thence it will gradually approach the imaginary centre line of Grove-street, until at a further distance of 55 yards it coincides with it, and will so continue until it attains a point 20 yards distant in a westerly direction from the junction of the eastern and western branches of Grove-street, near the southern end of Terrace-road, whence it will curve in a north-easterly direction to its termination, where it will coincide with the imaginary centre line of Grove-street.

As regards Tramway No. 1, between Groombridge-road and the termination of that Tramway with Tramway No. 2, and as regards Tramway No. 2 between King Edward's-road and the termination of that Tramway with Tramway No. 1, a less space than nine feet six inches will intervene on each side of the said respective Tramways between the outside of the footway and the nearest rail.

The imaginary centre line in this Notice means in all cases, except where otherwise stated, or some other description is given, an imaginary line drawn along the centre of the carriage-way of the street—by whatever name known or called—along which a Tramway is intended to be laid.

And it is also intended by the Bill to provide for the objects and purposes following (that is to say):

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

To 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, foot-paths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric-telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed Tramways or of substituting others in their places, or for other the purposes of the Bill.

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

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

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

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

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

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

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

To enable the Company and the Metropolitan Board of Works and any vestry, district board, trustees, or other bodies corporate or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the

laying down, maintaining, renewing, repairing, working, and using of the proposed Tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To empower the Company to run over, work, and use with horses and with carriages having flange wheels, or wheels specially adapted to run upon rails, so much of the Tramways authorized by the "North Metropolitan Tramways Act, 1870," and the "North Metropolitan Tramway Acts, 1871," which have been or may hereafter be constructed under the powers conferred by the said Acts or either of them, and the works and conveniences connected therewith respectively, upon terms and conditions to be prescribed or provided for by the Bill, to levy tolls upon the said portions of Tramways, and to vary the tolls which the North Metropolitan Tramways Company are by the said Act authorized to take in respect of the said Tramways; and to enable the North Metropolitan Tramways Company to run over and work the said intended Tramways, and to take tolls thereon, and, subject to the consent of the promoters, take on lease or hire the said Tramways, works, and other conveniences; and, so far as may be necessary for any of the purposes of the Bill, to amend or repeal the provisions, or some of the provisions, of the same Acts, and of "The North Metropolitan Tramways Act, 1869."

To empower the Company and the North Metropolitan Tramways Company to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, using, working, maintenance, and management of their respective undertakings, or some part or parts thereof respectively, the procuring of rolling and working stock, the appointment, removal, and payment of officers and servants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, apportionment, and appropriation of rates, tolls, and charges upon their respective undertakings, and all incidental matters, and to sanction and give effect to contracts, agreements, and arrangements made or to be made with respect to any of the matters aforesaid.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And Notice is hereby further given, that duplicate plans and sections of the proposed Street Tramways and Works, a book of reference to such plans, and a copy of this notice as published in the *London Gazette*, will be deposited on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county, and with the Clerk of the Board of Works for the Hackney district, at his office at the Town-hall, Hackney, in the said county of Middlesex.

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 15th day of November, 1872.

Mills and Lockyer, 2, Brunswick-place, City-road, Solicitors for the Bill.

Dyson and Co., 24, Parliament-Street, Parliamentary Agents.

In Parliament.—Session 1873.

Sevenoaks, Maidstone, and Tunbridge Railway.
 (Extension of Time for Completion of Works—
 Compulsory Purchase of Lands for Purposes
 of Works authorised by the Sevenoaks, Maid-
 stone, and Tunbridge Railway Act, 1872, and
 Amendment or Repeal of Provisions of that
 Act with reference thereto—Modification of
 Existing agreement between Company and
 London, Chatham, and Dover Railway Com-
 pany, and Power to enter into New Agree-
 ments with that Company—Repeal of Provi-
 sions of the Company's Acts as to rights of
 Voting of Shareholders, and Exclusion of the
 Holders of certain portion of the Capital from
 attending and voting at meetings of the Com-
 pany—Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is
 intended to be made to Parliament in the
 ensuing session by the Sevenoaks, Maidstone,
 and Tunbridge Railway Company (hereinafter
 called the Company), for leave to bring in a Bill
 for the following purposes, or some of them (that
 is to say):—

To extend the respective periods limited by
 the Sevenoaks, Maidstone, and Tunbridge Rail-
 way Act, 1862 (hereinafter referred to as the Act
 of 1862); the Sevenoaks, Maidstone, and Tun-
 bridge Railway Act, 1867; and the Sevenoaks,
 Maidstone, and Tunbridge Railway Act, 1870
 hereinafter referred to as the Act of 1870), for
 the completion of the whole or any part of the
 railways and works by the said Acts of 1862 and
 1870 respectively authorized, except the portions
 of those railways and works authorized and
 required to be abandoned by the Act of 1870, and
 the Sevenoaks, Maidstone, and Tunbridge Rail-
 way Act, 1872 (hereinafter referred to as the Act
 of 1872), respectively.

To authorize the Company, for the purposes of
 the deviation or substituted railway authorized
 by the Act of 1872, to purchase and take by com-
 pulsion the whole or any part of the lands,
 houses and property situate in the parish of
 Maidstone, in the county of Kent, shown and
 numbered on the plans of that railway (and
 which plans were deposited with the Clerk of the
 Peace for the county of Kent in the month of
 May last, as in that Act recited), and, so far as
 may be necessary for such purposes, to alter,
 amend, or repeal Sections 2 and 4 of the Act of
 1872; and all other provisions of that Act having
 reference to the purposes aforesaid.

To alter, vary, modify, or to amend, either
 wholly or in part, the terms of arrangement
 between the Company and the London, Chatham,
 and Dover Railway Company set forth in the
 schedule to and confirmed by the Act of 1872,
 and to amend or repeal all clauses and provisions
 of that Act relating thereto, and to empower the
 Company and the London, Chatham, and Dover
 Railway Company to enter into and carry into
 effect new and further contracts, agreements,
 and arrangements for or with reference to all or
 any of the matters to which the said terms of
 arrangement relate, and either in substitution for
 or in addition to the said terms of arrangement,
 or any of the articles thereof, and to sanction
 and confirm any such new contracts, agreements
 or arrangements already made, or which, prior to
 the passing of the Bill, may be made or entered
 into.

To alter, amend, or to repeal the provisions of
 the Acts relating to the Company, with reference
 to the rights of voting of shareholders and stock-
 holders at meetings of the Company; and to
 provide that the holders of the whole or any part
 of the capital of two hundred thousand pounds

issued, or to be issued, under the provisions
 of the said terms of arrangement, scheduled
 to and confirmed by the Act of 1872; and the
 interest on which is guaranteed by the London,
 Chatham, and Dover Railway Company, shall
 not be entitled to be present or vote at any meet-
 ings of the Company.

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

To alter, amend, extend, enlarge, or repeal (so
 far as may be necessary for the purposes of the
 Bill) all or some of the provisions of the several
 local and personal Acts of Parliament following
 (that is to say): 22 and 23 Vic., cap. 45; 25 and
 26 Vic., cap. 166; 27 and 28 Vic., cap. 129; 30
 and 31 Vic., cap. 184; 33 and 34 Vic., cap. 98;
 35 and 36 Vic., cap. 142; and any other Acts
 relating to the Company; 16 and 17 Vic., cap.
 132; 30 and 31 Vic., cap. 209; 32 and 33 Vic.,
 cap. 116; 34 and 35 Vic., caps. 131, 138, and
 185; and all other Acts relating to the London,
 Chatham, and Dover Railway Company.

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 afore-
 said will be deposited in the Private Bill Office
 of the House of Commons.

Dated this 13th day of November, 1872.

Newman, Dale, and Stretton, 75, Cornhill,
 Solicitors.

J. C. Ball, 16, Parliament-street, Parlia-
 mentary Agent.

In Parliament.—Session 1873.

Brighton and Devil's Dyke Railway.

(Incorporation of Company; Construction of Rail-
 way; Compulsory Purchase of Lands; Tolls.)

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

1. To incorporate a Company for making and
 maintaining the railway hereinafter mentioned, or
 some part or parts thereof, together with all neces-
 sary and convenient stations, approaches, bridges,
 roads, communications, and other works and con-
 veniences connected therewith; and to confer
 upon the Company to be thereby incorporated
 (hereinafter called "the Company") all necessary
 and proper powers for effecting the objects herein-
 after mentioned, or some of them, that is to say:—

A railway commencing in the parish of Preston,
 in the county of Sussex, on the north side of the
 road (known now as the Shoreham old road, and
 formerly as the Upper Shoreham-road) leading
 from the Dyke-road, Brighton, to Shoreham, at a
 point about 125 yards westward from the junction
 of that road with the Dyke-road, and terminating
 in the parish of Poynings, in the same county, at
 a point about 130 yards north-westward from the
 north-western corner of the Dyke Hotel, which
 intended railway 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:—Preston, Patcham, West
 Blatchington, Hangleton, Newtimber, and Poyn-
 ings, all in the county of Sussex.

2. To deviate laterally from the lines of the in-
 tended 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 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 railway and works, or any of them, or of the said intended Bill.

4. To purchase and take by compulsion and also by agreement lands, houses, tenements, and hereditaments, for the purposes of such railway and works and of the said intended Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

5. 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 confer, vary, or extinguish other rights and privileges.

7. And notice is hereby also given, that plans and sections of the proposed railway and works, with a book of reference to such plans, and an Ordnance map with the line of the proposed railway delineated thereon, and a copy of this notice, as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Sussex, at his office at Lewes, 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 railway 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 his residence.

8. 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.

Ashurst, Morris, and Co., 6, Old Jewry, London, E.C.,

Redhead, Richardson, O. Jones, Billson, and Co., 13, Southampton-street, Bloomsbury, London, W.C., Solicitors for the Bill.

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

In Parliament.—Session 1873.

The Great Southern and Western Railway Company, The London and North Western Railway Company, The Dublin Port and City Railway Company.

(Report of The Great Southern and Western Railway, North Wall Extension Act, 1872; Further Powers to Dublin Port and City 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 for an Act to repeal, vary, or enlarge the Great Southern and Western Railway (North Wall Extension) Act, 1872, to extend the time for the completion of the works authorized to be constructed by the Dublin Port and City Railway Act, 1870, and the local personal Acts of the Dublin Port and City Railway Company (herein-

after called "the Company") recited therein; and to extend the time for the purchase of any lands which the Company are by those Acts authorized to purchase, by agreement or compulsion, not already acquired or contracted for by the Company; to enable the Midland Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Great Northern Railway Company, the London and North Western Railway Company, the Great Western Railway Company, the Great Southern and Western Railway Company, and the Dublin, Wicklow, and Wexford Railway Company, to enter into traffic and other agreements with the Company, and jointly or separately to subscribe to and guarantee a dividend on portion of the capital of the Company; and to repeal, vary, or amend in such manner as may be necessary for the purposes of the Act, all the Acts relating to the Company and those Companies respectively. On or before the twenty-first 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.

B. Kernaghan, Solicitor for the Dublin Port and City Railway Company and the Bill, Dublin, and 70, Bishopsgate-street Within, London.

In Parliament.—Session 1873.

Gas Works Clauses Acts, 1847 and 1871, Amendment Bill.

(Provisions for Alteration of Authorised Price and Illuminating Power; Amendments of Act.)
APPLICATION is intended to be made to Parliament, in the next session thereof, for leave to bring in a Bill to amend and extend the powers of the Gas Works Clauses Act, 1847 (public Acts 10 Vict., cap. 71), and the Gas Works Clauses Act, 1871 (34 and 35 Vict., cap. 41), especially with respect to the fixing the illuminating power and the price of gas.

It is intended by the said Bill to extend to the various gas companies in the United Kingdom the provisions contained in sections 57 to 70 (both inclusive) of the City of London Gas Act, 1868 (31 and 32 Vict., cap. 125), with respect to the revision of the scale of the illuminating power and price of gas supplied, subject to such modification of those provisions as may be applicable to gas companies other than those within the City of London, and subject to such other modifications as the Bill shall define.

The Bill will enable any Gas Company in the United Kingdom, after such notices to the local authorities, and under such conditions as the Bill shall prescribe, to apply to the Local Government Board or to the Board of Trade for such revision, and it will enable one or the other of such Boards to appoint Commissioners to inquire into the matter; and it will enable the Commissioners, or one or other of such Boards, upon the report of the Commissioners, to diminish the illuminating power of gas supplied by the Company seeking such revision, and to increase the price for gas charged by that Company below the power and beyond the price prescribed by the statutes relating to the Company, and it will enable the said Commissioners to fix the price to be charged by the Company seeking revision, either permanently or temporarily and conditionally.

The Bill will in other respects amend the said Acts.

The Bill will also enable any municipal Corporation, Local Board, or other authority, to autho-

rise any Gas Company to make such alteration as aforesaid in the illuminating power, and the price of gas supplied by such Company, whether for public or private purposes, within the jurisdiction of that local authority, and such alteration may be made accordingly, although it may be inconsistent with the restrictions imposed on the Company with respect to those matters by the Acts relating to that Company, and the authority may be either for a permanent or temporary, and either for an absolute or conditional alteration.

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 25th day of November, 1872.

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

Board of Trade.—Session 1873.

(Application to Board of Trade for power to maintain and continue Gas Works and to manufacture and supply Gas and other products within such parts of the Township of Atherton in the parish of Leigh, in the county of Lancaster, as are hereinafter more particularly defined; to Construct Additional Works; to Raise Additional Capital; to make Agreements with Public Bodies and Others; to Lay Rates and to do all acts necessary for the carrying on of the business of a Gas Company.)

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 Atherton Gas Company Limited, hereinafter called "the Company" for a Provisional Order for all or some of the purposes following (that is to say):—

1. To confer upon the Company all necessary powers for lighting with gas such parts of the township of Atherton, in the parish of Leigh, in the county of Lancaster, as lie within a circle to be drawn at a radius or distance of one thousand three hundred yards from the centre of the present original or No. 1 Gasholder, situate in the town or village of Chowbent, in the said township of Atherton, and also so much of such other parts of the said township of Atherton, lying within a circle to be drawn at a radius or distance of one thousand yards from the centre of the steeple of the Parochial or District Church of Saint George, in the township of Tyldesley-cum-Shackerley, in the said parish of Leigh, as is not comprised in the hereinbefore mentioned circle of which the said Gasholder is the centre (the said parts of the said township being hereinafter called "the said District.")
2. To fix and regulate the capital of the Company and to authorise the Company to raise further capital by preferential and ordinary shares or stock and by borrowing.
3. To authorise the Company to hold lands to maintain, and from time to time alter, extend, enlarge, and renew their existing Gas and other works, buildings, and apparatus on the lands belonging to and now used by the Company for the purposes aforesaid, that is to say on the piece or parcel of land situate in the township of Atherton aforesaid, and containing 3794 superficial square yards or thereabouts, bounded on the east by Water-street, and by an occupation road leading to the "Two Porchers" and on the north west and

south sides thereof by land belonging to the Right Honourable Thomas Littleton, Lord Lilford, Baron Lilford.

4. To authorise the Company to manufacture and supply gas, and to manufacture coke and residual products, and to sell the same at their works or elsewhere.
5. To authorise the Company from time to time for the purpose of laying down, repairing, or maintaining any mains, pipes, and other works, to break up and interfere with all streets, roads, highways, lanes, bridges, streams, watercourses, and other public and private passages and places, and also to interfere with any sewers, drains, and pipes in, over or under the same, so as to enable the Company to carry on the business usually carried on by Gas Companies.
6. To authorise the Company to make and carry into effect contracts and agreements with all Corporations, Local Boards, public bodies, commissioners, companies, and all persons whomsoever for the supply of Gas.
7. To authorise any differences between the Company and any Railway, Canal, or other Company, as to the crossing any Railway or Canal, or the mode of laying down, repairing, altering, or enlarging the pipes, or the facilities to be afforded for the same to be settled by an Engineer to be appointed by the Board of Trade.
8. To authorise the Company to manufacture, purchase, and hire gas meters and gas apparatus, and to sell or let the same, and to levy and collect rates, rents, and charges therefore, and for the Gas supplied by them; to alter existing rates or rents and to confer upon the Company all necessary power and authority for the purposes of the intended Order.
9. To incorporate in the intended Order all or any of the Acts or parts of Acts usually incorporated in Gas Companies' Acts.
10. On or before the 30th of November, 1872, a copy of this advertisement as published in the *London Gazette*, and a map shewing the land proposed to be used for the manufacture and storage of gas or residual products arising from the manufacture of gas, will be deposited for public inspection in the office of the Clerk of the Peace, for the county of Lancaster, at Preston, and also at the Office of the Board of Trade, Whitehall, London.
11. 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 offices of the Atherton Gas Company Limited, in Water-street, Atherton, aforesaid, at the price of one shilling per copy.
12. 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 day of January, 1873, and a copy of their objections must at the same time be sent to the undersigned.

Dated this 14th day of November, 1872.

Bailey and Read, 25, Wood-street, Bolton, Solicitors to the Company.

Chester, Urquhart, Bushby, and Mayhew, Parliamentary Agents.

Bedhampton Reclamation.

(Incorporation of Company; Power to Reclaim Waste Lands; Compulsory Purchase of Land; Powers of Sale; Lease 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 (hereinafter called "the Company"), and to confer upon them the following powers (that is to say:—

To enable the Company to construct the following works, and to exercise the following powers:—

To construct an embankment or sea wall, for the purpose of reclaiming certain islands and waste lands from the sea, forming part of the Langstone harbour, such embankment or sea wall commencing at or near a point on the mainland, being the south-easterly extreme point of the Farlington Marshes, in the parish of Farlington, in the county of Hants, and thence passing in a south-easterly direction, to the south of two small houses, in the occupation of Mr. Russell, in the said parish of Farlington, and terminating at an imaginary point, about 400 yards to the south-east of the extreme south point of an island called "South Binnes Island," in the occupation of Bryan Ward Gibbins, into the parish of Bedhampton, in the county of Hants; and thence running in a northerly direction to Round Nap Island; and thence in a northerly direction, to the south-east point of Long Island, in the occupation of the said Bryan Ward Gibbins, in the said parish of Bedhampton; and thence along the eastern side of the last-mentioned island, in a northerly direction to the north-easterly extremity thereof; and thence in a northerly direction along the western side of Storehouse Lake, to an imaginary point in the present sea wall, in a field called Broad Marsh, in the occupation of the said Bryan Ward Gibbins, in the said parish of Bedhampton.

To enclose, reclaim, acquire, and convert to agricultural or other purposes the houses, sheds, lands, and mudbanks which will be enclosed by the said embankment, and to hold in fee simple, lease, sell, or otherwise dispose of the same, and that the same when enclosed shall as to a portion thereof form part of the parish of Bedhampton, and as to the other portion thereof shall form part of the parish of Farlington.

To make and maintain all necessary and convenient quays, wharves, tramways, roads, sewers, drains, and other works and conveniences, and also to use, alter, divert, or stop up any roads, canals, creeks, drains, or watercourses which it may be necessary to use, alter, divert, or stop up by reason or for the purpose of the construction of the said embankment and works.

To purchase by compulsion or agreement lands for the purposes of the intended Bill, and to vary, repeal, or extinguish any rights or privileges connected with or in reference to the same, or to the lands adjoining or near the same, or which would in any way impede or interfere with the construction of the said embankments or works, and to confer, vary, or extinguish other rights and privileges.

To confirm any agreement which may be entered into between the Company and the Board of Trade or the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, or any other body or persons, with regard to their rights and interests (if any) in and over the marsh lands and wastes so proposed to be embanked and reclaimed.

To incorporate with the said Bill the Companies Clauses Act, 1845; the Companies Clauses

Consolidation Acts, 1845, 1860, and 1869; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Harbour, Piers, and Docks Clauses Act, 1847; and the Railways Clauses Consolidation Act, 1845, so far as the same relates to roads, to the temporary occupation of lands, and such other matters as may be deemed expedient.

The said islands and waste lands proposed to be enclosed and reclaimed are situate in the parishes of Bedhampton and Farlington, in the county of Hants, or one of such parishes.

And notice is hereby further given, that on or before the 30th day of November next, duplicate plans and sections of the proposed works, and of the lands to be taken for the purposes of the said 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 those lands, together with a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the said county of Hants, at his office at Winchester, in the said county, and that a copy of the said plans, sections, and book of reference, and Gazette notice, will, on or before the same day, be deposited with the parish clerks in the parishes of Bedhampton and Farlington, at their residences.

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 15th day of November, 1872.

Russ and Minns, 9, Victoria Chambers, Westminster, London.

In the Matter of the Railway Steel and Plant Company Limited, and Reduced; and in the Matter of the Companies Act, 1867.

NOTICE is hereby given, that a petition confirming a resolution reducing the capital of the above Company from £200,000 to £150,000, was on the 13th day of November, 1872, presented to the Lord Chancellor, and is now pending, and that the list of creditors of the Company is to be made out as for the 8th day of January, 1873.

Phelps and Sidgwick, of 3, Gresham-street, E.C.; for

Sale, Shipman, and Seddon, of Manchester, Solicitors to the Company.

In the Matter of the Companies Acts, 1862 and 1867; and in the Matter of the Nant-y-Blaidd Silver Lead Mine Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Court of Chancery, was, on the 22nd day of November, 1872, presented to the Lord Chancellor by Daniel Gosden, of Cross-court, Broad-court, Bow-street, in the county of Middlesex, a creditor of the said Company; and that the said petition is directed to be heard before the Vice-Chancellor Sir John Wickens, 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.

Charles Mossop, of 46, Cannon-street, in the city of London, Solicitor for the Petitioner.

In the Matter of the Companies Acts, 1862 and 1867; and in the Matter of the Old Gunnislake Mining Company Limited.

THE creditors of the above-named Company are required, on or before the 23rd 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. Frederic Thomas Percy Wells, of 12, North-street, in the city of Westminster, the Liquidator of the said Company; and if so required by notice in writing from the said 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, 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. Tuesday, the 14th 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 25th day of November, 1872.

In the Matter of the Companies Acts, 1862 and 1867; and in the Matter of the European Trading Company Limited.

THE creditors of the above-named Company are required, on or before the 21st day of January, 1873, 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 Frederick Bertram Smart, of No. 85, Cheapside, in the city of London, England, 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 Malins, at No. 3, Stone-buildings, Lincoln's-inn, in the county of Middlesex, England, 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. Tuesday, the 4th day of February, 1873, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 25th day of November, 1872.

In the Court of the Vice-Warden of the Stannaries.
Stannaries of Cornwall.

In the Matter of the Companies Act, 1862, and of the North Wheal Basset Mining Company.

BY an Order made by his Honour the Vice-Warden of the Stannaries in the above matter, dated the 16th day of November instant, on the petition of George Williams, Sir Frederick Martin Williams, Baronet; Michael Williams, Edward Williams, and Charles William Reynolds, carrying on business at Portreath, within the said Stannaries, as co-partners and merchants, under the style or firm of Williams' Portreath Company. creditors of the said Company, it is ordered that the North Wheal Basset Mining Company should be wound up by this Court under the provisions of the Companies' Act, 1862.—Dated Registrar's Office, Truro, November 28th, 1872.

Hodge, Hockin, and Marrack, Truro,
Agents for

S. T. G. Downing, Solicitor, Redruth.

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.

In the Matter of the Companies Act, 1862, and in the Matter of the Accidental 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,
A. M. Campbell, } Liquidators.

The Companies Acts, 1862 and 1867.

The Taquaril Gold Mining Company Limited
NOTICE is hereby given, that at an Extraordinary General Meeting of this Company, duly convened and held at the London Tavern, Bishopsgate-street Within, London, on the 21st October, 1872, the following Special Resolutions were duly and unanimously passed:—

"That the Taquaril Gold Mining Company Limited, be wound up by voluntary liquidation.

"That Samuel John Wilde, Edward John Bartlett, and Frederick Raleigh Bluett, be appointed Liquidators thereof.

"That the remuneration of the Liquidators do not exceed three hundred guineas."

And notice is hereby further given, that at an Extraordinary General Meeting of Shareholders held at the office of the Company, 51, Moorgate-street, E.C., on Wednesday, the 6th day of November, 1872, the foregoing Resolutions were duly confirmed.

Ross D. Mangles, Chairman.

Liverpool Borough Bank.

Notice of Meeting.

I HARMOOD WALCOT BANNER, of Liverpool, in the county of Lancaster, Accountant, one of the Liquidators appointed to wind up voluntarily the affairs and distribute the assets of the Liverpool Borough Bank, a Banking Company duly registered in England under the provisions of the Joint Stock Banking Companies Act, 1857, do hereby call a General Meeting of the Proprietors and contributories of the said Banking Company, and do hereby give notice that the same will be held on Tuesday, the 17th

day of December, 1872, at twelve o'clock at noon, at the registered office of the said Banking Company, situate at No. 24, North John-street, Liverpool aforesaid, for the purpose of considering an account made up by the Liquidator of the said Company, showing the state of affairs of the said Company, and the progress which has been made in winding up the same down to the expiration of the fifteenth year after the passing of the resolution for winding up the affairs of the said Company, and a report stating the reason why the winding-up has not been completed.—Dated this 26th day of November, 1872.

Harmood W. Banner.

NOTICE is hereby given, that at an Extraordinary General Meeting of Members of the Logan Coal Company Limited, duly convened and held at No. 8, Tokenhouse-yard, in the city of London, on the 22nd day of November, 1872, the following Resolutions were duly passed:—

“That it has been proved to the satisfaction of the Members that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same.

“That the Company be wound up voluntarily.

“That Henry Newgas, of 37, Queen-street, Cheapside, in the city of London, be, and is hereby appointed, Liquidator for the purpose of winding up the affairs of the Company, and distributing the property thereof.”

A. A. D. L'Estrange, Chairman.

The Companies Act, 1862.

The West Wheal Margaret Mining Company Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of Members of the West Wheal Margaret Mining Company Limited, duly convened and held at the West Wheal Margaret Mine, Lelant, Cornwall, on the 18th day of November, 1872, the following Resolution was duly passed:—

“That the West Wheal Margaret Mining Company, Limited, being unable, by reason of its liabilities, to continue its business, be wound up voluntarily, and that Mr. George Still, of 35, Ethelburga-house, Bishopsgate-street Within, be, and is hereby, appointed the Liquidator.”

George Still, Chairman.

The Companies Act, 1862.

The Rose and Chiverton United Silver-Lead Mining Company Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of Members of the Rose and Chiverton United Silver-Lead Mining Company Limited, duly convened and held at the Rose and Chiverton Mine, Newlyn East, Cornwall, on the 19th day of November, 1872, the following Resolution was duly passed:—

“That the Rose and Chiverton United Silver-Lead Mining Company being unable, by reason of its liabilities, to continue its business, be wound up voluntarily, and that Mr. George Still, of 35, Ethelburga-house, Bishopsgate-street Within, London, be, and is hereby appointed, the Liquidator.”

George Still, Chairman.

Robert Cook and Co. Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Company called Robert Cook and Company Limited, carrying on business at Hathersage, in the county of Derby, as Merchants, and Manufacturers of Needles, Hackles, and Gill Pins, Steel Wire, No. 23924. 2 G

Umbrella and Sun-shade Ribs and Stretchers and Furniture, and other Hardware Goods, held at the offices of Mr. William Fisher Tasker, No. 15, North Church-street, Sheffield, in the county of York, on Monday, the 18th day of November, 1872, pursuant to notice, it was resolved:—

“That the Company be wound up voluntarily in accordance with the provisions of the Company's Act, 1862, and that the Company be dissolved when the affairs thereof shall have been completely wound up.”

Edward J. Child, Chairman.

The Heap Bridge Industrial Co-operative Provision Society Limited.

NOTICE is hereby given, that at a Special General Meeting of the Members of the above Society, held at the Registered premises of the Society, No. 17, Rochdale-road, Heap Bridge, in the county of Lancaster, on Thursday, the 31st day of October, 1872, it was unanimously resolved:—

“That the Society be wound up voluntarily.

“That Messrs. Joseph Barker, William Rigby, and Robert Diggle, be, and are hereby appointed, Liquidators for the purpose of winding up the affairs of the Society, and distributing the property.”

And notice is hereby further given, that at a Second Special General Meeting of the members of the Society, held at the Society's registered premises, No. 17, Rochdale-road, Heap Bridge aforesaid, on Monday, the 18th day of November, 1872, the Resolutions above mentioned were separately proposed for confirmation, and in both instances were unanimously confirmed.—Bury, November 21st, 1872.

Joseph Barker, Chairman of the said Society.

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, Pickford Marriott and Samuel Joseph Gent Perks, carrying on business at Scotland House, High Street, Westbromwich, in the county of Stafford, as Upholsterers and General Furniture Dealers, under the name or style of Pickford Marriott and Perks, has been this day dissolved by mutual consent, and that henceforth the said business will be carried on at the above address by the said Pickford Marriott alone, by whom all accounts due to and from the said copartnership will be received and paid.—Dated this 27th day of November, 1872.

Pickford Marriott.
S. J. G. Perks.

NOTICE is hereby given, that the Partnership between the undersigned, Thomas William Willett and Thomas Savage Tyrer, in the trade or business of Cigar Importers and Licensed Victuallers, at No. 83, Church-street, Liverpool, in the county of Lancaster, under the firm of Willett and Tyrer, was this day dissolved by mutual consent. The said Thomas Savage Tyrer will pay and receive all debts owing from or to the said partnership.—Witness our hands this 26th day of November, 1872.

Thomas W. Willett.
Thomas S. Tyrer.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, David Cule, Evan Cule, Margaret Cule, and Aneurin Cule, all of Pontypridd, in the county of Glamorgan, and trading as Provision Merchants, and Wholesale and Retail Grocers and Drapers, at Pontypridd aforesaid; and also at Treherbert and at Pentre, in the said county, and trading also at the latter place as Wine and Spirit Dealers, under the style or firm of A. Cule and Sons, was dissolved by mutual consent on the 28th day of September last, and that the said business has since that date and will henceforth be carried on by the said David Cule, Evan Cule, and Aneurin Cule, under the same style or firm of A. Cule and Sons, but at the risk of the said David Cule, Evan Cule, and Aneurin Cule, by whom all debts owing to or from the said late firm will be received and paid.—As witness our hands this 23rd day of November, 1872.

David Cule. Evan Cule.
Margaret Cule. Aneurin Cule.

NOTICE is hereby given, that the Partnership hitherto existing between us the undersigned, Job Whitehouse the younger, Henry Whitehouse, and Isaiah Whitehouse, in the trade or business of Edge Tool Makers, and carried on by us at Bridgetown, in the parish of Cannock, in the county of Stafford, under the style or firm of Whitehouse Brothers, was dissolved by mutual consent so far as regards the said Isaiah Whitehouse, on the third day of October, 1872. And that the said business will in future be carried on by the said Job Whitehouse the younger, and that Henry Whitehouse, under the aforesaid style or firm of Whitehouse Brothers, who will receive and pay all money and liabilities due to or by the said late partnership.—As witness our hands this 15th day of November, 1872.

Job Whitehouse the younger.

Henry Whitehouse.

Isaiah Whitehouse.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned William Horton and Samuel Horton, in the profession or business of Architects and Surveyors, at Wednesbury, in the county of Stafford, under the style or firm of W. and S. Horton, was this day dissolved by mutual consent.—Witness our hands this 23rd day of November, 1872.

William Horton.

Samuel Horton.

NOTICE is hereby given, that the Partnership lately existing between Frederick Parrott and Henry Parrott, of Aust, in the county of Gloucester, in the business of Farmers, was dissolved by mutual consent, on the 25th day of March, 1872, and all outstanding accounts (if any) will be settled by the said Frederick Parrott, of Aust aforesaid.—Dated this 21st day of November, 1872.

Frederick Parrott.

Henry Parrott.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Metford Warner and Anna Brown, widow, in the business of Paper Hanging Manufacturers, at 64, Essex-road, Islington, in the county of Middlesex, under the style or firm of Jeffrey and Co., has been dissolved as and from the 30th day of June last. All debts due and owing to and from the said late firm will be received, and paid by, the said Metford Warner, by whom the said business will hereafter be carried on under the said style of Jeffrey & Co., at 64, Essex-road aforesaid.—As witness our hands this 19th day of November, 1872.

Metford Warner.

Anna Brown.

NOTICE is hereby given, that the Partnership hitherto existing between John White and Edwin Todd, trading as the American Sewing Machine Company, and as Engineer's Commission Agents, at 320, High Holborn, and 22, Paternoster-row, has this day been dissolved by mutual consent. The American Sewing Machine business will, in future, be carried on by Edwin Todd, who will pay, and receive, all moneys due by, or to, the said firm. The Engineering Agencies will be carried on by John White, who will pay, and receive, all moneys connected therewith.—As witness our hands the 12th day of November, 1872.

John White.

Edwin Todd.

NOTICE is hereby given, that the Partnership hitherto subsisting between the undersigned, George Enoch Hodgkinson and Henry Whitton, carrying on business as Crinoline Steel Manufacturers and Rollers at the Effingham Works, Washford-road, Attercliffe, in the parish of Sheffield, under the style or firm of Hodgkinson and Whitton, and as Merchants and Dealers in Iron Ore, under the style of Hodgkinson, Whitton & Co., was dissolved on the 21st day of September last. All accounts due to, and owing by the late firm of Hodgkinson and Whitton, will be received and paid by the said Henry Whitton, and all accounts due to, and owing by, the late firm of Hodgkinson, Whitton & Co., will be received and paid by the said George Enoch Hodgkinson.—Dated this 26th day of November, 1872.

George Enoch Hodgkinson.

Henry Whitton.

NOTICE is hereby given, that the Partnership between the undersigned, George William Noad and Alexander Reid, in the profession of Surgeons and Doctors of Medicine, at Wokingham, in the county of Berks, was this day dissolved by mutual consent, and in future the business will be carried on by the said George William Noad, on his separate account, and who will pay and receive all debts owing from and to the said Partnership, in the regular course of business.—Witness our hands this 23rd day of November, 1872.

Geo. W. Noad.

Alexander Reid.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned Alfred Aspin and Richard Collins, in the trade or business of Woolstaplers, or in any other trade or business carried on by them at Bradford, in the county of York or elsewhere, under the style or firm of Aspin and Collins, or under any other style or firm, has been this day dissolved by mutual consent as from the 26th day of November instant.—As witness the hands of the parties this 27th day of November, 1872.

Alfred Aspin.

Rich. Collins.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Jecamiah Sutherby and Francis Best, in the trade or business of Carriers, at No. 5, Bradford-road, Huddersfield, in the county of York, has been this day dissolved by mutual consent. The said business will be carried on for the future by the said Francis Best, at the above address, by whom all debts due to the late firm will be received and all liabilities paid.—Dated this 25th day of November, 1872.

Jecamiah Sutherby.

Francis Best.

NOTICE is hereby given, that the Partnership heretofore subsisting between William Golding, of 172, Albany-street, Regent's Park, in the county of Middlesex, Chemist, and Richard Lynn Golding, of Townshend-terrace, Richmond, in the county of Surrey, carrying on business as Chemists, at No. 172, Albany-street aforesaid, was dissolved by mutual consent, from the 28th day of October, 1869. All debts due to and owing by the said partnership will be received and paid by the said William Golding, of 172, Albany-street aforesaid, Chemist.—Dated this 22nd day of November, 1872.

Wm. Golding.

R. L. Golding.

NOTICE is hereby given, that the Partnership heretofore subsisting between William Kearthland and Charles Kearthland, carrying on business as Ironmongers and Metal Merchants, under the style of M. Kearthland and Sons, at No. 14, Mill-street, Lambeth Works, in the county of Surrey, has been dissolved by mutual consent.—Dated this 25th day of November, 1872.

W. Kearthland.

Chas. Kearthland.

NOTICE is hereby given, that the Partnership heretofore carried on by us the undersigned, John Clapton Barnard and George Herring, as Wine and Spirit Merchants, at Great Dunmow, in the county of Essex, under the style of Barnard and Herring, has been dissolved by mutual consent from this date. All debts due and owing by the said firm will be received and paid by the said John Clapton Barnard, who will in future carry on the said business under the style of John Clapton Barnard.—Dated this 21st day of November, 1872.

George Herring.

J. C. Barnard.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned John Berry and Ernest James Ogden Gaudin, trading as Berry, Gaudin, and Co., at 33, Piccadilly, in the city of Manchester, was on the 4th day of November instant, dissolved by mutual consent.—Dated 22nd day of November, 1872.

John Berry.

E. J. O. Gaudin.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Hall and John Todd, carrying on business at Preston, in the county of Lancaster, as Cotton and Linen Manufacturers, under the style or firm of John Hall and Company, has been dissolved by mutual consent, as and from the 1st day of July, 1872; and that all debts and liabilities due or owing from or to the said firm will be paid and received by the undersigned, John Todd, by whom alone the business will in future be carried on.—Dated this 18th day of November, 1872.

John Hall.

John Todd.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Trenfield and Albert Augustus Curtis, carrying on business as Chemists and Druggists, in the city of Gloucester, under the style or firm of Trenfield and Curtis, was, on the 22nd day of October last, dissolved by mutual consent. All debts due to and owing by the said firm will be received and paid by the said Albert Augustus Curtis, who will in future carry on the business on his own account.—Dated this 8th day of November, 1872.

Wm. Trenfield.

Albert Augustus Curtis.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Philip Hobbs and William Hobbs, in the business of an Engineer and Ironfounder, at Basingstoke, in the county of Southampton, under the style or firm of P. and W. Hobbs, was dissolved by mutual consent, on the 31st day of December last; and that all moneys due by or to the said firm will be paid and received by the said Philip Hobbs.—As witness our hands this 15th day of November, 1872.

*Philip Hobbs.
William Hobbs.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Augustus Pearce, Edward Henry Pearce, and Alfred Pearce, carrying on business as Iron and Coke Merchants, at the Wicker Arches, Sheffield, under the firm of Augustus Pearce and Sons, has been this day dissolved by mutual consent. All debts owing to and by the said firm will be received and paid by the said Edward Henry Pearce and Alfred Pearce, who will continue to carry on the said business on their own account.—Dated this 22nd day of November, 1872.

*his
Wm. Augustus X Pearce.
Mark.
Edward Henry Pearce.
Alfred Pearce.*

NOTICE is hereby given that the Partnership formerly subsisting between the undersigned, Thomas Griffiths and Joseph Griffiths, carrying on business in Chorlton-road, Stretford, near the city of Manchester, as Builders and Contractors, under the style or firm of Thos. Griffiths and Son, was dissolved on the 31st of December, 1867, by the retirement of the said Thomas Griffiths. All debts due and owing to the late firm will be received and paid by the said Joseph Griffiths, by whom the business will be carried on, upon his own account.—Dated the 25th day of November, 1872.

*Thomas Griffiths.
Joseph Griffiths.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas George Frederick Holt, and Edward Philip Nerwich, carrying on business as Holt, Nerwich, and Co., at Salamance Works, Vauxhall Walk, Lambeth, in the county of Surrey, as Soap Manufacturers, was this day dissolved by mutual consent. The said Thomas George Frederick Holt will continue the said business on his own account solely.—Dated this 25th November, 1872.

*T. G. F. Holt.
E. P. Nerwich.*

NOTICE is hereby given, that the Partnership, if any, heretofore subsisting between us the undersigned, Robert Seddon and James Tollitt Ward, in relation to the business of Mungo Manufacturing, carried on at Dukinfield Bridge Mill, near Ashton-under-Lyne, under the style of Robert Seddon, has been this day dissolved by mutual consent, and the said James Tollitt Ward has no further connection with the said business.—Dated this 22nd day of November, 1872.

*Robert Seddon.
James Tollitt Ward.*

NOTICE is hereby given, that the Partnership heretofore subsisting between Thomas Martinson Richardson and Sidney Sorby, of No. 19, Holborn, in the county of Middlesex, Oil and Waste Merchants, has been dissolved.—Dated this 25th day of November, 1872.

*T. M. Richardson.
Sidney Sorby.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Ellis and John Hargreaves, at Liverpool, in the county of Lancaster, as Provision Merchants, under the firm of Ellis and Hargreaves, has been this day dissolved by mutual consent. All debts due and owing to and from the said late partnership firm will be received and paid by the said John Hargreaves, who will in future carry on the said business under the style or firm of Ellis and Hargreaves.—Dated this 1st day of November, 1872.

*Henry Ellis.
John Hargreaves.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Samuel Littler and John Kevan, both of Liverpool, in the county of Lancaster, carrying on business there as Veterinary Surgeons, under the style or firm of Littler and Kevan, was this day dissolved by mutual consent.—Dated the 23rd day of November, 1872.

*Samuel Littler.
John Kevan.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, James Beresford and John Calcutt Phillips, carrying on the business of Electro Plate and Britannia Metal Manufacturers, at No. 31, Charlotte-street, Birmingham, in the county of Warwick, has this day been dissolved by mutual consent. The said John Calcutt Phillips has assigned his share and interest in the said late partnership to the undersigned, William Restall, of No. 22, Braithwaite-road, Camp Hill, Birmingham aforesaid, Timber Merchant; and all debts due to or owing by the said James Beresford and John Calcutt Phillips will be received and paid by the said James Beresford and William Restall, by whom the said business will henceforth be carried on.—Dated this 22nd day of November, 1872.

*J. C. Phillips.
J. Beresford.*

JAMES MOORCROFT, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands whatsoever, against the estate of James Moorcroft, late of Crown-street, Liverpool, in the county of Lancaster (who died on the 31st day of May, 1872, and whose will was proved in the District Registry at Liverpool, of Her Majesty's Court of Probate, on the 22nd day of June, 1872, by John Rimmer and Henry Sanderson, the executors named in the said will; are required to send the particulars of such claims and demands to the said executors at the office of their Solicitor, Samuel Brighouse, Derby-street, Ormskirk, on or before the 11th day of January next, and after that day the said executors will proceed to distribute the assets among the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice, and will not be liable for the said assets, or any part thereof, to any creditors or other persons of whose claims or demands they shall not then have had notice.—Dated this 21st day of November, 1872.

SAMUEL BRIGHOUSE, Solicitor for the said Executors.

MARY JANE MYERS, 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 debts, claims, or demands upon or against the estate of Mary Jane Myers, late of Lezayre House, Seaforth, in the county of Lancaster, Spinster, deceased (who died on the 14th day of September, 1871, and whose will was proved in the District Registry of Her Majesty's Court of Probate at Liverpool, on the 22nd day of September, 1871, by Edward Penbury Parry, one of the executors named therein), are hereby required to send the particulars, in writing, of such debts, claims, or demands on or before 23rd day of December next, to Mr. Samuel Field, of Talbot-chambers, No. 3, Fenwick-street, Liverpool aforesaid, the Solicitor to the said executor, after which day the said executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which the said executor shall then have received notice; and that he said executor will not be liable for the assets, or any part thereof, so distributed to any person of whose claim he shall not then have had notice.—Dated this 26th day of November, 1872.

SAMUEL FIELD, Talbot-chambers, 3, Fenwick-street, Liverpool, Solicitor to the Executor.

HENRY FREEMAN, 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 claim against the estate of Henry Freeman, late of Peakirk, in the county of Northampton, Contractor (who died on the 19th day of December, 1871, and whose will was proved in the District Registry at the city of Peterborough, by Mark Wykes, of Peterborough, in the county of Northampton, and Henry Arthur Freeman, of Peakirk aforesaid, the executors named in the said will), are hereby required to send in the particulars of their claims to us, the undersigned, on or before the 1st day of January, 1873, after which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims of which the said executors shall then have had notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose claim they shall not then have had notice.—Dated this 26th day of November, 1872.

BROWN and ATTER, Solicitors, Westgate, Peterborough.

CHRISTOPHER DEIGHTON, Deceased.

Pursuant to the Statute 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 Christopher Deighton, late of Godmanchester, in the county of Huntingdon, Gentleman, deceased (who died on the 18th day of September, 1872, and whose will with a codicil thereto, was proved in the District Registry at Peterborough of Her Majesty's Court of Probate, on the 18th day of November, 1872, by Thomas Barrance Ridgley, of the town of Huntingdon, Grocer, and Christopher Deighton, of Clapham, by Lancaster, in the county of York, Esquire, Doctor of Medicine, two of the executors named in the said will and codicil), are hereby required to send in the particulars of their claims or demands to us, the undersigned, the Solicitors to the said executors, on or before the 1st day of January, 1873. And notice is hereby given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 21st day of November, 1872.

HUNNYBUN and SON, Solicitors to the said Executors.

Re THOMAS NEALE, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Thomas Neale, late of Richmond-street, Liverpool, in the county of Lancaster, Yeoman, deceased (who died on the 14th day of May, 1867, and whose will was proved in the District Registry at Liverpool of Her Majesty's Court of Probate on the 8th day of October, 1867, by John Embery Neale, one of the executors therein named), are hereby required to send in particulars of their claims or demands to us, the undersigned, Solicitors for the said estate, at our office, No. 6, Clayton-square, Liverpool aforesaid, on or before the 1st day of January, 1873, after which time the Trustees of the said estate will proceed without delay to distribute the assets of the said testator among the persons entitled thereto, having regard only to the claims of which they shall then have had notice; and they will not be liable for the assets so applied or distributed, or any part thereof, to any person of whose claim they shall not then have had notice.—Dated this 27th day of November, 1872.

WM. and A. MORECROFT, 6, Clayton-square, Liverpool, Solicitors for the said Trustees.

DANIEL HOLLIDAY, 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 Daniel Holliday, late of Lord-street, Carlisle, in the county of Cumberland, Accountant and Coal Merchant (who died on the 1st day of October, 1872, and letters of administration of whose personal estate and effects were, on the 16th day of October last, granted by the District Registry at Carlisle to Mr. Joseph Green, of Carlisle aforesaid), are hereby required to send in the particulars of their claims or demands to us, the undersigned, the Solicitors for the administrator, on or before the 25th day of February next, after which date the said administrator will proceed to distribute the assets of the said intestate among the parties entitled thereto, having regard only to the claims of which the said administrator shall then have notice; and that the said administrator will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand the said administrator shall not then have received notice.—Dated this 21st day of November, 1872.

DOBINSON and WATSON, Carlisle, Solicitors for the said Administrator.

CORNELIUS HOWARD, 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 being creditors and claimants upon or against the estate of Cornelius Howard, formerly of Staley, in the county of Chester, but afterwards staying at the Chatsworth Hotel, Boundary-lane, Hulme, Manchester, in the county of Lancaster, Gentleman (who died on the 26th day of November, 1871, and whose will was proved in the District Registry at Manchester by Henry Garret, of Woodbine Cottage, Ashton-upon-Mersey, in the county of Chester, Gentleman, the sole executor thereof, on the 21st day of November, 1872), are hereby

required, on or before the 4th day of January next, to send, in writing, particulars of their debts, claims, and demands to Messrs. Earle, Son, Orford, Earle, and Milne, 44, Brown-street, Manchester, after which day the said executor will distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, or demands of which he shall then have had notice; and the said executor will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand he shall not have had notice at the time of such distribution.—Dated this 26th day of November, 1872.

EARLE, SON, ORFORD, EARLE, and MILNE, Solicitors for the Executor, 44, Brown-street, Manchester.

ROBERT ALLISON BROWN, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vict., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debt, claim, or demand against the estate of Robert Allison Brown, late of Byers Green, in the county of Durham, Tailor, deceased (who died on the 2nd day of May, 1872), are hereby required to send particulars of such debt, claim, or demand to John Brown, of High-street, Willington, in the county of Durham, Labourer, the administrator of the personal estate and effects of the said Robert Allison Brown, deceased, on or before the 31st day of January next, at the expiration of which time the said administrator will proceed to distribute the assets of the said deceased among the creditors of the said Robert Allison Brown, or other the persons entitled thereto, having regard only to the debts, claims, or demands of which the said administrator shall then have had notice; and the said administrator will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose debts, claims, or demands he shall not then have had notice. And notice is hereby further given, that all persons indebted to the said estate are requested to pay such debts forthwith to the said John Brown, at his residence, High-street, Willington aforesaid.—Dated this 21st day of November, 1872.

JNO. PROUD, No. 16, Market-place, Bishop Auckland, Solicitor to the said Administrator.

SAMUEL JORDAN, 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 creditors and other persons having any claims or demands upon or against the estate of Samuel Jordan, late of Wraybury, in the county of Buckingham, Farmer, and since of Slough, in the said county of Buckingham, Gentleman, deceased (who died on the 30th day of October, 1872, and whose will was proved by Alfred Jordan, of Boston, in the county of Lincoln, Innkeeper, and Benjamin Slocock, of Upton Court Farm, Slough, in the said county of Buckingham, Farmer, the executors thereof, in the District Registry attached to Her Majesty's Court of Probate at Oxford, on the 16th day of November, 1872), are required to send the particulars, in writing, of their claims or demands to the said Alfred Jordan and Benjamin Slocock, at the office of Messrs. Darvill, Darvill, and Last, Solicitors, at New Windsor, in the county of Berks, on or before the 31st day of January, 1873, after which date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims or demands of which the said executors shall then have had notice; and the said executors will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 26th day of November, 1872.

DARVILL, DARVILL, and LAST, Windsor, Solicitors for the said Executors.

Re JOHN EMBERY NEALE, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of John Embery Neale, late of Beacon-lane, Liverpool, in the county of Lancaster, Gentleman, deceased (who died on the 14th day of March, 1872, of whose personal estate and effects letters of administration, with the will annexed, were, on the 20th day of July, 1872, granted to Mary Ann Neale, of Liverpool aforesaid, Widow), are hereby required to send in particulars of their claims or demands to us the undersigned, the Solicitors to the said Mary Ann Neale, the said administratrix, at our office, No. 6, Clayton-square, Liverpool aforesaid, on or before the 31st day of December, 1872, after which time the said administratrix will proceed without delay to distribute the assets of the said testator among the persons entitled thereto, having regard only to the claims of which she shall then

have had notice; and she will not be liable for the assets so applied or distributed, or any part thereof, to any person of whose claim she shall not then have had notice.—Dated this 22nd day of November, 1872.

WM. and A. MORECROFT, G, Clayton-square, Liverpool, Solicitors for the said Administratrix.

WILLIAM ALCOCK, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of William Alcock, late of the Blue Boys, Brechley, in the county of Kent, Innkeeper and Farmer, deceased (who died on or about the 31st day of August, 1872, and whose will was proved by Harriett Alcock, the sole executrix thereof, on the 25th day of September, 1872, in the Principal Registry of Her Majesty's Court of Probate), are hereby required to send in the particulars of their claims or demands to the said Harriett Alcock, on or before the 26th day of December next. And notice is hereby also given, that after that day the said executrix will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executrix 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 18th day of October, 1872.

W. C. CRIPPS, Tunbridge Wells, Solicitor for the Executrix.

Re MARY ANN TRAVIS, commonly called ANN TRAVIS, Deceased.

Pursuant to the Act 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors or other persons having any claims or demands upon or against the estate of Mary Ann Travis, commonly called Ann Travis, late of Sheffield, in the county of York, Widow (who died on the 19th day of February, 1870, and whose will was proved at Wakefield on the 20th day of April, 1870, by Thomas George Shuttleworth, of Sheffield aforesaid, Accountant, one of the executors therein named,) are hereby required to send to the said executor, at office of the undersigned, his Solicitors, situate in Bank-chambers, George-street, Sheffield, on or before the 30th day of January, 1873, particulars of such claims or demands, after which day the executor will distribute the assets of the testatrix among the parties entitled thereto, having regard to the debts and claims only of which he shall then have notice; and the executor will not be liable for the assets so distributed to any person of whose claim or demand he shall not have had notice at the time of such distribution.—Dated this 25th day of November, 1872.

BROOMHEAD, WHITEMAN, and MOORE, Solicitors to the said Executor, Bank-chambers, George-street, Sheffield.

JOSEPH WILSON, Deceased.

Pursuant to the Act 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Joseph Wilson, late of Tweedmouth, in the county of the borough and town of Berwick-upon-Tweed, Ironfounder, deceased (who died on 7th day of July, 1872, and whose will was proved in the Newcastle-upon-Tyne District Registry of the Court of Probate on the 8th day of November, 1872, by James White, of Edinburgh, and Phillis Landles Wilson, of Tweedmouth aforesaid, the executors therein named), are hereby requested to send the particulars of such debts, claims, or demands to the undersigned, at his office, in Berwick-upon-Tweed aforesaid, on or before the 7th day of January next, after which date the said executors will proceed to distribute the assets of the said testator among the persons entitled thereto, having regard only to such debts, claims, and demands of which they shall then have had notice.—Dated this 23rd day of November, 1872.

STEPH. SANDERSON, of Berwick-upon-Tweed, Solicitor to the said Executors.

Re JAMES ARMITAGE, Esquire, Deceased.

Pursuant to the Act of Parliament, 22 and 23 Victoria, cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claims upon the estate of James Armitage, late of Farnley Hall, in the county of York, and of No. 31, Hamilton-terrace, St. John's Wood, in the county of Middlesex, Esquire (who died on the 27th day of July, 1872, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, by Edward Armitage, Esquire, one of the executors therein named, on the 7th day of September, 1872), are hereby required to

send particulars of their claims to me, the undersigned, as Solicitor to the said Edward Armitage, on or before the 1st day of January next, at the expiration of which time the said executor will proceed to distribute the assets of the deceased among the parties of whose claims he shall then have received notice, and he will not be liable for the assets so distributed to any person of whose debts or claims he shall not then have received notice.—Dated this 26th day of November, 1872.

R. FEW, 2, Henrietta-street, Covent-garden, London, W.C.

SARAH WILLIAMS, Deceased.

Pursuant to the Act of Parliament, 22 and 23 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 debt or claim whatsoever upon or against the estate of Sarah Williams, late of Fitzroy House, Highgate-road, Kentish Town, in the county of Middlesex, Widow, deceased (who died on the 16th day of October, 1872, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 7th day of November, 1872, by Henry French Williams, of Sawbridgeworth, in the county of Herts, Supervisor of Inland Revenue, and the undersigned Augustus Delauney Smith, of No. 31, Great James-street, Bedford-row, Gentleman, the executors therein named, are hereby required to send in particulars of their respective claims and demands to the undersigned, on or before the 10th day of January, 1873, after which date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have had notice, and that 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 any notice.—Dated this 25th day of November, 1872.

AUGUSTUS DELAUNEY SMITH, 31, Great James-street, Bedford-row, Solicitor for the said Executors.

WILLIAM MILLER, Deceased.

Pursuant to the Act of Parliament passed in the Session holden in the 22nd and 23rd years of the reign of Her present Majesty Queen Victoria, intituled "An Act to further amend the Law of Real Property and to relieve Trustees."

NOTICE is hereby given, that the creditors and all persons having any claims or demands upon or against the estate of William Miller, the elder, late of Whitehaven; in the county of Cumberland, deceased (who died on the 8th day of February, 1872, and whose will, with two codicils thereunto annexed, was proved in the Principal Registry of Her Majesty's Court of Probate on the 25th day of June, 1872, by William Miller, junior, of Whitehaven; John Henry Smees, of London; and Firth Woodhead, of Liverpool, the executors therein named, are hereby required to send in the particulars of their claims to the said William Miller, junior, on or before the 26th day of December next, after which day the said executors will proceed to distribute the assets of the said William Miller, the elder, deceased, among the parties entitled thereto, having regard to the claims and demands only of which they shall then have had notice, and that the said executors will not be liable for such assets, or any part thereof, so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 25th day of November, 1872.

WILLIAM MILLER, the younger, Croft-hill, Whitehaven, executor of the late William Miller, the elder.

Re FRANCIS WILLIAM HOOLE, Deceased.

Pursuant to the Act 22 and 23 Vict., chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Francis William Hoole, late of Sheffield, in the county of York, Gentleman, and a member of the firm of Hooles and Tattershall (who died on the 28th day of May, 1872, and letters of administration with the will annexed, to whose estate and effects were granted by the District Registry at Wakefield, attached to Her Majesty's Court of Probate, on the 25th day of June, 1872, to Alice Hoole, of Crookes Moor House, Sheffield aforesaid, Spinster), are hereby required to send to the administratrix, at the offices of the undersigned, her Solicitors, Bank Chambers, George-street, Sheffield, on or before the 31st day of January, 1873, particulars of such claims and demands, at the expiration of which time the administratrix will distribute the assets of the testator among the parties entitled thereto, having regard to the debts and claims only of which she shall then have notice, and the administratrix will not be liable for the assets so distributed, to any person of whose claim or demand she shall not have had notice at the time of such

distribution; and all persons indebted to the estate of the said Francis William Hoole, are hereby required to pay the amount of their debts to the said administratrix, or to the undersigned.—Dated this 27th day of November, 1872.

BROOMHEAD, WIGHTMAN, and MOORE,
Solicitors to the Administratrix, Bank Chambers,
George-street, Sheffield.

Re JANE SEGAR, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Jane Segar, late of Queen's-road, Everton, Liverpool, in the county of Lancaster, Spinster, deceased (who died on the 22nd day of April, 1871, and whose will was proved in the District Registry, at Liverpool, of Her Majesty's Court of Probate, on the 13th day of June, 1871, by William Frederick Morecroft, of 6, Clayton-square, Liverpool, aforesaid, Gentleman, John Segar, of Southport, in the said county of Lancaster, Doctor of Medicine, and Thomas Winder, of Walton-Road, Bootle, near Liverpool, aforesaid, Merchant, the executors therein named, are hereby required to send in particulars of their claims or demands to us the undersigned Solicitors for the said executors, at our office, No. 6, Clayton-square, Liverpool, aforesaid, on or before the 1st day of January, 1873, after which time the said executors will proceed without delay to distribute the assets of the said testatrix among the persons entitled thereto, having regard only to the claims of which they shall then have had notice; and they will not be liable for the assets so applied or distributed, or any part thereof, to any person of whose claim they shall not then have had notice.—Dated this 27th day of November, 1872.

WM. and A. MORECROFT, 6, Clayton-square
Liverpool, Solicitors for the said Executors.

Re ELLEN PARKINSON, Deceased.

Pursuant to the provisions of the Act of Parliament of the 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 claiming any debts, demands, or liabilities affecting the estate of Ellen Parkinson, late of Kirkham, in the county of Lancaster, Spinster, deceased (who died on the 19th day of September, 1872, and whose will was proved on the 12th day of November, 1872, in the District Registry of Her Majesty's Court of Probate at Lancaster aforesaid by George Parkinson, one of the executors therein named), are hereby required to send particulars in writing of their claims or demands to me, the undersigned, on or before the 20th day of December, 1872, at the expiration of which said time the said George Parkinson will distribute the assets of the said Ellen Parkinson, having regard only to the claims which he shall then have had notice, and that he will not be liable for the assets so distributed to any person of whose debt, claim, or demand he shall not then have had notice.—Dated this 27th day of November, 1872.

WILLIAM J. DICKSON, Kirkham, Lancashire,
Solicitor to the said Executor.

Re GEORGE MARSHALL, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vict., c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons being creditors or otherwise having any claims upon or against the estate of George Marshall, late of Rawmarsh, in the county of York, Stonemason, deceased (who died on the 9th day of August, 1872, and whose will was proved on the 25th day of September, 1872, in the District Registry, attached to Her Majesty's Court of Probate, at Wakefield, by Jacob Jackson, of Rawmarsh aforesaid, Colliery Manager, and Thomas Bottomley, of the said place, Miner, executors of the said will) are required on or before the 31st day of January 1873, to send to the undersigned Frederick Lee Harrop, the particulars of their claims upon or against the said estate, and that at the expiration of such time the executors will distribute the whole of the assets of the said testator among the parties entitled thereto, having regard to the claims of which they shall then have notice.—Dated the 28th day of November, 1872.

FRED. L. HARROP, Swinton and Rotherham,
Solicitors to the said Executors.

JEREMIAH, commonly called JOHN JACKSON, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Jeremiah, commonly called John Jackson, late of the White Hart Inn, New Cross, in the county of Surrey, Licensed Victualler, deceased (who died

on the 7th day of September, 1872, and probate of whose will, with two codicils thereto, was on the 7th day of November, 1872, granted by the Principal Registry of Her Majesty's Court of Probate to Frederick Hollebone, Robert Chisholm, and Moses, otherwise James Jackson, the executors therein named), are hereby required to send in the particulars in writing of their debts, claims, or demands to the said executors, at the office of Messrs. Mackeson, Taylor, and Arnould, 59, Lincoln's-inn Fields, in the county of Middlesex, Solicitors to the said executors, on or before the 1st day of January, 1873. And notice is hereby also given, that at the expiration of that time, the said executors will proceed to distribute the assets of the said Jeremiah, commonly called John Jackson, amongst the parties entitled thereto, having regard only to the debts, claims, and demands of which the said executors shall then have had notice; and they will not be liable or responsible for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand they shall not then have had notice.—Dated this 26th day of November, 1872.

MACKESON, TAYLOR, and ARNOULD, 59,
Lincoln's-inn-fields, Solicitors for the said Executors.

JOHN JAMES SCHOLEFIELD, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vict., chapter 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands against or affecting the estate of John James Scholefield, late of Leeds, in the county of York, Saddler, deceased (who died on the 19th day of August, 1872, and whose will was proved on the 4th day of October, 1872), in the District Registry attached to Her Majesty's Court of Probate, at Wakefield, by Jane Scholefield, of Cardigan-place, Burley, near Leeds, widow, one of the executors named in the said will), are required to send in their debts, claims, or demands to the executrix, at the offices of her Solicitor, Mr. Joseph Hopps, of 4, Bank-street, Leeds, aforesaid, on or before the 15th day of January next, at the expiration of which time the said executrix will proceed to administer the estate and distribute the assets of the said testator among the parties entitled thereto, having regard to the claims only of which the said executrix shall then have had notice, and for the assets or any part thereof so administered or distributed, the said executrix will not be liable to any person of whose debt, claim, or demand she shall not then have had notice; and all persons indebted to the estate of the said deceased are requested forthwith to pay the amount of their debts respectively to the said executrix.—Dated this 15th day of November, 1872.

JOSEPH. HOPPS, 4, Bank-street, Leeds, Solicitor
for the said Executrix.

MARY RILEY, 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 debts, claims, or demands upon or against the estate of Mary Riley, formerly of Broadley House, and late of Ewood Hall, in Midgley, in the parish of Halifax, in the county of York, Spinster, deceased, who died on the 1st day of April, 1872, and whose will was proved in the District Registry of Her Majesty's Court of Probate, at Wakefield, on the 29th day of April, 1872, by John Riley, Daniel Jones Crossley, and Jeremiah Ingham (the executors therein named), are hereby required to send in particulars in writing of their debts, claims, or demands to us, the undersigned, the Solicitors to the said executors, on or before the 1st day of February next, after which day the said executors will proceed to distribute the assets of the said Mary Riley amongst the parties entitled thereto, 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 the assets so distributed, or any part thereof, to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 21st day of November, 1872.

J. P. and J. J. SUTCLIFFE, Solicitors, Hebden
Bridge.

HELENA ANN HAINES, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of Helena Ann Haines, late of Great Yarmouth, in the county of Norfolk, and Graffham, in the county of Sussex, Widow (who died on the 17th day of October, 1872, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 12th day of November,

1872, by John Patrick Murrough and Henry Carlyon Phear, Esqrs. (two of the executors therein named), are hereby required to send particulars in writing of such claims or demands, and the nature of the securities (if any) held by them to the said executors at the office of the undersigned, on or before the 30th day of January, 1873, after which date the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which the said executors shall then have had notice; and the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose claim or demand they shall not then have had notice.—Dated this 26th day of November, 1872.

JOHN PATRICK MURROUGH, 11, Great James-street, Bedford-row, in the county of Middlesex, Solicitor.

WILLIAM THOMAS PRICE, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims against the estate of William Thomas Price, late of No. 3, Norfolk-square, Southsea, in the county of Southampton, Gentleman, deceased (who died on the 16th day of October, 1872, and whose will was proved in the principal Registry of Her Majesty's Court of Probate, on the 14th day of November, 1872, by Stephen Stratton and Frederick Wells, the executors therein named), are hereby required to send particulars in writing of their said claims and demands to Mr. Charles Pope Greenhill, of No. 63, Gracechurch-street, in the city of London, the Solicitor to the executors, on or before the 1st day of January next, after which day the said executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the claims, and demands of which the said executors shall then have had notice; and that the said executors will not be liable for the assets so distributed or dealt with, or any part thereof, to any person of whose claim or demand they shall not then have had written notice.—Dated this 26th day of November, 1872.

CHAS. P. GREENHILL, 63, Gracechurch-street, in the city of London, Solicitor to the said Executors.

Re JOHN SHEPHERD, Deceased.

Pursuant to the Act 22 and 23 Vict., chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of John Shepherd, late of Sheffield, in the county of York, Gentleman (who died on the 1st day of June, 1871, and whose will, with a codicil thereto, was proved at Wakefield on the 10th day of July, 1871, by John Webster, of Sheffield aforesaid, Iron and Wood Merchant, and Joseph Bramley Fordham, of Sheffield aforesaid, Ironmonger, the executors therein named) are hereby required to send to the executors, at the offices of the undersigned, their Solicitors, situate in Bank Chambers, George-street, Sheffield, on or before the 28th day of February, 1873, particulars of such claims or demands, after which day the executors will distribute the assets of the testator among the parties entitled thereto, having regard to the debts and claims only of which they shall then have notice; and the executors will not be liable for the assets so distributed to any person of whose claim or demand they shall not have had notice at the time of such distribution.—Dated this 22nd day of November, 1872.

BROOMHEAD, NIGHTMAN, and MOORE, Solicitors to the Executors, Bank Chambers, George-street, Sheffield.

GENERAL THE HONORABLE SIR J. YORKE SCARLETT, G.C.B., Deceased.

Pursuant to the Act 22 and 23 Vict., c. 35, intituled "An Act to further amend the Law of property and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims against the estate of The Honorable Sir James Yorke Scarlett, late of Bank Hall within Burnley, in the county of Lancaster, and of No. 25, Princes-terrace, Hyde Park, in the county of Middlesex, Knight Grand Cross of the Most Honorable Order of the Bath and a General in Her Majesty's Army (who died at Bank Hall, aforesaid, on the 6th day of December, 1871, and to whose estate and effects letters of administration with the will annexed, were granted on the 14th day of November instant, by Her Majesty's Court of Probate to Eleanor Mary Thurely), are hereby required to send in the particulars of such debts or claims to the said administratrix, at the office of her Solicitor, Thomas Frederic Artindale,

in Burnley aforesaid, on or before the 1st day of February next, at the expiration of which time, the said administratrix will proceed to distribute the assets of the said Testator among the parties entitled thereto, having regard to the claims of which she shall then have notice, and will not be liable for such assets or any part thereof, so distributed to any person of whose claim she shall not then have had notice.—Dated this 19th day of November, 1872.

T. F. ARTINDALE, Burnley.

GEORGE FREDERICK SIMMONS, Deceased.

Pursuant to the Act of Parliament 22 and 23 Vict., c. 35, intituled "An Act to further amend the Law of property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of George Frederick Simmons, late of Kingston Lisle, in the county of Berks, Farmer, deceased, who died on the 14th day of November, 1871, are hereby required to send in the particulars of such their claims and demands to Mr Thomas Simmons, of Nos. 8 and 10, Oxford-street, Reading, in the county of Berks, Grocer (to whom administration of the personal estate and effects of the said George Frederick Simmons, deceased, was on the 20th March, 1872, granted by the Court of Probate at London), or to me, his Solicitor, on or before the 12th day of January next, at the expiration of which time the said administrator will proceed to distribute the assets of the said deceased having regard to those claims only of which he shall then have had notice; and the said administrator will not be liable for the assets so distributed or any part thereof, to any person or persons of whose claim or demand he shall not then have received notice.—Dated this 27th day of November, 1872.

JOS. WELMAN, 12, Great George-street, Westminster, Solicitor for the said Administrator.

Re MARY SPENCER, Deceased.

Pursuant to the 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 the creditors and other persons having any claims or demands upon or against the estate of Mary Spencer, late of Walton House, Chapel-Allerton, in the parish of Leeds, in the county of York, Spinster, deceased, who died on the 14th day of November, 1871, having previously made and executed her last will and testament, bearing date the 1st day of August, 1870, and a codicil thereto, dated the 31st day of July, 1871, and which said will and codicil were proved in the Wakefield District Registry, attached to Her Majesty's Court of Probate, by Thomas Craven, Corn Factor, William Potter, Sharebroker, and John Richardson, Cloth Merchant, all of Leeds aforesaid, the executors named in the said will and codicil, are requested to send particulars in writing of such claims and demands to us, the undersigned Solicitors to the said executors, on or before the 15th day of January next. And notice is hereby given, that after the said 15th day of January next, the said Thomas Craven, William Potter, and John Richardson, as such executors as aforesaid, will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice, and that the said executors will not be liable for the assets of the said deceased, or any part thereof so distributed, to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 25th day of November, 1872.

MIDDLETON and SON, 32, Park-row, Leeds, Solicitors to the said Executors.

Re JAMES HAIGH, Deceased.

Pursuant to the 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 the creditors and other persons having any claims, or demands upon or against the estate of James Haigh, late of Burnmantofts in the parish of Leeds, in the county of York, Gentleman, deceased (who died on the 21st day of July, 1872, intestate, and letters of administration to whose effects were on the 1st day of November last, granted to Sarah Haigh of Leeds aforesaid, Widow,) are requested to send particulars in writing, of such claims and demands to us, the undersigned, Solicitors to the said administratrix, on or before the 15th day of January next. And notice is hereby given that after the said 15th day of January next, the said Sarah Haigh as such administratrix as aforesaid will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only

to the claims of which they shall then have had notice; and that the said Administratrix will not be liable for the assets of the said deceased or any part thereof, so distributed to any person or persons of whose claims or demands she shall not then have had notice.—Dated this 25th day of November, 1872.

MIDDLETON and SONS, 32, Park-row, Leeds, Solicitors to the said Administratrix.

LOUISA GREETHAM, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands on or against the estate of Louisa Greetham, late of No. 27, Westbourne Park-crescent, Paddington, in the county of Middlesex, Spinster (who died on the 20th day of July, 1872, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 4th day of September, 1872, by the Reverend Samuel Lovick Astley, Cooper, of Croxton Rectory, Caxton, in the county of Cambridge, Clerk, and Jeremiah Andrews, of Portsea, in the county of Hants, Schoolmaster, the executors therein named), are required to send the particulars in writing of such claims or demands to Messieurs Edgcombe and Cole, of No. 6, North-street, Portsea, aforesaid, the Solicitors for the said executors, on or before the 31st day of December, 1872, after which date the said executors will proceed to distribute the assets of the said testatrix among the parties 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 be answerable or liable for the assets so distributed or any part thereof, to any person or persons, of whose debt, claim, or demand, they shall not then have had notice.—Dated this 26th day of November, 1872.

EDGCOMBE and COLE, Portsea, Hants, Solicitors to the said Executors.

Re WILLIAM PROCTER, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any debts, claims, or demands against the estate of William Procter, late of Hornby, in the county of Lancaster, Innkeeper, deceased (who died on the 30th day of November, 1871, and whose will was proved in the District Registry at Lancaster, of Her Majesty's Court of Probate, on the 6th day of January, 1872, by John Clark, of Giggleswick, in the county of York, Limeburner, and Robert Hinde, of Thornber, near Bentham, in the same county, Farmer, the executors named in and appointed by the said will), are hereby required to send the particulars of their debts, claims, and demands to the said executors, or either of them, on or before the 31st day of December, 1872, after which day the executors will proceed to distribute the assets of the testator, among the parties entitled thereto, having regard to those debts, claims, and demands only of which they shall then have had notice; and notice is hereby further given that the said executors will not be answerable or liable for the assets so distributed, or any part thereof, to any person or persons of whose debt, claim or demand they shall not have had notice at the time of such distribution.—Dated this 21st day of November, 1872.

PEARSON and PEARSON Kirkby Lonsdale, Westmorland, Solicitors for the said Executors.

WILLIAM HARRY, Deceased.

Pursuant to the Statute 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 William Harry, late of Forest-road, near Castle Coch, in the parish of Eglwysilan, in the county of Glamorgan, Retired Innkeeper (who died on the 6th day of October, 1872, and whose will was duly proved by the executors therein named) are requested to send in particulars in writing of their claims and demands to the undersigned solicitors for the said executors, on or before the 10th day of January, 1873, after which day the said executors will proceed to distribute the assets of the deceased among the persons entitled thereto, having regard only to the claims and demands of which they shall then have received notice; and that the executors will not be liable for the assets or any part thereof, so distributed to any person, of whose claim or demand they shall not then have had notice.—Dated this 27th day of November, 1872.

SPOCKETT and PRICE, the Court House, Pontypridd, Solicitors to the Executors.

JAMES GIBSON TUMMON, of Sutton-in-Ashfield, in the county of Nottingham, Licensed Victualler, Deceased. Pursuant to the Act of the 22nd and 23rd Vict., c. 35, intituled, "An Act to further amend the Laws of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debt or claim upon or affecting the estate of the said James Gibson Tummon, who died on the 13th day of March, 1872, and whose will was proved in the District Registry at Nottingham, of Her Majesty's Court of Probate, on the 20th day of April, 1872, by Thomas Tummon, of Sutton-in-Ashfield aforesaid, Licensed Victualler, Henry Charleton, of Sutton-in-Ashfield aforesaid, Mercer and Draper, and Samuel Willey, of Sutton-in-Ashfield aforesaid, Licensed Victualler, the executors thereof, are hereby required to send in the particulars of their claims to the said executors or to me, the undersigned, their Solicitor, on or before the 31st day of January, 1873, at the expiration of which time the executors will proceed to distribute the assets of the said James Gibson Tummon among the parties entitled thereto, having regard to the claims of which the said executors shall then have had notice, and the said executors will not be liable for the assets so distributed to any person of whose debt or claim they shall not have had notice at the time of such distribution.—Dated this 27th day of November, 1872.

WM. WOODCOCK, [Mansfield, Notts, Solicitor to the Executors of the said James Gibson Tummon. :

GEORGE STOTT LINCOLN, Deceased.

Pursuant to the provisions of the Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands against the estate of George Stott Lincoln, late of the Alliance Inn, High-street, in Aldershot, in the county of Southampton, Licensed Victualler and Billiard and Bagatelle Table Manufacturer, deceased (who died on the 4th day of November, 1872, and whose will was proved by Maria Lincoln, in the Principal Registry of the Court of Probate, on the 19th day of November, 1872), are required to send the particulars thereof to Messrs. Bayley and Foster, the Solicitors to the executrix, at their offices, Victoria-road, Aldershot, on or before the 24th day of December next, after which date the said executrix will proceed to distribute the assets of the said deceased, amongst the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice.—Dated this 26th day of November, 1872. By order of the Executrix.

BAYLEY and FOSTER, Victoria-road, Aldershot, Solicitors to the said Executrix.

THOMAS HINDLE, Deceased.

Pursuant to the 29th Sec. of the Act of Parliament of the 22nd and 23rd Vic., chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons being creditors or otherwise, having any claims or demands upon or against the estate of the said Thomas Hindle, late of Blackburn aforesaid, Cotton Manufacturer (who died on or about the 28th day of January, 1872, and whose will was proved by James Briggs, of Blackburn aforesaid, Cotton Manufacturer, and John Hindle, brother of the said deceased, the executors named in the said will, in the District Registry at Lancaster, of Her Majesty's Court of Probate, on the 22nd day of February, 1872), are required to send to the said executors, at the office of their Solicitors, Messrs. Wilding and Son, Bank Chambers, Feilden-street, Blackburn, aforesaid, on or before the 15th day of January, 1873, the particulars, in writing, of their claims and demands, upon or against the said estate, at the expiration of which time the said executors will proceed to distribute the assets of the said testator, among the parties entitled thereto, having regard only to the claims of which the said executors shall then have had notice; and the said executors will not be liable for the assets so distributed to any person of whose debt, claim, or demand, the said executors shall not then have had notice.—Dated this 27th day of November, 1872.

WILDING and SON, Bank Chambers, Feilden-street, Blackburn, Solicitors for the said Executors.

JOHN CHURCH, Esq., Deceased.

Pursuant to an Act of Parliament, made and passed in the 22nd and 23rd years of the reign of Her Present Majesty, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of John Church, late of Woodside, in the County of Herts, Esquire, deceased (who died on or about the 23rd day of October, 1872, and whose will was proved by William

Brodrick, of Little Hill, Chudleigh, in the county of Devon, Esquire, and William Selby Church, of No. 2, Upper George-street, Bryanston-square, M.D., the executors therein named, on the 21st day of November, 1872, in the Principal Registry of Her Majesty's Court of Probate, are hereby required to send in the particulars of their claims or demands to the said William Brodrick and William Selby Church, or to the undersigned, their Solicitors, on or before the 31st day of January, 1873, and notice is hereby also given that after that day the said executors will proceed to distribute the assets of the deceased, among the parties entitled thereto, having regard only to the claims of which the said executors shall then have notice; and that they will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim, they shall not then have had notice.—Dated this 26th day of November, 1872.

HARRISON, FINCH, and JENNINGS, 2, Gray's-inn, London, Solicitors for the Executors.

JOHN GROVE BORD, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all creditors and others having any claim or demand against the estate of John Grove Bord, late of Bruton, in the county of Somerset, Gentleman, deceased (who died on the 18th day of October, 1872, and whose will was proved by William Masters Cox, and William Bord, the executors therein named, in the Wells District Registry of Her Majesty's Court of Probate, on the 22nd day of November, 1872), are required to send in, on or before the 25th day of January next, to the said executors, at the offices of their Solicitor, Henry Dyne, at Bruton, Somerset, the particulars of their claims; and notice is also given that after the said 25th day of January next, the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and all persons indebted to the said estate are requested to pay the amount of their debts forthwith.—Dated this 27th day of November, 1872.

HENRY DYNE.

JOHN AGAR WOOD, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vic., 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 John Agar Wood, late of Elm House, Lower Edmonton, in the county of Middlesex, Gentleman, deceased (who died on the 31st day of October, 1872, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 19th November, 1872, by Charles Edwin Walker, the executor named in the said will), are hereby required to send in particulars of such debts or claims to the said Charles Edwin Walker, or to us the undersigned, on or before the 9th day of January, 1873, and that after that date the said executor will proceed to distribute the assets of the said John Agar Wood, deceased, among the parties entitled thereto, having regard only to the claims of which the said executor shall then have had notice, and that he will not after that time be liable for the said assets, or any part thereof, so distributed to any person of whose claim he shall not have had notice; and all persons indebted to the said deceased, are requested forthwith to pay the amount of their respective debts to the executor or to us.—Dated this 25th day of November, 1872.

SOLE, TURNER, and TURNER, 68, Alderman-bury, London, Solicitors for the said Charles Edwin Walker.

JAMES KEMP, Esq., Deceased.

Pursuant to the Act of Parliament of 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

ALL creditors and other persons having any claim against the estate of James Kemp, late of Poole, in the county of Dorset, Esquire, deceased (who died on the 28th day of August, 1872, intestate, and of whose personal estate and effects, letters of administration, were granted to the Reverend Augustus Kemp, Clerk, by the Principal Registry of Her Majesty's Court of Probate, on the 24th day of October, 1872) are required to send in the particulars of their claim to the said Augustus Kemp, at the office of the undersigned, his Solicitor, on or before the 31st day of December next, on which day the said Augustus Kemp, will proceed to distribute the assets of the said deceased, among the parties entitled thereto, and will not be liable for any part of such assets, to any person of whose debt he shall not then have had notice, and all persons indebted to the said estate, are hereby required to pay the same forthwith.—Dated this 13th day of November, 1872.

H. W. DIKINSON, Poole, Solicitor to the said Revd. Augustus Kemp.

JOHN HOLLICK, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims or demands upon against or affecting the estate of John Hollick, late of Cherry Tree Hall, Chatham, in the county of Kent, Gentleman, deceased (who died on the 9th day of October, 1872, and whose will was proved in Her Majesty's Court of Probate, Principal Registry on the 12th day of November, 1872, by John Wilson, Draper, William Hollick, Gentleman, and Mary Anne Wilson, Wife of the said John Wilson, the executors therein named), are hereby required on or before the 20th day of December, 1872, to send the particulars in writing, of their debts, claims or demands, to us the undersigned, Messrs. Hills and Winch, of New Road, Chatham, Kent, Solicitors for the said executors at the expiration of which time the said executors will proceed to distribute the estate of the said deceased among the parties entitled thereto, having regard only to the debts, claims and demands of which they shall then have had notice; and notice is hereby further given, that the said executors will not after the date aforesaid be liable for the estate so distributed or any part thereof, to any person or persons of whose debts, claims or demands they shall not then have had notice.—Dated this 27th day of November, 1872.

HILLS and WINCH, New Road, Chatham, Solicitors to the said executors.

HARRY HANSLAPPE GORE, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., c. 35, intituled "An Act to further amend the Law of Real Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims or demands against or upon the estate of Harry Hanslappe Gore, formerly of Biggleswade, in the county of Bedford, and late of Potton, in the same county, Esquire, deceased (who died on the 25th day of May, 1872, and whose will was proved on the 8th day of November, 1872, in the Principal Registry of Her Majesty's Court of Probate, by John Benedict Gore, of the Conservative Club, Saint James-street, in the county of Middlesex, Esquire, and Thomas Wright Watson, heretofore of No. 64, Cumberland-street, Bryanstone-square, in the said county of Middlesex, but now of Lubenham, in the county of Leicester, Esquire, the executors named in the will), are hereby required to send particulars in writing, of such debts, claims, or demands, to the said executors, at the office of the undersigned, the solicitor to the said executors on or before the 1st day of June, 1873, after which time the executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, pursuant to the terms of the said will, having regard only to the debts, claims, and demands which shall have been then delivered, and the said executors will not be liable for the assets so distributed, or any part thereof to any person or persons of whose debt, claim, or demand they shall not then have had due notice.—Dated this day of November, 1872.

PHILIP ROBERTS, 2, South-square, Gray's Inn, London, Solicitor to the Executors.

JAMES WILLIAM PRIN, Deceased.

Pursuant to the Statute 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 debt, claim, or demand against or upon the estate of James William Prin, late of No. 26, Albert-terrace, Albert-grove, Peckham, in the county of Surrey, formerly of No. 200, Camberwell-road, Camberwell, in the said county of Surrey, Coach Builder, deceased, who died on the 2nd day of November, 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 Harriet Prin (the widow and relict of the said deceased) and James Surridge, the Executors therein named, are required to send, on or before 10th day of January, 1873, the particulars in writing of such claims or demands aforesaid to me the undersigned William Easton, of No. 13, Cliffords-inn, Fleet-street, in the city of London, Solicitor to the said Executors; and notice is hereby further given that after the said 10th day of January, 1873, the said executors will proceed to distribute the assets and otherwise administer the estate 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 they will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose claim or demand they

shall not then have had notice as aforesaid.—Dated this 22nd day of November, 1872.

WILLIAM EASTON, 13, Clifford's-inn, London,
Solicitors to the said Executors.

ELEONORE LONGUET, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Eleonore Longuet, deceased, late of Dover, in the county of Kent, Widow (who died on the 15th day of October, 1872, and whose will was proved in the District Registry at Canterbury, of Her Majesty's Court of Probate, on the 26th day of October, 1872, by Edward Telling Miller, of Snargate-street, Dover, Draper, the surviving executor named in the said will), are hereby required to send in the particulars of their claims and demands in writing to the office of Mr. Worsfold Mowll, No. 36, Castle-street, in Dover aforesaid, the Solicitor to the said executor, on or before the 20th day of January next, at the expiration of which time the said executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, and demands, of which he will then have received notice; and the said executor will not be liable for the assets so distributed, or any part or parts thereof, to any person or persons of whose debts, claims, and demands he shall not then have had notice.—Dated this 21st day of November, 1872.

WORSFOLD MOWLL, 36, Castle-street,
Dover, Solicitor to the said Executor.

ELIZABETH JANE VICAT, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claim or demand against the estate of Elizabeth Jane Vicat, late of 113, High-street, Hastings, in the county of Sussex, Spinster, deceased, formerly of Eltham, in the county of Kent, (who died on the 2nd day of August last, and whose will was proved on the 6th day of November instant, in the Principal Registry of Her Majesty's Court of Probate in London, by Anthony Vicat and Richard Nelson Vicat, both of Eltham, in the county of Kent, Gentleman, the executors named in the will), are hereby required to send the particulars in writing of their debts, claims, or demands to the said executors at the office of the undersigned, the solicitors to the said executors, on or before the 20th day of December next, after which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, pursuant to the terms of the said will, having regard only to the debts, claims, and demands which shall then have been delivered. Notice is further given that the said executors will not be answerable for the assets so distributed, or any part thereof to any person or persons of whose debt, claim, or demand they shall not then have had due notice.—Dated this 21st day of November, 1872.

ROBINSON, SON, and EDMONDS, 18, Charter-house-square, London, E.C., Solicitors to the Executors.

In Chancery.

In the Matter of an Act of Parliament made and passed in the Session holden in the 19th and 20th years of the reign of Her present Majesty, intituled "An Act to facilitate Leases and Sales of Settled Estates;" and of another Act made and passed in the Session holden in the 21st and 22nd years of the reign of Her present Majesty, intituled "An Act to amend and extend the Settled Estates Act, 1856;" and of another Act made and passed in the Session holden in the 27th and 28th years of the reign of Her present Majesty, intituled "An Act to further amend the Settled Estates Act, 1856;" and in the Matter of the following Copyhold Messuages, Lands, undivided Shares of Mines, and Hereditaments, comprised in an Indenture of Settlement of the 28th day of July, 1845, executed on the Marriage of John Simpson Rutter and Elizabeth Rutter, his wife, formerly Elizabeth Stokes, Spinster (both since deceased), and an Appointment contained in the Will of the said Elizabeth Stokes, then Elizabeth Rutter, dated the 20th day of November, 1846, made in exercise of a power in that behalf contained in the said Indenture of Settlement; that is to say:—First, the following Closes or Pieces of Land, containing together 30A. 3R. 16P., situate and being at Bunker's Hill, in the liberty of Willenhall, in the county of Stafford, and known by the several names and containing the respective quantities following (that is to say), Oat Piece, 5 acres; Engine Piece, 4A. 2R. 10P.; Brindley's Piece, 8A. 0R. 2P.; Dods Top Piece, 3A. 2R. 29P.; Dods Piece, 1A. 1R. 33R.;

Mason Slang, 1A. 1R. 17P.; and part of Long Piece, 6A. 2R. 36P.—and, Secondly, the part, share, or portion comprised in the said Indenture of Settlement of the 28th day of July, 1845, and the said Appointment contained in the said Will of the said Elizabeth Rutter, of and in all the Mines and Minerals in and under the said Closes or Pieces of Land first above mentioned, and also in and under the following Closes or Pieces of Land situate at Bunker's Hill aforesaid, known by the several names and containing the respective quantities following (that is to say), Dilloway's-lane Piece, containing 1A. 2R. 18P.; Willenhall Piece, containing 8A. 0R. 4P.; and part of Long Piece, containing 2R. 16P.; Beebee's Piece, containing 6A. 2R. 36P.; Engine Piece, containing 8A. 1R. 5P.; four Gardens taken out of the same, containing 1R. 36P.; and part of Long Piece, containing 1A. 2R. 0R.; Handkerchief Piece, containing 4A. 0R. 27P.; Slang, containing 2A. 2R. 6P.; and Brook Piece, containing 2R. 36P.; and which said Mines and Minerals were, inter alia, formerly leased to and worked by Messrs. Williams and Co., and are known as the Mabb's Bank Colliery, except such part of the said Mines and Minerals as have been sold and agreed to be leased to Messrs. George Jones Barker and Thomas Barker, and shall be worked and gotten by them during the term agreed to be granted.

NOTICE is hereby given, that a Petition in the above-mentioned matters was, on the 30th day of October, 1872, presented to his Lordship the Master of the Rolls, by Mary Stokes, of Wolverhampton, in the county of Stafford, Spinster, Henry Rogers, of the city of Manchester, Principal of the Lancashire Independent College, in that city, and Jane, his wife, the Reverend Campbell Bassett Arthur Grey Hulton, of Emberton, in the county of Bucks, Clerk, and Sarah Stokes, his wife, Campbell Arthur Grey Hulton, of the city of Manchester, Merchant, William Clarence Watson, of Ethelburga House, Nos. 70 and 71, Bishopsgate-street, in the city of London, Merchant, and Mary Louisa, his wife (formerly Mary Louisa Hulton, Spinster), Jessop Henry Fletcher Hulton, Sarah Beatrix Hulton, Harriet Alyne Hulton, William Stokes Hulton, Henry Hulton, Gertrude Jane Hulton, Reginald Edward Hulton, Edith Helen Hulton, Charles Copley Hulton, Samuel Fletcher Hulton, Frederic Courtenay Longuet Hulton, the eight last-named persons being the infant children of the said Campbell Bassett Arthur Grey Hulton and Sarah Stokes, his wife, by the said Campbell Bassett Arthur Grey Hulton, their father and guardian duly appointed in that behalf, and Edwin Scott Fletcher, of Manchester aforesaid, Merchant, John Simpson Rutter, of Wolverhampton aforesaid, Gentleman, George Taylor, of Dudley, in the county of Worcester, Estate Agent, Richard Copley Christy, of the said city of Manchester, Esquire, Richard Woodd Rutter, of Wolverhampton aforesaid, Gentleman, the Reverend Alexander King, Rector of Sherrington, near Newport Pagnel, in the county of Bucks, Clerk, James Farmer, of Quatford, near Bridgnorth, in the county of Salop, Farmer, John Mitchell, of Beacon Hill, near Penkridge, in the county of Stafford, Gentleman, and Edith Campbell Watson and William Donald Paul Watson, infants under the age of twenty-one years, by the said William Clarence Watson, their father and guardian duly appointed in that behalf, praying that the mines and minerals now known as Mabb's Bank Colliery, and the surface of the land under which the same lie, including the said closes or pieces of land and mines and minerals mentioned in the title of the said Petition, might be sold, or authorized to be sold, under the direction of this Honourable Court, pursuant to the provisions of the said Acts of Parliament mentioned in the title of the said Petition; and that all proper enquiries might be made and directions given for effecting such purpose; and that the moneys to be received on the sales made or authorized under the said Petition might be paid into the Bank, to the account of the Accountant-General of this Honourable Court, "Ex parte your petitioners" in the matter of the said Acts;" and that the costs and expenses of your petitioners and all other parties of and incident to the said application, and of and incident to the sales and other proceedings to be held and made thereunder, might be taxed as between Solicitor and client; and that the amount of such taxed costs and expenses might be paid out of the moneys to be paid into the Bank as aforesaid; and that the residue of the proceeds of the sale of the said estates so in the first instance to be paid into Court as aforesaid, might be paid to and apportioned between and amongst your petitioners John Simpson Rutter and George Taylor, or other the trustees or trustee for the time being of the said indenture of settlement of the 28th day of July, 1845, and the other persons entitled thereto, the apportioned share of the said trustees to be applied by them in and for the trusts, intents, and purposes, and in accordance with the provisions of the said Acts mentioned in the title of the said Petition; or that his Lordship should make such further or other Order as to his Lordship should seem meet. And notice is hereby also given, that the petitioners may be served with any Order of the Court, or notice relating to the subject of the said Petition, at the

office of their Solicitors, Messrs. Bower and Cotton, situate at No. 46, Chancery-lane, in the county of Middlesex.—Dated this 26th day of November, 1872.

BOWER and COTTON, 46, Chancery-lane, Petitioners' Solicitors.

In Chancery.

PURSUANT to the Matter of the Act 19th and 20th Vict., c. 120, intituled "An Act to facilitate Leases and Sales of Settled Estates;" and of the Act 21st and 22nd Vic., c. 77, intituled "An Act to amend and extend the Settled Estates Act of 1856;" and of the Act 27th and 28th Vict., c. 45, intituled "An Act to further amend the Settled Estates Act of 1856;" and in the Matter of the undermentioned Properties, all situate in Maypole-yard, Long-row, in the parish of St. Mary, in the town and county of the town of Nottingham, and respectively devised by the Will of John Hardy, late of Colwick, in the county of Nottingham, and of the town of Nottingham aforesaid, Inkeeper, deceased (that is to say):—1. The Maypole Hotel and two adjoining buildings, and a small private yard, situate between such adjoining buildings and the said Hotel, one of such adjoining buildings consists on the ground floor of a carriage house and office, and on the upper storey (part of which is over the roadway) of a billiard room. The other of such adjoining buildings consists, on the ground floor, of a stable and a store room, and on the upper storey of stock rooms. This hotel, billiard, and stock and store rooms, and office were lately in the occupation of the said John Hardy, deceased, and then of his Executors, and of the Mansfield Brewery Company, and is now proposed to be let with the said hotel, and the said carriage house and stable are now in the occupation of James Hill.—2. A block of buildings situate on the east side of Maypole-yard aforesaid, used as offices, and now in the occupation of Messrs. C. and A. Booth, the Midland Railway Company's Agents, William Willis, the Armesley Colliery Company, Hardy and Co., Richardson, Hurl, and Slater, Frederick Peel, Alfred Page, and Charles Seely and Co.—3. A two-story building situate on the west side of Maypole-yard aforesaid, immediately adjoining the said hotel, used as a decorator's shop, and now in the occupation of Henry Marshall.—4. A two-story building situate on the west side of Maypole-yard aforesaid, adjoining the said hotel, used as offices, and now in the occupation of Messrs. Barber and Walker.—5. A block of buildings situate to the north of the said hotel, and as to a portion thereof adjoining thereto, the remaining part whereof extends eastward along the northern side of the upper portion of Maypole-yard aforesaid, and is used as stables, store rooms, carriage house, pigstye, and other out offices, together with the private yards and covered way held therewith, and leading thereto, and now in the occupation of the Midland Railway Company's Agents, James Hill and Charles Braithwaite.

PURSUANT to the above-mentioned Acts of Parliament and the Consolidated General Order of this Court in that behalf. Notice is hereby given, that on the 18th day of November, 1872, Benjamin Brooke, of the town and county of the town of Nottingham, Bank Manager, William Kirkland, of Beeston, in the county of Nottingham, Lace Manufacturer, Mary Hannah Hardy, of Colwick, in the county of Nottingham, Widow, Thomas Hardy, of West Bromwich, in the county of Stafford, Grocer, Henry Hancock Hardy, of Enfield, near Adelaide, in the colony of South Australia, Farmer, Richard Hardy, of Colwick aforesaid, Architect, Mary Hardy, Spinster, an infant, Helen Hardy, Spinster, an infant, Caroline Hannah Hardy, Spinster, an infant, Flora Louise Hardy, Spinster, an infant, add Gertrude Hardy, Spinster, the last five above named, Petitioners, by Richard Charles Sutton, of the town and county of the town of Nottingham, Architect, their guardian appointed for the purposes of this application, presented their Petition to the Lord High Chancellor of Great Britain (to be heard before his Honor the Vice-Chancellor Sir James Bacon), praying that for the purposes thereinbefore mentioned, an Order may be made by his Lordship, vesting in the Petitioners, Benjamin Brooke and William Kirkland, as the trustees of the said will, and in the trustees or trustee for the time being of the said will, or such other persons as to his Lordship should seem fit, a general power of granting leases for terms of years, not exceeding 21 years in possession, and of entering into, and making preliminary contracts, to grant such leases of all, or any part or parts of the hereditaments described in the title of the said Petition, such leases, and contracts for leases, to be in conformity with the provisions of the said several Acts of Parliament, so far as such provisions may be applicable to each particular case, and subject to such considerations as to his Lordship might seem fit; and that the costs of the petitioners of this application, and incident thereto, might be taxed by the Taxing Master, and that the petitioners, Benjamin Brooke and William Kirkland, as such trustees as aforesaid, might be at liberty to pay the amount of such costs, when taxed, out of the trust estate of the said testator; or that his Lordship

would please to make such other Order in the premises as to his Lordship should seem fit, and notice is also hereby given, that the petitioners may be served with any Order of the Court, or of the Judge in chambers, or notice relating to the subject of the said Petition, at the office of Messrs. Field, Roscoe, Field, Francis, and Osbaldeston, 36, Lincoln's-inn-fields, in the county of Middlesex, the London Agents of Messrs. Thorpe and Thorpe, of Nottingham, the petitioner's Solicitors.—Dated this 22nd day of November 1872.

FIELD, ROSCOE, and CO., 36, Lincoln's-inn-fields, London, W.C.; Agents for

MESSRS. THORPE and THORPE, of Nottingham, the Solicitors for the Petitioners.

In Chancery.

In the Matter of the Act 19th and 20th Victoria, chapter 120, intituled "An Act to facilitate Leases and Sales of Settled Estates;" and of the Act 21st and 22nd Victoria, chapter 77, intituled "An Act to amend and extend the Settled Estates Act of 1856;" and of the Act 27th and 28th Victoria, chapter 45, intituled "An Act to further amend the Settled Estates Act of 1856;" and in the Matter of three undivided fourth parts of and in a certain Piece of Land, containing in the whole 1A. 0r. 10p. or thereabouts, with the Cottages and other Buildings erected thereon, situate in the village of Hucknall Torkard, in the county of Nottingham; and of and in a certain Homestead and Piece of Farm Land, containing in the whole 3A. 2R. 39p. or thereabouts, situate in the parish of Hucknall Torkard, in the said county of Nottingham, bounded on the north side by a road or lane called Wash Dyke-lane, and on all other sides by lands of the Duke of Portland; and of and in Four Fields or Closes of Land called the High Lees, containing in the whole 13A. 3n. 34p. or thereabouts, situate in the said parish of Hucknall Torkard, bounded on or towards the west by lands of the Duke of Portland, and on the north by the cottage gardens of the Poor of Hucknall; and of and in a certain Homestead and three Fields or closes of Land, containing in the whole 12A. 0r. 10p. or thereabouts, situate in the said parish of Hucknall Torkard, and on the north of the road leading from Hucknall Torkard, to Moor-green, bounded on or towards the west by the lands of Dr. Hickenbottom, and on most of the other sides by lands of the Duke of Portland, being in the entirety the major part of the Real Estate, settled by the Will of James Ball, late of Hucknall Torkard aforesaid, deceased.

PURSUANT to the above-mentioned Acts of Parliament and the Consolidated General Order of this Court in that behalf, notice is hereby given; that on the 14th day of November, 1872, Ann Needham Ball, of Hucknall Torkard, in the county of Nottingham, Spinster, and William Needham Ball, of the same place, Farmer, presented their Petition to the Lord High Chancellor of Great Britain (to be heard before his Honour the Vice Chancellor Sir John Wickens), praying that the three undivided fourth parts of and in the said piece of land, containing 1A. 0r. 10p., with the cottages and other buildings thereon, and of and in such part of the said piece of land and premises, containing 3A. 2R. 39p. in the title of the said Petition respectively mentioned, and as abuts on the said road or lane called Wash Dyke-lane, and to a depth of 60 yards from the said road or lane. And also of and in two fields (part of plot three), containing respectively 3A. 1R. 7p. and 3A. 0R. 20p., may concurrently with the remaining undivided 4th part of which the Petitioner William Needham Ball, is absolute owner, be sold under the direction of the Court, and either with, or without reservation of the clay, iron-stone, building-stone, and other minerals in, and under the same respectively, and with a dedication of such parts thereof respectively, for the laying out and making of roads, paths, and other open spaces, as shall be thought proper or necessary, that an Order may be made resting in the Trustees of the will of the said James Ball, general power of granting concurrently with the said William Needham Ball, as the absolute owner of one undivided fourth part thereof, brick making, quarrying, and mining leases, of three undivided fourth parts of and in the said brick, clay, building-stone, coal, and iron stone, and other minerals respectively, in and under the said lands and hereditaments, 1stly, 2ndly, 3rdly, and 4thly mentioned in the title or heading of the said Petition, and of entering into and making preliminary contracts, therefor, all such sales, leases, and contracts being in conformity with the provisions of the above-mentioned Acts, and that all proper enquiries may be made and directions given for effecting such purposes, and that the costs of, and incident to the said Petition may be provided for. And notice is hereby given, that the Petitioners may be served with any Order of the Court, or of the Judge in Chambers, or notice relating to the subject of the said Petition, at the office of Messrs. Field, Roscoe, Field, Francis, and Osbaldeston, situate at 36, Lincoln's-inn-fields, in the county of Middlesex, the Agents of Messrs.

Butlin and Parr, of Nottingham, Petitioners' Solicitors.—
Dated this 22nd day of November, 1872.

FIELD, ROSCOE, and Co., 36, Lincoln's-inn-fields, London, W.C.; Agents for
Messrs. BUTLIN and PARR, of Nottingham,
Solicitors for the Petitioners.

TO be sold, pursuant to Order of the High Court of Chancery, made in the matter of the Leases and Sales of Settled Estates Acts, and in the matter of certain messuages, lands, tenements, and hereditaments, consisting of 335A. 1n. 23p. or thereabouts, devised by the will of the Reverend William Provis Wickham, with the approbation of the Vice-Chancellor Sir Richard Malins, in several lots, by Mr. Charles Rawlinson Wainwright, the person appointed by the said Judge, at the George Hotel, Shepton Mallet, in the county of Somerset, on the 13th day of December, 1872, at five o'clock, in the afternoon precisely:—

Certain freehold and copyhold estates, part of the Ham Estate, situate in the parishes of Pilton, Croscombe, and Shepton Mallet, in the county of Somerset, late the property of the Reverend William Provis Wickham, of the city of Wells, in the said county of Somerset, Clerk, deceased, as to part thereof, being in the several occupations of Francis Chard, George Miell, Edward Thorne, John Hill, Henry Foxwell, John Hateher, and John Corpe, and as to the remainder being in hand.

Particulars whereof may be had of Mr. Osborn Jenkyn, of 64, Lincoln's-inn-fields, London, Solicitor; Mr. George Mackenzie Mackay, of Shepton Mallet aforesaid, Solicitor; Messrs. Whitakers and Woolbert, of 12, Lincoln's-inn-fields aforesaid, Solicitors; Messrs. Davidsons, of Spring-gardens, London, Solicitors; of Messrs. Wainwrights and Heard, of Shepton Mallet aforesaid, Auctioneers; and at the George Hotel aforesaid.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Amelia Andrew and another, plaintiffs, against William Pitman and others, defendants, the creditors and incumbrancers on the real estate of Charles Fiddey, late of Nos. 3 and 4, Harcourt-buildings, Inner Temple, in the city of London, and No. 164, Portsdown-road, Maida-vale, in the county of Middlesex, Gentleman, who died in or about the month of September, 1872, are, on or before the 1st day of January, 1873, to send by post, prepaid, to Mr. William Pitman, of No. 3, Harcourt-buildings, Inner Temple, London, one of the executors of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situated in Rolls-yard, Chancery-lane, Middlesex, on Wednesday, the 15th day of January, 1873, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 26th day of November, 1872.

PURSUANT to a Decree of the High Court of Chancery, made in a cause of Robert Lacy and another against William Waite, 1872, L., 74, the creditors of John Waite, late of No. 4, West-street, Golden-square, in the county of Middlesex, Tailors' Trimming Seller, who died in or about the month of January, 1872, are, on or before the 1st day of January, 1873, to send by post, prepaid, to Mr. Frederick Mayhew, of No. 16, Great Marlborough-street, Regent-street, in the county of Middlesex, the Solicitors of the defendant, William Waite, the executor of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situate in the Rolls-yard, Chancery-lane, Middlesex, on Thursday, the 16th day of January, 1873, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 25th day of November, 1872.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Blackmore against Kyffin, 1871, B., No. 206, the creditors of Sarah Wood, late of Union-place, City-road, in the county of Middlesex, Widow, who died on or about the 5th day of November, 1826, are, on or before the 31st day of December, 1872, to send by post, prepaid, to Richard Courtenay, Esq., one of the firm of Messrs. Courtenay and Croome, of 9, Gracechurch-street, in the city of London, the Solicitors of the plaintiff, Frederick Webber Blackmore, the administrator of Mary Blackmore, the surviving executrix 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 their securities (if any) held by them, or in default thereof, they will be peremptorily excluded from the benefit

of the said Decree. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situate in Rolls-yard, Chancery-lane, Middlesex, on Wednesday, the 15th day of January, 1873, at eleven of the clock in the forenoon, being the time appointed for adjudication on the claims.—Dated this 26th day of November, 1872.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Sullivan against Sullivan, 1872, S., 171, the creditors of Robert Desmond Sullivan, late of Hambledon Lodge, Bishop's Waltham, in the county of Hants, Esquire, who died in or about the month of April, 1872, are, on or before the 31st day of December, 1872, to send by post, prepaid, to Mr. Thomas Dolling Bolton, of No. 4, Elm-court, Temple, London, the Solicitor of the plaintiff, Maria Sullivan, Widow, the administratrix of the said Robert Desmond Sullivan, deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situated in the Rolls-yard, Chancery-lane, Middlesex, on Tuesday, the 21st day of January, 1873, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 23rd day of November, 1872.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Caroline Howitt, and in a cause William Howitt against Edward Howitt, 1872, H., No. 218, the creditors of Caroline Howitt, late of Derby-road, in the township of Hasland, in the parish of Clasterfield, in the county of Derby, Spinster, who died in or about the month of October, 1864, are, on or before the 20th day of December, 1872, to send by post, prepaid, to Mr. Thomas James Rooke, of the firm of Rooke and Son, of 11, Great James-street, Bedford-row, in the county of Middlesex, the Solicitor of the defendant, Edward Howitt, the executors of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Richard Malins, at his chambers, situated No. 3, Stone-buildings, Lincoln's-inn, Middlesex, on Wednesday, the 8th day of January, 1873, 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 Thomas Gilman, deceased, and in a cause of Gilman against Wells, 1867, G. No. 86, the creditors of the said Thomas Gilman, late of No. 37, Saint Peter's-road, Mile End, in the county of Middlesex, Carpenter and Builder, who died on the 2nd day of April, 1867, are, on or before the 31st day of December, 1872, to send by post, prepaid, to Richard Laundry, of No. 5, Cecil-street, Strand, in the county of Middlesex, the person appointed by the Vice-Chancellor Sir Richard Malins to investigate the said claims, pursuant to order, dated the 20th day of July, 1872, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Richard Malins, at his chambers, No. 3, Stone-buildings, Lincoln's-inn, Middlesex, on the 9th day of January, 1873, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 25th day of November, 1872.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Richard Empson, deceased, and in a cause of Guyer v. Strutt, 1872, E., 61, the creditors of Richard Empson, late of No. 76, Downham-road, Kingland, in the county of Middlesex, Gentleman, who died in or about the month of February, 1872, are, on or before the 21st day of December, 1872, to send by post, prepaid, to Mr. William Lewis, of the firm of Messrs. Lewis and Sons, of No. 7, Wilmington-square, in the county of Middlesex, Solicitors for the defendant, Thomas Strutt, the administrator of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Richard Malins, at his chambers, situated No. 3, Stone-buildings, Lincoln's-inn, Middlesex, on Wednesday, the 8th day of January, 1873, at twelve o'clock

at noon, being the time appointed for adjudicating on the claims.—Dated this 22nd day of November, 1872.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of William Vipond Adamthwaite, and in a cause Mary Isabella Rickerby and Katie Ellen Rickerby, infants, by Henry Theophilus Carr, their next friend, against Mary Keatley, the wife of John Reeves-Keatley (1872, A., 581), the creditors of William Vipond Adamthwaite, late of No. 2, Edward-street, Hampstead-road, in the county of Middlesex, who died in or about the month of March, 1872, are, on or before the 9th day of December, 1872, to send by post, prepaid, to Mr. Charles Gammon, of No. 13, Bargeyard-chambers, Bucklersbury, in the city of London, the Solicitor of the defendant, Mary Keatley, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Richard Malins, at his chambers, situated No. 3, Stone-buildings, Lincoln's-inn, Middlesex, on Wednesday, the 18th day of December, 1872, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 14th day of November, 1872.

PURSUANT to a Decree of the High Court of Chancery, made in a cause wherein Joseph Sutton Peck and others are plaintiffs, and Sarah Ann Peck and others are defendants, 1872, P., 183, the creditors of Samuel Peck, late of Liverpool, in the county palatine of Lancaster, Draper, who died in or about the month of April, 1872, are, on or before the 23rd day of December, 1872, to send by post, prepaid, to Mr. Thomas Goffey, of the firm of Duke and Goffey, of Liverpool aforesaid, the Solicitor of the plaintiffs, the executors of the deceased, their Christian and surnames, in full, with the Christian and surnames, in full, of any partners, their addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before his Honour Vice-Chancellor Sir Richard Malins, at his chambers, situate 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 25th day of November, 1872.

PURSUANT to a Decree of the High Court of Chancery, made in a cause of Standish against Gerrard (1871, S., 233), all persons having any claim upon, or claiming to be entitled to, the sum of £388 16s. 5d. in the said Decree mentioned, and forming part of the residuary estate of John Johnson, deceased, the testator in the plaintiff's bill mentioned, which was set apart to answer certain liabilities, or supposed liabilities, of the said John Johnson, as executor under the several wills of Mary Allen, George Barton, and Margaret Stopforth, are, by their Solicitors, on or before the 11th day of January, 1873, to come in and prove their claims, at the chambers of the Vice-Chancellor Sir Richard Malins, at No. 3, Stone-buildings, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Thursday, the 24th day of January, 1873, at twelve of the clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 27th day of November, 1872.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Gray against Cooke, the persons claiming to be next of kin according to the statutes for the distribution of intestates' estates of the Reverend Edward Pote, late of Grantchester, and of King's College, Cambridge, in the county of Cambridge, Clerk, living at the time of his death on the 11th day of April, 1871, or to be the legal personal representatives of such of the said next of kin as have since died, are, by their Solicitors, on or before the 11th day of January, 1873, to come in and prove their claims, at the chambers of the Vice-Chancellor Sir John Wickens, at No. 13, Old-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Saturday, the 25th day of January, 1873, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 22nd day of November, 1872.

In the Matter of the Reverend John Gautier Milne, a person of unsound mind, so found by Inquisition.

PURSUANT to the Lunacy Regulation Act, 1853, any person or persons claiming to be the heir or heirs at law or next of kin, or entitled under the statute of distribution (in case he were now dead intestate), to share in the estate of the said John Gautier Milne, formerly residing at, and for many years the Incumbent of, Chignal St. James's and St. Mary-by-Mashbury, near Chelmsford, in the county

of Essex, but now and for some time past residing at Leyton, in the said county of Essex, being of unsound mind, are forthwith to come in and prove their kindred before the Masters in Lunacy, at their office, No. 45, Lincoln's-inn-fields, in the county of Middlesex, or in default thereof they will be excluded from the benefit of the inquiry now pending relative thereto.

COUNTY COURTS' EQUITABLE JURISDICTION.

PURSUANT to an Order of the County Court of Durham, holden at Darlington, made in a suit Johnson and others against Metcalfe and another, the creditors of, or claimants against, the estate, are, on or before the 17th day of December, 1872, to send by post, prepaid, to the Registrar of the County Court of Durham, holden at Darlington, 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; in default thereof they may be excluded from any benefit in the estate. Every creditor holding any security is to produce or transmit the same to the Registrar aforesaid, on or before the 17th day of December, 1872, at three o'clock in the afternoon, being the time appointed for adjudicating upon the claims.—Dated this 27th day of November, 1872.

THOS. BOWES, Registrar.

PURSUANT to an Order of the County Court of Cambridgeshire, holden at Wisbeach, made in a suit James Marriott against Ellen Ann Marriott, the creditors of, or claimants against, the estate of James Marriott the younger, deceased, are, on or before the 7th day of December, 1872, to send by post, prepaid, to the Registrar of the County Court of Cambridgeshire, holden at Wisbeach, 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; in default thereof they may be excluded from any benefit in the estate. Every creditor holding any security is to produce or transmit the same to the Registrar aforesaid, on or before the 12th day of December, 1872, at eleven o'clock in the forenoon, being the time appointed for adjudicating upon the claims. All debtors to the above estate must pay the amount of their respective debts, immediately, to Mr. Henry Peck, of Wisbeach, the receiver appointed by this Court.—Dated this 27th day of November, 1872.

FRANK METCALFE, Registrar.

A FIRST Dividend of 5s. in the pound has been declared in the matter of a Deed of Assignment for the benefit of the creditors of George Riches and Henry Osborne Box, of No. 2, Birch-in-lane, in the city of London, Tailors, made to James Tidswell Gledhill and Benjamin Winch as Trustees, and will be paid upon application, at the offices of Mr. Arthur Shippey, of 22, Basinghall-street, in the city of London, Public Accountant, on and after Friday, the 29th day of November, 1872.—Dated this 27th day of November, 1872.

H. W. CATTLIN, 22, Basinghall-street, Solicitor to the Trustees.

The Bankruptcy Act, 1861.

In the Matter of a Deed of Assignment, executed by Frederick William Green, of the city of Bristol, Ship Builder and Ship Owner.

NOTICE is hereby given, that a Meeting for the purpose of auditing the accounts of the Trustees of the above estate and declaring a Dividend thereon, will be held at the offices of Messrs. W. H. Williams and Co., Accountants, Exchange, Bristol, on Thursday, the 12th day of December next, at one o'clock in the afternoon. All creditors who have not already made their claims must do so, on or before the said 12th day of December next, or in default will be excluded the benefit of the dividend about to be declared.—Dated this 26th day of November, 1872.

J. GENT WOOD, 19, Clare-street, Bristol, Solicitor to the Trustees.

In the Matter of an Assignment for the benefit of Creditors, dated 4th November, 1872, and executed by Alfred Watts, of No. 6, High-street, Deptford, in the county of Kent, Tailor, to John Robinson Clarke, of No. 28, King-street, in the city of London, Accountant.

NOTICE is hereby given, to the Creditors of the above-named Alfred Watts, who have not assented to this deed to forward to us, the undersigned, acting on behalf of the Trustee, particulars of their debts and claims, on or before the 1st day of December, 1872, or in default they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1872.

HONEY, HUMPHREYS, BAGGS, and CO., 28, King-street, London, Accountants.

In the Matter of an Assignment for the benefit of Creditors, dated the 22nd day of October, 1872, and executed by Eliza Verge, of Christ Church, in the county of Southampton, Cabinet Maker, to Charles James Thomas, of Bishopsgate-street, London, Upholsterer.

NOTICE is hereby given, to the Creditors of the above-named Eliza Verge, who have not assented to this deed to forward to us, the undersigned, acting on behalf of the Trustee, particulars of their debts and claims, on or before the 1st day December, 1872, or in default, they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1872.

HONEY, HUMPHREYS, BAGGS, and CO.,
28, King-street, London, Accountants.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Warrington.

A FIRST and Final Dividend of 3s. 1d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Thomas Bethell, of Earlestown, in the county of Lancaster, Builder, and will be paid by me, at the offices of Joseph Davies and Coy., Bewsey-street, Warrington, on and after this date.—Dated this 27th day of November, 1872.

LEWIS VOISEY, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A FIRST Dividend of 5s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by John Sutherland, of No. 2, Seven Sister's-road, Holloway, in the county of Middlesex, Baker, and will be paid by me, at my office, No. 15, John-street, Mark-lane, in the city of London, on Monday, the 2nd day of December next, and any following Monday between the hours of eleven in the forenoon and two in the afternoon.—Dated this 27th day of November, 1872.

JAMES FORBES, Trustee.

The Bankruptcy Act, 1869.

At the County Court of Sussex, holden at Brighton.

A FIRST and Final Dividend of 4s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Astridge, of Westbourne, in the county of Sussex, Grocer, and will be paid by me, at my office, No. 46, St. James's-street, Portsea, in the county of Hants, on and after the 4th day of December, 1872.—Dated this 26th day of November, 1872.

WM. EDMONDS, 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 Andrew Chalmers, of No. 12, Fenchurch-buildings, Fenchurch-street, in the city of London, and of Elizabeth-villa, Forest-lane, Forest Gate, in the county of Essex, Tobacco Broker, and James Buckle, of No. 12, Fenchurch-buildings aforesaid, and of No. 14, Wellington-street, Gravesend, in the county of Kent, Licensed Lighterman, carrying on business together as Copartners, at No. 12, Fenchurch-buildings aforesaid, under the style or firm of Andrew Chalmers and Company, as Tobacco Brokers.

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 Mr. Francis William Hilbery, at No. 32, Crutched-friars, in the city of London, on the 16th day of December, 1872, at one o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

F. W. HILBERY, 32, Crutched-friars, London, E.C., Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Andrew Chalmers, of No. 12, Fenchurch-buildings, Fenchurch-street, in the city of London, and of Elizabeth-villa, Forest-lane, Forest Gate, in the county of Essex, Tobacco Broker, and James Buckle, of No. 12, Fenchurch-buildings aforesaid, and of No. 14, Wellington-street, Gravesend, in the county of Kent, Licensed Lighterman, carrying on business together as Copartners, at No. 12, Fenchurch-buildings aforesaid, under the style or firm of Andrew Chalmers and Company, as Tobacco Brokers.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Andrew Chalmers has been summoned to be held at the office of Mr. Francis William Hilbery, at No. 32, Crutched-friars,

in the city of London, on the 16th day of December, 1872 at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

F. W. HILBERY, 32, Crutched-friars, London, E.C., Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Andrew Chalmers, of No. 12, Fenchurch-buildings, Fenchurch-street, in the city of London, and of Elizabeth-villa, Forest-lane, Forest Gate, in the county of Essex, Tobacco Broker, and James Buckle, of No. 12, Fenchurch-buildings aforesaid, and of No. 14, Wellington-street, Gravesend, in the county of Kent, Licensed Lighterman, carrying on business together as Copartners, at No. 12, Fenchurch-buildings aforesaid, under the style or firm of Andrew Chalmers and Company, as Tobacco Brokers.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named James Buckle has been summoned to be held at the offices of Mr. Francis William Hilbery, at No. 32, Crutched-friars, in the city of London, on the 16th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

F. W. HILBERY, 32, Crutched-friars, London, E.C., Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Thomas Russell, of 60, Wharfedale-road, Kings-cross, in the county of Middlesex, Coal Merchant, trading under the style or firm of E. T. Russell and Company.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 14, Old Jewry-chambers, in the city of London, on the 11th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

RUSSELL, SON and SCOTT, Attorneys 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 Walter Harman, of Chatham House, No. 224, Wornington-road, Notting Hill, in the county of Middlesex, Plasterer.

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. 8, Westbourne-grove, Paddington, in the county of Middlesex, on the 16th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1872.

R. H. B. MACMULLEN, Attorney for the said Walter Harman.

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 Jackson, of 23, Bush-lane, Cannon-street, in the city of London, and Sandown, Isle of Wight, in the county of Hants, and late of Charlton Lodge, Surbiton, in the county of Surrey.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Guildhall Coffee House, Gresham-street, in the city of London, on the 20th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 27th day of November, 1872.

CLARKE, SON, and RAWLINS, 66, Gresham House, Old Broad-street, London, E.C., Attorneys for the said Henry Jackson.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Hannah Graves, of No. 1, Charrington-street, Oakley-square, Camden Town, Spinster, formerly of the Crown Tavern, Old Saint Pancras-road, both in the county of Middlesex, carrying on business at the last-mentioned place as Licensed Victualler, in copartnership with Alice Graves.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at No. 15, New-inn, Strand, in the county of Middlesex, on the 9th day of December, 1872, at one o'clock in the afternoon precisely.—Dated this 20th day of November, 1872.

HENRY W. NETHERSOLE, 15, New-inn, Strand, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Walker, of No. 72, Mark-lane, in the city of London, Tea Broker.

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. 72, Mark-lane, in the city of London, on the 16th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 27th day of November, 1872.

W. RICHARD PRESTON, 72, Mark-lane, E.C.,
Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Henry Brown, trading as W. H. Brown and Co., of 48, Fenchurch-street, in the city of London.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Chamber of Commerce, 145, Cheapside, in the city of London, on the 17th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 28th day of November, 1872.

D. W. PEARSE, 25, Great Winchester-street,
London, Attorney for the said W. H. Brown.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick Elliot, of Grosvenor-street, Commercial-road East, in the county of Middlesex, and of Waterdale, Watford, in the county of Herts, Rope Maker.

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, 47, Mark-lane, in the city of London, on the 10th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 14th day of November, 1872.

ROBT. MOORE, 47, Mark-lane, Attorney for the
said Frederick Elliot.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Smith Joyce, of the Brix on Brewery, Brixton, in the county of Surrey, Brewer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Harper, Broad, and Battcock, 23, Rood-lane, in the city of London, on the 16th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1872.

HARPER, BROAD, and BATTCOCK, Attorneys
for the said James Smith Joyce.

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 Henry Parkerson and Frederick Vincent Ellis, trading as Parkerson and Ellis, of No. 27, Hansell-street, Cripplegate, in the city of London, Wholesale Mantle 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 offices of Mr. William Ralph Buchanan, No. 10, Basinghall-street, in the city of London, Solicitor, on the 9th day of December next, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1872.

W. R. BUCHANAN, 10, Basinghall-street, London,
Attorney for the said Robert Henry Parkerson and
Frederick Vincent Ellis.

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 Arnold, of No. 17, Poland-street, Oxford-street, in the county of Middlesex, and Southgate, in the said county, Working Jeweller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. E. J. Sydney and Son, Solicitors, 46, Finsbury-circus, in the city of London, on the 11th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

ALGERNON E. SYDNEY, 46, Finsbury-circus,
London, E.C., Attorney for the said George
Arnold.

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 Elgin, of 34, Eversholt-street, Saint Pancras, in the county of Middlesex, Wine Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Henry Webster, Solicitor, 10, Basinghall-street, London, on the 7th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 20th 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 Frederick Sarney, of No. 28, Mawbey-road, Old Kent-road, in the county of Surrey, Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Farrar and Farrar, No. 13, Godliman-street, Doctor's-commons, in the city of London, on the 12th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1872.

FARRAR and FARRAR, Attorneys for the said
Frederick Sarney.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Edmonton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Edward Wigmore, of the Fishmongers' Arms, Southgate-road, Tottenham, 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 the offices of Messrs. Philp and Behrend, 8, Pancras-lane, Queen-street, in the city of London, on the 18th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

PHILP and BEHREND, 8, Pancras-lane, London,
E.C., Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Edmonton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Ball, of Watson's-road, Wood-green, in the county of Middlesex, 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 office of Mr. J. G. Watson, 63, Basinghall-street, London, on the 20th day of December 1872, at two o'clock in the afternoon precisely.—Dated this 27th day of November, 1872.

JOHN GEO. WATSON, 63, Basinghall-street,
Attorney 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 Frederic Tappenden, of Egerton, in the county of Kent, Publican.

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. Hallett, Creery, and Furley, at Ashford, in the said county of Kent, on the 10th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

HALLETT, CREERY and FURLEY, Ashford,
Kent, Attorneys for the said Frederic Tappenden.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Ashdown, of Crook Log, Bexley Heath, in the county of Kent, and Standard-road, Bexley Heath, in the said county, and late of Floren Ville, Upton-road, Bexley Heath aforesaid, Builder and Contractor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the West Kent Saw Mills, Bexley Heath, in the county of Kent, on the 16th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

BELLAMY and STRONG, 54½, Bishopsgate-street
Within, in the city of 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 Joseph Andrews, of 84, Saint John-street, West Smith-field, in the city of London, 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 No. 5, Philpot-lane, in the city of London, on the 9th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1872.

ROBT. T. STONEHAM, 5, Philpot-lane, E.C.,
Attorney for the said Joseph Andrews.

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 Henry Wood, of the town of Ross, in the county of Hereford, Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Grace and Co., Public Accountants, Corn-street, Bristol, on the 11th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1872.

JOHN WILLIAMS, Ross, Herefordshire, Attorney
for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Bedfordshire, holden at Bedford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Millyard, of Sandy, in the county of Bedford, Grocer and Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Edward Thurlow Leeds Smith, in Sandy aforesaid, on the 10th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

EDW. T. LEEDS SMITH, Sandy, Bedfordshire,
Attorney for the said Charles Millyard.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at King's Lynn.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Isaac Woodward, of Wisbech Saint Mary, in the county of Cambridge, Farmer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Ollard and Green, Solicitors, 2, Union-place-crescent, Wisbech, on the 5th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1872.

COULTON and BLOE, King's Lynn, Attorneys
for the said Isaac Woodward.

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 James King, of Grainingfold Five Oaks, Billingshurst, in the county of Sussex, Farmer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the King's Head Hotel, Horsham, on the 4th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 27th day of November, 1872.

CHARLES LAMB, 14, Ship-street, Brighton, At-
torney for the said James King.

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 James Meaden, of No. 7, Sussex-place, Bognor, in the county of Sussex, Stationer.

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 Sussex Hotel, Bognor, in the county of Sussex, on the 14th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

M. BRANDRETH, 64, Middle-street, Brighton,
Attorney for the said James Meaden.

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 Thomas Souch, of No. 61, Lavender-street, Brighton, in the county of Sussex, Farrier and Shoeing Smith.

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. 4, New-road, Brighton afore-

said, on the 16th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

HENRY VERRALL, 4, New-road, Brighton,
Attorney for the said Thomas Souch.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Oxford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Monk, of West Hanney, in the county of Berks, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Llewellyn Jotcham, Solicitor, Newbury-street, Wantage, on the 12th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1872.

L. JOTCHAM, Wantage, Attorney for the said
James Monk.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Banbury.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Maycock, of Avon Dasset, in the county of Warwick, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my office, No. 38, High-street, Banbury, on the 12th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1872.

JAMES STOCKTON, Banbury, 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 Frederick Keymer Burridge, of Ipswich, in the county of Suffolk, Seed Grower and Seed Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. William Moseley Tayler, Solicitor, No. 27, Great James-street, Bedford-row, in the county of Middlesex, on the 20th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 27th day of November, 1872.

ROBERT R. HILL, 30, Saint Nicholas-street,
Ipswich, Attorney for the said Frederick Keymer
Burridge.

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 Thomas Dobson, of Bishop Auckland, in the county of Durham, Potatoe 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 30, Fore Bondgate, Bishop Auckland, on the 12th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1872.

GEO. MAW, Jr., 30, Fore Bondgate, Bishop Auck-
land, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Wandsworth.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Greenfield, of No. 11, Sheendale-terrace, Richmond, in the county of Surrey, 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 Messrs. Slater and Pannell, 1, Guildhall-chambers, Basinghall-street, in the city of London, on the 5th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 27th day of November, 1872.

W. W. BROWN, 22, Basinghall-street, London,
Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hertfordshire, holden at Saint Alban's.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Dennett, of High-street, Hemel Hempstead, in the county of Hertford, Tailor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Henry Nelson Capel, 9, Lincoln's-inn-fields, in the county of Middlesex, on the 10th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1872.

CHARLES BULLOCK, Great Berkhamstead,
Herts, 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 James Kearsley, of Bacup, in the county of Lancaster, Bricklayer.

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 New Inn, Bacup aforesaid, on the 14th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 28th day of November, 1872.

THOMAS BAKER ASHWORTH, Brierley's-chambers, 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 Samuel Aspinall, of No. 3, Tunnel-road, Edge-hill, Liverpool, in the county of Lancaster, Coal Merchant, and of No. 30, Lodge-lane, and Spekeland-buildings, Canning-place, both in Liverpool, aforesaid, Grocer, Provision and Ship Store Dealer, trading under the style of Samuel Aspinall 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 office of Messrs. Lawrence and Dixon, Pekin-buildings, 21, Harrington-street, Liverpool, Attorneys-at-Law, on the 12th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

LAWRENCE and DIXON, 21, Harrington-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 Spring, of 2, Cornhill, Wapping, Liverpool, in the county of Lancaster, Dining-house Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. John Francis Bretherton, 16, Castle-street, Liverpool, in the county of Lancaster, on the 10th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1872.

JOHN F. BRETHERTON, 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 James Gradwell, of No. 75, Falkner-street, Liverpool, in the county of Lancaster, formerly in business as a Cabinet Maker and Upholsterer, but now employed as a Cabinet 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 office of Messrs. Gibson and Bolland, No. 10, South John-street, Liverpool aforesaid, Accountants, on the 6th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1872.

HAROLD LUMB, 7, Moorfields, Liverpool, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Daniel Hannon of No. 96, Whitechapel, Liverpool, in the county of Lancaster, Provision Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. John Joseph Yates, Solicitor, No. 11, South John-street, Liverpool, aforesaid, on the 16th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

JOHN JOS. YATES, 11, South John-street, Liverpool, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Greenup, of 155, Great Howard-street, Liverpool, in the county of Lancaster, Grocer's Assistant, late of 181, Richmond-row, Liverpool aforesaid, Grocer and General Provision Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. William Williams, of 73, Lime-street, Liverpool aforesaid, Attorney-at-Law, on the 16th day of December, 1872, at two o'clock in the

afternoon precisely.—Dated this 25th day of November 1872.

WM. WILLIAMS, of 73, Lime-street, Liverpool, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Cox, of 39, Renshaw-street, Liverpool, in the county of Lancaster, Chandelier Maker and Gasfitter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Edward Cotton, Adelphi Bank-chambers, 19, South John-street, Liverpool, on the 13th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 26th day of November, 1872.

EDWD. COTTON, 19, South John-street, Liverpool, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Elizabeth Harrison Lowthian, of No. 11, St. John's-market, Liverpool, in the county of Lancaster, and late also of 146 Prescot-road, Fairfield, now residing at No. 83, White Rock-street, Liverpool aforesaid, Butcher, Widow.

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 Ivy, 20, South John-street, on the 17th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 26th day of November, 1872.

EDWIN HUGHES, 41, Lord-street, Liverpool Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Martin Thomas the younger, of Watling-street, in the city of Manchester, Wholesale Stationer, trading under the style of Hatton and Thomas.

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. Bunting and Bingham, Carlton-buildings, Cooper-street, Manchester, on the 12th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1872.

BUNTING and BINGHAM, Attorneys for the said Martin Thomas the younger.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Wigan.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Causey, of 142, Scholes-street, Wigan, in the county of Lancaster, 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 office of Mr. William Lees, Solicitor, 33, King-street, Wigan aforesaid, on the 12th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1872.

WILL. LEES 33, King-street, Wigan, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Wigan.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John George Stuart, of 120, Wallgate-street, Wigan, in the county of Lancaster, Stationer and Rope and Twine 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 1, Churchgate, Market-place, Wigan, on the 16th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 27th day of November, 1872.

WILLIAM S. FRANCE, 1, Churchgate, Market-place, Wigan, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Preston.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Bonny, of Blackpool, in the county of Lancaster, 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. Thomas Seddon Smith, Solicitor, Corf's-buildings, Liverpool, on the 18th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

THOS. S. SMITH, Corf's-building, Prescon's-row, 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 William Spence, of Kliza-street, Sale, in the county of Chester, Builder and Stonemason.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Cross-street-chambers, No. 78, Cross-street, within the city of Manchester, on the 16th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1872.

JAMES LEYLAND HODGSON, Cross-street-chambers, 78, Cross-street, Manchester, Attorney to the said Petitioner.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Dugdale Kay and Charles Henry Wood, carrying on business at Accrington, in the county of Lancaster, under the style or firm of Richard D. Kay and Co., Waterproof Cloth 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 Messrs. Broome, Murray, and Company, No. 104, King-street, Manchester, on the 10th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

CHARNLEY, SON, and FINCH, 18, Fox-street, Preston, Attorneys for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Dugdale Kay and Charles Henry Wood, carrying on business at Accrington, in the county of Lancaster, under the style or firm of Richard D. Kay and Co., as Waterproof Cloth Manufacturers.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Richard Dugdale Kay has been summoned to be held at the offices of Messrs. Broome, Murray, and Company, No. 104, King-street, Manchester, on the 10th day of December, 1872, at four o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

CHARNLEY, SON, and FINCH, 18, Fox-street, Preston, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Dugdale Kay and Charles Henry Wood, carrying on business at Accrington, in the county of Lancaster, under the style or firm of Richard D. Kay and Co., as Waterproof Cloth Manufacturers.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Charles Henry Wood has been summoned to be held at the offices of Messrs. Broome, Murray, and Company, No. 104, King-street, Manchester, on the 10th day of December, 1872, at five o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

CHARNLEY, SON, and FINCH, 18, Fox-street, Preston, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Hartley Fairhurst, of Bastwell Monumental Works, Whalley New-road, Blackburn, in the county of Lancaster, Monumental Mason.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. T. and R. C. Radcliffe, Solicitors, 25, Clayton-street, Blackburn aforesaid, on the 7th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 27th day of November, 1872.

T. and R. C. RADCLIFFE, 25, Clayton-street, Blackburn, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Woods, of Swithland, in the county of Leicester, trading in copartnership with Stephen Simpson, as a Threshing Machine Proprietor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Henry Deane, Market-place, Loughborough, on the 13th day of

December, 1872, at twelve o'clock at noon precisely.—Dated this 27th day of November, 1872.

HENRY DEANE, Loughborough, and 14, Walbrook, London, Attorney for the said William Woods.

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 Squire Whitworth, of the city of Lincoln, Dealer in Hay, Corn, and Fodder for Horses and Cattle.

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 John Thomas Tweed, in Salter-gate, Lincoln, on the 17th day of December, 1872, at ten o'clock in the forenoon precisely.—Dated this 25th day of November, 1872.

J. T. TWEED, Salter-gate, Lincoln, Attorney for the said Squire Whitworth.

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 Edward Moiley Ansell, of the city of Lincoln, 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 our offices, No. 6, Bank street, Lincoln, on the 4th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1872.

TOYNBEE and LARKEN, 6, Bank-street, Lincoln, Attorneys for the said Edward M. Ansell.

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 Charles Lowe, of the city of Lincoln, Tobacconist.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of William Tomlinson Page the younger, No. 44, Silver-street, in the city of Lincoln, on the 12th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1872.

W. T. PAGE, Jr., 44, Silver-street, Lincoln, Attorney for the said Charles Lowe.

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 Henry Brown, of No. 53, Liverpool-road, Luton, in the county of Bedford, Builder, Box and Packing-case Maker, and Timber Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. George Bailey, No. 5, Union-street, Luton, in the county of Bedford, on the 12th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 26th day of November, 1872.

GEORGE BAILEY, No. 5, Union-street, Luton, Beds, Attorney for the said Henry Brown.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Dewsbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Chappel, of Batley, in the county of York, Contractor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of me, the undersigned Joseph Ibberson, in Dewsbury, in the said county, on the 11th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1872.

JO. IBBERSON, Dewsbury, 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 John Waterton, of Otley-road, Shipley, in the parish of Bradford, in the county of York, Hay and Straw 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 Branch Hotel, in Shipley, in the county of York, on the 10th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

W. LANCASTER, 2, Manor-row, Bradford, Yorkshire, Attorney for the said John Waterton.

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 Charles Moore, of Little Horton-lane, Bradford, in the county of York, Joiner and Builder.

NOTICE is hereby given, that a First General Meeting of the joint creditors of the above-named person has been summoned to be held at the offices of Messrs. Wood and Killick, Solicitors, Commercial Bank-buildings, Bradford aforesaid, on the 14th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 27th day of November, 1872.

WOOD and KILLICK, Attorneys for the Debtors.

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 John Almond, of Leeds, in the county of York, Fish Dealer, &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 offices of Henry Boulton Harle, of 5, Bank-street, Leeds aforesaid, Solicitor, on the 20th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1872.

HEN. BOULTON HARLE, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Calvert, of Leeds, in the county of York, Cloth Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Middleton and Sons, No. 32, Park-row, in Leeds, in the county of York, on the 11th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

MIDDLETON and SONS, Attorneys 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 Horton, No. 19, Vise-street, Birmingham, in the county of Warwick, 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 my offices, situate No. 30, Bennett's-hill, Birmingham aforesaid, on the 9th day of December, 1872, at four o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

EDWIN PARRY, 30, Bennett's-hill, 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 Joseph Marshall Clayworth, of the Repository, Cheapside, Birmingham, in the county of Warwick, Veterinary Surgeon, Horse and Carriage Dealer and Auctioneer, and now of 297, Moseley-road, Balsall-heath, in the parish of King's Norton, in the county of Worcester, out of business.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Queen's Hotel, Birmingham, on the 11th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1872.

W. H. GRIFFIN, 36, Bennett's-hill, 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 Philip Williams, of 23, Staioforth-street, Birmingham, in the county of Warwick, Provision Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Edwin Allen, Solicitor, 46, Union-passageway, Birmingham, on the 16th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1872.

EDWIN ALLEN, Attorney for the Debtor.

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 Joseph Capira, of No. 218, High-street, Swansea, in the county of Glamorgan, 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 offices of Messrs. Barnard, Thomas, Tribe, and Company, Albion-chambers, in the city of Bristol, on the 9th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

BROWN and DAVIES, Worcester-place, Swansea, Glamorganshire, Attorneys 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 James Marsh, of No. 18, Caroline-street, Cardiff, in the county of Glamorgan, Undertaker.

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 Henry Evans, Solicitor, No. 18, High-street, Cardiff aforesaid, on the 13th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 27th day of November, 1872.

JOHN HENRY EVANS, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Stafford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Croydon, of Shutt-heath, Haughton, in the county of Stafford, formerly of Penkridge, in the said county of Stafford, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. R. W. Hand, Solicitor, Martin street, Stafford, on the 12th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1872.

R. W. HAND, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Oldbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Robinson, late of Greet's Green, West Bromwich, in the county of Stafford, Retail Brewer, but now of Thynne-street, West Bromwich aforesaid, out of business.

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. Henry Jackson, Lombard-street, West Bromwich, in the county of Stafford, Solicitor, on the 12th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 27th day of November, 1872.

HENRY JACKSON, 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 Henry Walker, of No. 55, Bridge-street, Walsall, in the county of Stafford, Schoolmaster.

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 5th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 27th day of November, 1872.

RICH. ADAMS, 25, Goodall-street, Walsall, 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 William Martin, late of the Spread Eagle Inn, Wolverhampton-street, Walsall, in the county of Stafford, Licensed Victualler and Coal Dealer, but now of No. 12, Ann-street, Ryecroft, Walsall aforesaid, Coal 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 offices of Messrs. Wilkinson and Gillespie, Solicitors, Bridge-street, Walsall, on the 4th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 27th day of November, 1872.

WILKINSON and GILLESPIE, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Pant, of Oxford-street, Bilsen, in the county of Stafford, and of 65, Owen-street, Tipton, in the said county, English and Foreign 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. Alfred Pointon, Solicitor, No. 8, Edmund-street, Birmingham, on the 5th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1872.

ALFRED POINTON, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Napoleon Thomas Lloyd, formerly of Blossom Field, Solihull, in the county of Warwick, Commission Agent, subsequently of Grove Cottage, Wolverhampton, in the county of Stafford, Brewers' Agent, and now of Clarence-street, Wolverhampton aforesaid, Brewers' Agent.

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. Edwin Jaques, Solicitor, No. 40, Cherry-street, Birmingham, on the 4th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1872.

EDWIN JAKES, 40, Cherry-street, Birmingham, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Robert Fish, of Pearson-street, Wolverhampton, in the county of Stafford, 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 48, Queen-street, Wolverhampton, on the 7th day of December, 1872, at ten o'clock in the forenoon precisely.—Dated this 26th day of November, 1872.

CHARLES BARROW, 48, Queen-street, Wolverhampton, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Slaney Bradbury, now a Grocer's Assistant, at No. 15, High-street, Stoke-upon-Trent, formerly in business as a Grocer, Confectioner, and Provision Dealer, at No. 110, High-street, Longton, both in the county of Stafford.

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. Charles John Welch's office, 16, Caroline-street, Longton, in the county of Stafford, on the 5th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1872.

CHARLES JOHN WELCH, Longton, Staffordshire, Attorney for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Darker, of No. 6, Carlton-road, Sneinton, in the county of Nottingham, Auctioneer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Henry Hogg, No. 19, Wheelergate, in the town of Nottingham, on the 12th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1872.

HENRY HOGG, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Montgomeryshire, holden at Newtown.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Eugénie Bervon, of No. 16, Salop-road, Welshpool, in the county of Montgomery, Teacher of Music.

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. Harrison and Son, Solicitors, Berriew-street, Welshpool, on the 14th

day of December, 1872, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1872.

HARRISON and SON, Attorneys for the said Debtor.

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 Brereton, of Wybunbury, in the county of Chester, Innkeeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Lamb Hotel, Nantwich, in the county of Chester, on the 18th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 25th 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 Birkenhead.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Benjamin Hornby, of the Leasowe Castle Hotel, Leasowe, in the parish of Wallasey, in the county of Chester, 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 offices of Mr. Z. R. Killey, Solicitor, situate at No. 22, Lord-street, Liverpool, in the county of Lancaster, on the 12th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1872.

Z. R. KILLEY, 22, Lord-street, Liverpool, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Birkenhead.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel James Sheil, of No. 5, Tower-view, Brighton-street, Seacombe, in the county of Chester, Bookkeeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. John Gordon Byron Mawson, Public Accountant, 8, Duncan-street, Birkenhead, on the 9th day of December, 1872, at four o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

S. J. SHEIL.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Macclesfield.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Henry Lee, of Mill-street, and No. 3, Exchange-street, Macclesfield, in the county of Chester, 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 our offices, No. 4, Exchange-street, in Macclesfield aforesaid, on the 16th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1872.

HIGGINBOTHAM and BARCLAY, 4, Exchange-street, Macclesfield, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Chester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Taylor, of Northgate-street, in the city of Chester, Plumber, Glazier, and Gas Fitter.

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. Walker and Smith, Abbey-gateway, Northgate-street, in the city of Chester, on the 12th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1872.

WALKER and SMITH, Attorneys for the 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 Samuel Claydon, of Stoke-road, Gosport, in the county of Southampton, a Pensioner from the Royal Marines.

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. P. Paice, of No. 85, Commercial-road, Langport, in the said county, Accountant, on the 12th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 27th day of November, 1872.

FREDERICK WALKER, 9, Union-street, Portsea, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Southampton.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Frederick Adams, of Basingstoke, in the county of Southampton, Coach 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. W. H. Bayley, Solicitor, Basingstoke aforesaid, on the 9th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1872.

W. H. BAYLEY, Basingstoke, 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 John Moore, of Gallowgate, and 80, Stone-street, in the town and county of Newcastle-upon-Tyne, 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 Robert Scott Hopper, of 18, Grainger-street, in Newcastle-upon-Tyne aforesaid, on the 11th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 27th day of November, 1872.

ROB. SCOTT HOPPER, 18, Grainger-street, Newcastle-on-Tyne, Attorney for the said John Moore.

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 Hall, of King-street, South Shields, in the county of Durham, Boot and Shoe Maker and Dealer, formerly carrying on business under the firm of Hall and Son.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 10, King-street, South Shields, on the 24th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1872.

ROBERT PURVIS, 10, King-street, South 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 Robert Bainbridge, of No. 1, Bell-street, Arthur's-hill, in the town and county of Newcastle-upon-Tyne, Builder and Contractor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Shaftoe Robson, Solicitor, Townhall, Gateshead-upon-Tyne, on the 10th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1872.

SHAFTOE ROBSON, Townhall, Gateshead, Attorney for the said Robert Bainbridge.

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 John Glendinning, of 1, Collingwood-street, Newcastle-upon-Tyne, Clothier and Outfitter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. J. M. Winter, Accountant, 56, Westgate-road, Newcastle-upon-Tyne, on the 10th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

MATHER and COCKCROFT, Bank-chambers, Mosley-street, Newcastle-upon-Tyne, Attorneys 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 John Anderson, of No. 33, Dean-street, and of Pumfrey's-buildings, Cloth-market, in the borough and county of Newcastle-upon-Tyne, Grocer and Commission Agent.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Logledew

and Daggett, No. 3, Dean-street, in the town and county of Newcastle-upon-Tyne, Solicitors, on the 18th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1872.

J. HENRY INGLEDEW, 3, Dean-street, Newcastle-upon-Tyne, Attorney for the said John Anderson.

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 Thomas Willson Browning, of Cannington, near Bridgwater, in the county of Somerset, General Dealer, formerly trading in copartnership under the style or firm of Burkitt and Browning at the same place and in the same business.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. J. and S. B. Parsons, Athenaeum-chambers, Nicholas-street, Bristol, Public Accountants, on the 20th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 27th day of November, 1872.

CHARLES TUCKER, 1, Bridge-street, Bristol, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Mary Reed, formerly of 41, Upper Park-street, in the city and county of Bristol, Lodging-house Keeper, now of Yate, in the county of Gloucester, out of business.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Albert Essery, Solicitor, in the Guildhall, Broad-street, Bristol, on the 9th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 27th day of November, 1872.

ALBERT ESSERY, Guildhall, Broad-street, Bristol, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Short, of No. 9, Broadmead, in the City of Bristol, Oil and Colourman, trading under the style or firm of Short and Company.

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. Wadham and Chilton, No. 3, Small-street, in the city of Bristol, Solicitors, on the 12th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1872.

G. H. D. CHILTON, Attorney for the said Samuel Short.

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 Edmund Hill, of Coaley, near Dursley, in the county of Gloucester, Grocer and Baker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Fox Inn, Coaley, near Dursley, Gloucestershire, on the 11th day of December, 1872, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

RICHD. JACKSON, Stroud, 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 Frederick Riddiford, of Crosswayhand Lodge, in the parish of Southwick, in the county of Northampton, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Richardson and Son, Solicitors, in Oundle, in the county of Northampton, on the 13th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1872.

RICHARDSON and SON, Oundle, 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 Nicholas Costigan, of Rhyll, in the county of Flint, Refreshment-room Keeper and Tobacconist, and formerly of No. 52, Tithe Barn-street, Liverpool, in the county of Lancaster, Stationer and Tobacconist.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the Queen's Hotel, Chester, on the 11th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1872.

WM. DAVIES, Well-street, Holywell, Attorney 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 Jones, of Hereford House, Mostyn-street, Llandudno, in the county of Carnarvon, Stonemason and Grocer, and Provision Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Prince Albert Hotel, High-street, Bangor, in the county of Carnarvon, on the 10th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1872.

WILLIAM JONES, Castle-street, Conway, in the county of Carnarvon, Attorney for the said William Jones.

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 Edwards, of North-road, in the town and county of Carnarvon, Cabinet Maker, Watch and Clock Dealer, and 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 British Hotel, in the city of Bangor, on the 12th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

PICTON, JONES, and ROBERTS, 6, Market-street, Carnarvon, Attorneys for the said William Edwards.

The Bankruptcy Act, 1869.

In the County Court of Carmarthenshire, holden at Carmarthen.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Livingston, of Spring-gardens, in the town of Narberth, in the county of Pembroke, Coachbuilder, Wheelwright, and Blacksmith.

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. Arthur Hastings Lascelles, Solicitor, at Narberth, Pembrokeshire, on the 9th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1872.

A. H. LASCELLES, Narberth, Pembrokeshire, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Denbighshire, holden at Wrexham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Hugh Parry, of Pant dedwydd, in the parish of Bettws Gwerfil Goch, in the county of Merioneth, Stonemason 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. Marcus Louis, in Well-street, Ruthin, in the county of Denbigh, on the 21st day of December, 1872, at ten o'clock in the forenoon precisely.—Dated this 19th day of November, 1872.

MARCUS LOUIS, Ruthin, Attorney for the said Hugh Parry.

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 Abel Roberts, of Mountain-street, Rhosllanerchrnogog, in the parish of Ruabon, in the county of Denbigh, 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. Acton and Bury, situate in Chester-street, in the town of Wrexham, in the said county of Denbigh, on the 13th day of December, 1872, at twelve o'clock at noon precisely.—Dated this 27th day of November, 1872.

THOMAS BURY, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Lakey Shepherd, of Matlock Bank, Matlock, in the county of Derby, Grocer and Provision Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Market Hall Chambers, Matlock Bridge, Derbyshire, on the 12th day of December, 1872, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1872.

H. S. COWDELL, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Smithard, of Corn Market and Cock Pit-hill, in the borough of Derby, Pork Butcher.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Samuel Lerch, 48, Foul-street, Derby, on the 13th day of December, 1872, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1872.

SAML. LEECH, Attorney for the said Edward Smithard.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Salisbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Goodfellow, of the Engineers' Arms, South Western-road, Salisbury, in the county of Wilts, Beer-house Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my office, at the Market House, Salisbury, on the 11th day of December, 1872, at three o'clock in the afternoon.—Dated this 23rd day of November, 1872.

FRANCIS HODDING, Salisbury, Attorney for the said Joseph Goodfellow.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Osmotherley Borradaile, of No. 150, Leadenhall-street, in the city of London, Merchant.

THE creditors of the above-named John Osmotherley Borradaile 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, Frederick Bertram Smart, of Nos. 85 and 86, Cheapside, in the city of London, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1872.

FREDK. B. SMART, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Hobson King, of No. 13, Brooksby-street, Barnsbury, in the county of Middlesex, Carpenter and Builder.

THE creditors of the above-named John Hobson King who have not already proved their debts, are required, on or before the 21st day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry William Banks, of No. 23, Coleman-street, in the city of London, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 27th day of November, 1872.

HENRY W. BANKS, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Carr Bryer and William Comins, both of 6, Great Tower-street, in the city of London, trading in copartnership there under the style or firm of Bryer, Comins, and Co., and respectively of Hope Cottage, Southend, in the county of Essex, and The Sycamores, High-road, Tottenham, in the county of Middlesex, Colonial Merchants.

THE creditors of the above-named William Comins who have not already proved their debts are required, on or before the 12th day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Alfred Andrey Broad, of 35, Walbrook, in the city of London, Public Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Divi-

dend proposed to be declared.—Dated this 25th day of November, 1872.

ALFRED AUDREY BROAD, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Henry Goodwin, of Laurie-park, South Norwood, in the county of Surrey, Builder.

THE creditors of the above-named William Henry Goodwin who have not already proved their debts, are required, on or before the 21st day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry William Banks, of No. 23, Coleman-street, in the city of London, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 27th day of November, 1872.

HENRY W. BANKS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cornwall, holden at Truro.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Bennetts and William Thomas Bennetts, both of Penzance, in the county of Cornwall, Carpenters and Builders, trading under the style or firm of William Bennetts and Son.

THE creditors of the above-named William Bennetts and William Thomas Bennetts, who have not already proved their debts, are required, on or before the 6th day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Hosken Richards, of Penzance, in the county of Cornwall 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 21st day of November, 1872.

W. HOSKEN RICHARDS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Scarborough.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Jordan Woodhouse, of Flamborough, in the county of York, Innkeeper and Fish Dealer.

THE creditors of the above-named Jordan Woodhouse who have not already proved their debts, are required on or before the 14th day of December, 1872, to send their names and addresses, and the particulars of their debts or claims, to John Bailey, of Flamborough, in the county of York, Tailor, 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. R. COOPER, Bridlington, Yorkshire, Solicitor to the Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Luty, residing in Burton-lane, in the township of Clifton, in the North Riding of the county of York, and carrying on business at Lendal Bridge, in the city of York, and at Scarborough and Beverley, both in the said county of York, as a Coal, Coke and Lime Merchant and Agent.

THE creditors of the above-named Thomas Luty 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, John Wilson, of No. 13, New-street, in the said city of York, 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 26th day of November, 1872.

JOHN WILSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Scarborough.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Eugene Godolphin Cooke, of Scarborough, in the county of York, Circus Proprietor.

THE creditors of the above-named Alfred Eugene Godolphin Cooke 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 us, the undersigned, James George Hart and John Tonks, both of Scarborough, 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 26th day of November, 1872.

**JAMES GEO. HART,
JOHN TONKS, Trustees.**

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Hunter, of Broad-street-park, Sheffield, in the county of York, Boot and Shoe Maker and Dealer.

THE creditors of the above-named William Hunter 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, Thomas George Shurtleworth, of 6, George-street, Sheffield, 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 27th day of November, 1872.

T. G. SHURTLEWORTH, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Great Yarmouth.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Westbrook, of Great Yarmouth, in the county of Norfolk, Fisherman.

THE creditors of the above-named John Westbrook, 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, Lovewell Blake, of Hall Quay-chambers, Great Yarmouth, 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.

LOVEWELL BLAKE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Northampton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Robert Saxby, of Old Bredwell, in the county of Buckingham, Miller.

THE creditors of the above-named Robert Saxby 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 me, the undersigned, Benjamin Whitworth Rogers, of Stony Stratford, in the county of Buckingham, Miller, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1872.

BENJN. WHITWORTH ROGERS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Carmarthenshire, holden at Carmarthen.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of David Morris Williams, of Spilman-street, Carmarthen, in the county of the borough of Carmarthen, Builder and Contractor.

THE creditors of the above-named David Morris Williams who have not already proved their debts, are required, on or before the 6th day of December, 1872, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Thomas Mostyn Davies, of Spilman-street, Carmarthen aforesaid, Auctioneer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 28th day of November, 1872.

T. MOSTYN DAVIES, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Simpson, of 26, Hockley, and 38, Alfreton-road, both in the town of Nottingham, Hatter.

THE creditors of the above-named Thomas Simpson 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 proposed to be declared.—Dated this 18th day of November, 1872.

SAMUEL J. BESWICK, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Stafford.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Francis Cobb, of Chetwynd End, near Newport, in the county of Salop, Architect, Builder, and Surveyor.

THE creditors of the above-named John Francis Cobb 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 debt.

or claims, to me, the undersigned, Richard Pooler, of Newport, in the county of Salop, Auctioneer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1872.

RICH. POOLER, Trustee.

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 Thomas Lees, of Old Swinford, in the county of Worcester, Builder.

THE creditors of the above-named Thomas Lees 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, William Blow Collis, of Stourbridge aforesaid, 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.

W. B. COLLIS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Ashton-under-Lyne.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Bostock, Thomas Rowbotham, and Thomas Bruckshaw, all of Nos. 115 and 117, Back-lane, Hyde, in the county of Chester, Hat Manufacturers and Copartners in Trade, carrying on business under the style or firm of Bostock, Rowbotham, and Bruckshaw.

THE creditors of the above-named Robert Bostock, Thomas Rowbotham, and Thomas Bruckshaw, 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 me, the undersigned, John Hill, of Lord-street, Rochdale, in the county of Lancaster, Woolstapler, 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.

JOHN HILL, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Stafford. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Wolley and John Griffin Cliff, of Stafford, in the county of Stafford, Drapers, trading in copartnership under the style or firm of Wolley and Cliff.

THE creditors of the above-named George Wolley and John Griffin Cliff, 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 William Greaves Gray, of Stafford, in the county of Stafford, Accountant, or Samuel Hunt the younger, of 54, Portland-street, Manchester, in the county of Lancaster, Accountant, 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 25th day of November, 1872.

R. W. HAND, Attorney for the said William Greaves Gray and Samuel Hunt the younger, 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 Henry Mills, of 171, Oxford-street, in the county of Middlesex, Silversmith and Jeweller.

FREDERICK BERTRAM SMART, of 85 and 86, Cheapside, 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 24th day of June, 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 James William Blythe, of No. 38, Gresham-street, in the city of London, Shirt Manufacturer, trading under the style of Colin Blythe.

GEORGE NORTON READ, of Albert-buildings, Queen Victoria-street, London, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs

of debts to the trustee.—Dated this 20th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Edmonton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Macfarlane, of the Finabury Park Tavern, Green-lanes, Stoke Newington, in the county of Middlesex, Reershop Keeper and Butler.

JOSEPH SAMUEL, of 239, Upper-street, Islington, in the county of Middlesex, 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 25th day of November, 1872.

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 Hehir the younger, of Malvern Link, in the county of Worcester, Ale and Porter Dealer and Baker.

ALBERT BROWN, of Malvern, in the county of Worcester, Bank Manager, 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 Shropshire, holden at Shrewsbury. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Miller, of Mardol, Shrewsbury, in the county of Salop, Butcher and Mail Cart Contractor.

THOMAS THORNES, of Shrewsbury, in the county of Salop, Corn Merchant, and Samuel Bickerton, of Oswestry, in the said county, Auctioneer, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 25th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Great Grimsby.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Robert Blanchard, of No. 4, Freeman-street, Great Grimsby, in the county of Lincoln, Baker.

JOHN SIMPSON, of Bank-chambers, Nottingham, Managing Director, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 23rd day of November, 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 George Ellis, of Palmerston and Marmon-roads, South-sea, in the county of Hants, Bootmaker.

ALFRID STURGE CLARK, of High-street, Borough, London, and George Edward Lewington, of Portsmouth, Currier, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 25th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Wass Johnson, of Victoria-street, Derby, in the county of Derby, Grocer.

THOMAS HENRY HARRISON, of Derby, 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 9th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Greenwich.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Sarah Maria Moore, of No. 37, Eleanor-road, Woolwich, in the county of Kent, lately of No 97, Powis-street, Woolwich aforesaid, Widow and Upholsterer.

MARK HUTCHINSON, of No. 5, Bread-street, Cheapside, Carpet Manufacturer and Warehouseman, 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 Leicestershire, holden at Leicester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Sutliff, the younger, of No. 73A, Church-gate, Leicester, in the county of Leicester, Boot and Shoe Manufacturer, trading as John Sutliff.

BENJAMIN NICHOLSON, of No. 7, Gresham-street, in the city of London, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debt to the trustee.—Dated this 23rd day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Stubbs Foster, of No. 45, King street, Leicester, in the county of Leicester, Shoe Manufacturer.

HENRY TARRATT, of Leicester, in the county of Leicester, 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 25th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Dorsetshire, holden at Dorchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Tabbutt Tunnadine, of Chickerell, in the county of Dorset, Brick Manufacturer and Lunkeeper.

JOHN LUNDIE, of Weymouth, in the county of Dorset, Merchant, has been appointed Trustee of the property of the said debtor. All persons having in their possession any of the effects of the debtor must deliver them to the said trustee, and all debts due to the debtor must be paid to the trustee.—Dated this 26th day of November, 1872.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Walter William Butler, of No. 1, Ball-street, Kensington, in the county of Middlesex, Stationer and Music Seller.

A GENERAL Meeting of the Creditors of the above-named Walter William Butler, will be held at the offices of Messrs. Fredk. B. Smart, Snell, and Co., Nos. 85 and 86, Cheapside, in the city of London, on Monday, the 9th day of December, 1872, at one o'clock in the afternoon precisely, to consider the granting of the discharge of the said Walter William Butler.—Dated this 29th day of November, 1872.

FREDK. B. SMART, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Alexander John Richardson, of 80, Great St. Helen's, in the city of London, and of 24A, Great Portland-street, in the county of Middlesex, Commission Merchant and Agent.

A GENERAL Meeting of the creditors of the above-named Alexander John Richardson will be held at the offices of Messrs. Fredk. B. Smart, Snell, and Co., Nos. 85 and 86, Cheapside, in the city of London, on Monday, the 9th day of December, 1872, at three o'clock in the afternoon precisely, to consider the granting of the discharge of the said Alexander John Richardson.—Dated this 29th day of November, 1872.

FREDK. B. SMART, Trustee.

No. 23924.

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The Bankruptcy Act, 1869.

In the County Court of Carmarthenshire, holden at Carmarthen.

In the Matter of Proceedings for Liquidation by Arrangement with Creditors, instituted by John Richards, of the Three Tuns, Llandilo Fawr, in the county of Carmarthen, Spirit Dealer, late Grocer.

NOTICE is hereby given, that a Second and Final General Meeting of the Creditors of the above-named person has been summoned to be held at the offices of Samuel J. Bennett and Co., Accountants, 39, Moorgate-street, London, E.C., for the purposes of auditing the accounts of the trustee, instructing the trustee as to payment of a dividend, closing the liquidation, and to consider the question of the release of the trustee, and also of the debtor, on the 11th day of December, at eleven o'clock in the forenoon precisely.—Dated this 27th day of November, 1872.

T. J. WESLEY BENNETT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tonbridge Wells.
In the Matter of a Special Resolution for Liquidation by Arrangement of the Affairs of Henry Styles, of Riverhead, Sevenoaks, in the county of Kent, Grocer and Draper.

A SPECIAL General Meeting of the Creditors of the above-named Henry Styles, will be held at the offices of Mr. A. G. Ditton, No. 9, Ironmonger-lane, in the city of London, on Monday, the 9th day of December, 1872, at three o'clock in the afternoon, to consider an offer made on behalf of the debtor to pay to his creditors a composition of 4s. in the pound upon their respective debts by instalments of 2s. in the pound within fourteen days of the passing of a resolution to accept the same, and the further sum of 2s. within three months from the passing of such resolution, and that thereupon the said debtor should be released and discharged from all his liabilities.—Dated this 23rd day of November, 1872.

A. G. DITTON, 9, Ironmonger-lane, London, Attorney for the Trustee.

In the London Bankruptcy Court.

A MEETING of the creditors of Alfred Tooth, of 25, St. Thomas's-street, in the borough of Southwark, in the county of Surrey, Beer Merchant and Shipper, adjudicated a bankrupt on the 27th day of April, 1871, will be held at the offices of the Trustee, Harrington Evans Broad, No. 35, Wallbrook, in the city of London, on Monday, the 9th day of December, 1872, at three o'clock in the afternoon precisely, 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, and for annulling thereafter of the order of adjudication made against the bankrupt.—Dated 27th November, 1872.

In the County Court of Warwickshire, holden at Birmingham.

A MEETING of the Creditors of Joseph Henry Spencer, of Catherine-street, Ashton, in the county of Warwick, Grease Manufacturer, adjudicated a bankrupt on the 7th day of October, 1872, will be held at the office of Francis Eaden, Trustee, No. 21, Bennetts Hill, Birmingham, in the county of Warwick, on the 4th day of December, 1872, 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 bankrupt of 1s. 6d. in the pound secured, and for the annulling thereafter of the order of adjudication made against the bankrupt.

In the County Court of Gloucestershire, holden at Gloucester.

A MEETING of the Creditors of Henry John Clarke, of Stroud, in the county of Gloucester, Ironmonger, adjudicated a bankrupt on the 1st day of November, 1872, will be held at the office of Mr. William Allen, Sansome-place, Worcester, Solicitor, on the 29th day of November, 1872, 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 bankrupt of 5s. in the pound, and for the annulling thereafter of the order of adjudication made against the bankrupt.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A APPLICATION will be made to the Court at Basinghall-street, on the 12th day of December next, at half-past one o'clock in the afternoon, by the Trustee of William Norman Crampton, of the Admiralty, Whitehall, in the county of Middlesex, who was adjudicated a bankrupt on the 3rd day of May, 1870, for an order to approve and carry out special resolutions passed at the Meeting of Creditors, held on the 30th day of October last, authorising the Trustee to accept the offer made by the bankrupt to pay

forthwith a composition of 5s. in the pound to his creditors on condition that the order of adjudication should thereafter be annulled.

G. M. INNER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of John Stonehouse Williamson, of Sparken Hill Farm, near Worksop, in the county of Nottingham, Farmer, a Bankrupt.

A SPECIAL Meeting of the Creditors of the above-named bankrupt, will be held at the offices of Messrs. Burdekin and Company, 41, Norfolk-street, Sheffield, on Monday, the 9th day of December, 1872, at twelve o'clock at noon, for the purpose of considering and, if thought desirable, resolving that it will be more convenient that the proceedings in this bankruptcy should be transferred to the London Court of Bankruptcy.—Dated this 26th day of November, 1872.

BENJAMIN DICKINSON, Trustee.

In the County Court of Suffolk, holden at Ipswich. A DIVIDEND of 4s. in the pound has been declared in the matter of John Blofield, of Mellis, in the county of Suffolk, Corn and Coal Merchant, also carrying on business as a Corn and Coal Merchant at Eye, in the same county, who was adjudicated bankrupt on the 16th day of January, 1872, and will be paid by me at the offices of Messrs. Lawton and Warnes at Eye, in the county of Suffolk, on and after the 10th day of December, 1872.

Dated this 22nd day of November, 1872.

HENRY WELLS, Occold, near Eye, Suffolk, Trustee.

In the County Court of Gloucestershire, holden at Cheltenham.

A FIRST and Final Dividend of 1s. 10d. in the pound has been declared in the matter of John Thomas Wall, of 1, Pittville-street, Cheltenham, in the county of Gloucester, Chemist and Druggist, adjudicated bankrupt on the 19th day of June last, and will be paid by me, at the office of Mr. Wheeler, Solicitor, at No. 4, Portland-street, Cheltenham aforesaid, on and after the 5th day of December, 1872.—Dated this 27th day of November, 1872.

JOHN PARTRIDGE, Trustee.

In the County Court of Warwickshire, holden at Birmingham.

A FIRST Dividend of 3s. in the pound has been declared in the matter of George Douglas Marbrook, of No. 231, Icknield-street West, Birmingham, in the county of Warwick, Grocer and Provision Dealer, adjudicated bankrupt on the 27th day of February, 1872, and will be paid by me, at No. 31, Bennett's-hill, Birmingham, on and after the 30th day of November, 1872.—Dated this 19th day of November, 1872.

ROBERT FREE, Trustee.

In the County Court of Derbyshire, holden at Derby.

A THIRD Dividend of 7d. in the pound has been declared in the matter of Edwin Willisford, trading as E. Willisford and Co., of Derby, Elastic Web Manufacturer, and a First Dividend of 7s. 7d. in the pound on the separate estate of the said Edwin Willisford, adjudicated bankrupt on the 10th day of November, 1871, and will be paid by me, at the office of Messrs. Harrison and Co., Accountants, 1, Becket Well-lane, Derby, on and after the 21st day of November, 1872.—Dated this 20th day of November, 1872.

T. H. HARRISON, Trustee.

Declaration of Dividend under a Petition, dated 15th April, 1864, against Thomas Smales, formerly of Chatham-place, Walworth, in the county of Surrey, Captain in the Army, afterwards serving abroad, but now of Clapton-square, Hackney, Paymaster on Half-pay.

NOTICE is hereby given, that the First Dividend, at the rate of 1s. 1½d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, in the London Bankruptcy Court, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 27, 1872.

PETER PAGET, Official Assignee.

Declaration of Dividend under a Commission, dated 9th October, 1829, against Benjamin Severn, Frederick Benjamin King, and John Severn, all of Church-lane, Whitechapel, in the county of Middlesex, Grocers, Sugar Refiners, Dealers, Chapman and Partners.

NOTICE is hereby given, that the Fifth and Final Dividend at the rate of 2d. and thirty-one thirty-seconds of the penny in the pound, is now payable, and that warrants for the same may be received by those legally

entitled, at my office, in the London Bankruptcy Court Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 27, 1872.

PETER PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 5th December, 1868, against Thomas Hughes, of No. 83, Arlington-street, New North-road, in the parish of Saint Mary, Islington, in the county of Middlesex, Builder.

NOTICE is hereby given, that the First Dividend, at the rate of 5½d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, in the London Bankruptcy Court, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 27, 1872.

PETER PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 20th October, 1864, against Edward Faulkner, formerly of 62, Saint Martin's-le-Grand, in the city of London, then of 15, Clement's-inn, Strand, then of 13, York-buildings, Adelphi, and now of 27, Beesborough-gardens, Pimlico, all in the county of Middlesex, Mercantile Clerk.

NOTICE is hereby given, that the First Dividend, at the rate of 20s. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, in the London Bankruptcy Court, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two o'clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 27, 1872.

PETER PAGET, Official Assignee.

Declaration of Dividend under a Commission, dated 9th October, 1829, against the Separate Estate of Frederick Benjamin King, of Church-lane, Whitechapel, in the county of Middlesex, Grocer, Sugar Refiner, Dealer and Chapman.

NOTICE is hereby given, that the Third and Final Dividend at the rate of 2s. 2½d. in the pound, is now payable, and that warrants for the same may be received, by those legally entitled, at my office, in the London Bankruptcy Court, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two of the clock on each day. No Warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will, or letters of administration under which they claim.—November 27, 1872.

PETER PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 11th July, 1864, against James Doran, formerly of 11, Lacey-terrace, Gravesend, in the county of Kent, Staff Assistant-Surgeon in Her Majesty's Army.

NOTICE is hereby given, that the First Dividend, at the rate of 13s. 8½d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled at my office, in the London Bankruptcy Court, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 27, 1872.

PETER PAGET, Official Assignee.

Declaration of Dividend under a Petition dated 6th January, 1869, against Francis Bower, late of the Lion Inn, Sittingbourne, in the county of Kent, but now of the Shakespear Inn, East End, in Sittingbourne aforesaid, Licensed Victualler.

NOTICE is hereby given, that the First Dividend, at the rate of 2½d. in the pound is now payable, and that warrants for the same may be received by those

legally entitled, at my office, in the London Bankruptcy Court, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 27, 1872.

PETER PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 15th December, 1865, against Charles Herbert, formerly of 2, Carlton-road, Peckham, then of Rye-lane, Peckham, in the county of Surrey, then and now of 1, Moselle-villas, Northumberland Park, Tottenham, in the county of Middlesex, Clark in the Custom House, London.

NOTICE is hereby given, that the First Dividend, at the rate of 8s. 6½d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, in the London Bankruptcy Court, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two of the clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 27, 1872.

PETER PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 8th March, 1869, against Charles Smith, formerly of No. 15, Ventnor-villas, Cliftonville, in the parish of Hove, in the county of Sussex, then and afterwards of Alpha House, Lan-downe-road, in the parish of Brighton, in the county of Sussex, and now of 143, Norfolk-road, Brighton aforesaid, a Major-General in Her Majesty's Army.

NOTICE is hereby given, that the First Dividend, at the rate of 11s. 2½d. in the pound is now payable, and that warrants for the same may be received by those legally entitled, at my office, in the London Bankruptcy Court, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two o'clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 27, 1872.

PETER PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 12th June, 1865, against William Ashfield, of Red Lion-yard, Great Warner-street, Clerkenwell, and of 12, River-street, Myddelton-square, Clerkenwell, both in the county of Middlesex, also lately of No. 3, Bayn's-row, Coldbath-square, Clerkenwell aforesaid, Bricklayer and Builder.

NOTICE is hereby given, that the First Dividend, at the rate of 4s. 4½d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, in the London Bankruptcy Court, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 27, 1872.

PETER PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 30th December, 1869, against Frank Thomas De Fonblaque, of 114, Queen's-road, Bayswater, in the county of Middlesex, formerly of 28, Sussex-place, Kensington, then of Munster-road, Fulham, in the county of Middlesex, then of Bray, in the county of Wicklow, Ireland, then of Wells-street, Saint James', and then of 106, Sloane street, both in the county of Middlesex aforesaid, late a Clerk in War Office.

NOTICE is hereby given, that the First Dividend at the rate of 7s. 7½d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, in the London Bankruptcy Court, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 27, 1872.

PETER PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 23rd May, 1864, against William Collingwood Hughes, of No. 1, Woodland-terrace, New Brompton, in the parish of Gillingham, in the county of Kent, Clerk in Her Majesty's Dockyard at Chatham, in the county of Kent.

NOTICE is hereby given, that the Fourth and Final Dividend at the rate of 3s. 2d. in the pound is now payable, and that warrants for the same may be received by those legally entitled, at my office, in the London Bankruptcy Court, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 27, 1872.

PETER PAGET, Official Assignee.

The Bankruptcy Act, 1861.

In the London Bankruptcy Court.

In the Bankruptcy of William Norman Crampton, of No. 93, Grove-road, Upper Holloway, in the county of Middlesex, Clerk in the Admiralty, Somerset House.

WHEREAS, under a Bankruptcy Petition presented to this Court, against the said William Norman Crampton, an order of adjudication was made on the 17th day of January, 1868. 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 19th day of November, 1872.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Henry De Bruno Austin, of 89, Lancaster-gate, Hyde park, in the county of Middlesex, and of Castle-hill, Ealing, in the county of Middlesex, Builder.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said Henry De Bruno Austin having been given, it is ordered that the said Henry De Bruno Austin be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 19th day of July, 1872.

By the Court,

H. P. Roche, Registrar.

The First General Meeting of the creditors of the said Henry De Bruno Austin 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 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 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, as the said address.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against John Medicott (trading as John Medicott and Co.), of 199, Richmond-road, Hackney, in the county of Middlesex, Wholesale Picture Frame and Show Board Maker, residing at No. 41, Montague-road, Norfolk-road, Dalston-lane, in the said 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 of Bankruptcy alleged to have been committed by the said John Medicott having been given, it is ordered that the said John Medicott be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 20th day of November, 1872.

By the Court,

W. C. Spring-Rice, Registrar.

The First General Meeting of the creditors of the said John Medicott 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 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 Honourable William Cecil Spring-Rice, 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 Guildford and Godalming.

In the Matter of a Bankruptcy Petition against Joseph William Johnson, of Aldershot, in the county of Southampton, Grocer.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said Joseph William Johnson having been given, it is ordered that the said Joseph William Johnson be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 26th day of November, 1872.

By the Court,

Geo. White, Registrar.

The First General Meeting of the creditors of the said Joseph William Johnson is hereby summoned to be held at the Townhall, Guildford, on the 12th 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 Norfolk, holden at Norwich. In the Matter of a Bankruptcy Petition against George Pemberton Rouse, of Fakenham, in the county of Norfolk, Cabinet Maker.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said George Pemberton Rouse having been given, it is ordered that the said George Pemberton Rouse be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 25th day of November, 1872.

By the Court,

Thos. H. Palmer, Registrar.

The First General Meeting of the creditors of the said George Pemberton Rouse is hereby summoned to be held at the office of the Court, situate in Redwell-street, in the city of Norwich, on the 16th 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 Lancashire, holden at Liverpool. In the Matter of a Bankruptcy Petition against Walter William Robinson, of Kennessee Green, Maghull, in the county of Lancaster, Bookkeeper.

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 Walter William Robinson having been given, it is ordered that the said Walter William Robinson be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 25th day of November, 1872.

By the Court,

James F. Watson, Registrar.

The First General Meeting of the creditors of the said Walter William Robinson is hereby summoned to be held at the Court House, No. 80, Lime-street, Liverpool aforesaid, on the 12th day of December, 1872, at two o'clock of 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 Lancashire, holden at Liverpool. In the Matter of a Bankruptcy Petition against William Bailey, of Town Green, near Ormskirk, in the county of Lancaster, Commercial Traveller.

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 Bailey having been given, it is ordered that the said William Bailey be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 25th day of November, 1872.

By the Court,

James F. Watson, Registrar.

The First General Meeting of the creditors of the said William Bailey is hereby summoned to be held at the Court House, No. 80, Lime-street, Liverpool aforesaid, on the 12th day of December, 1872, at half-past two o'clock of 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 Lancashire, holden at Blackburn. In the Matter of a Bankruptcy Petition against Jared Irving, of Blackburn, in the county palatine of Lancaster, 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 Jared Irving having been given, it is ordered that the said Jared Irving be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 26th day of November, 1872.

By the Court,

John Bolton, Registrar.

The First General Meeting of the creditors of the said Jared Irving is hereby summoned to be held at this Court, 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 Lancashire, holden at Ulverston. In the Matter of a Bankruptcy Petition against Henry Whinnerah, of 5, Lawson-street, and of Coulton-street, in Barrow-in-Furness, in the county of Lancaster, Contractor and Builder.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the petitioners, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said Henry Whinnerah having been given, it is ordered that the said Henry Whinnerah be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 26th day of November, 1872.

By the Court,

Thos. Postlethwaite, Registrar.

The First General Meeting of the creditors of the said Henry Whinnerah is hereby summoned to be held at the office of the Court, at Ulverston, on the 10th day of December, 1872, at ten o'clock of 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 Lancashire, holden at Salford. In the Matter of a Bankruptcy Petition against John Crawford, of Pendleton, in the county of Lancaster, Flax Spinner, and of Preston Bank, Eccles, in the said county.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said John Crawford having been given, it is ordered that the said John Crawford be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 28th day of November, 1872.

By the Court,

Fredk. C. Hulton, Registrar.

The First General Meeting of the creditors of the said John Crawford is hereby summoned to be held at the Court-house, Encombe-place, in Salford aforesaid, on the 18th 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 Warwickshire, holden at Warwick. In the Matter of a Bankruptcy Petition against Frederick William Salmon, of Avenue-villa, Bishopton, Stratford-upon-Avon, in the county of Warwick, Patentee and Manufacturer of Incubators.

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 Frederick William Salmon having been given, it is ordered that the said Frederick William Salmon be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 27th day of November, 1872.

By the Court,

Brabazon Campbell, Registrar.

The First General Meeting of the creditors of the said Frederick William Salmon is hereby summoned to be held at this Court, on the 14th day of December, 1872, at half-past ten o'clock of 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 Warwickshire, holden at Warwick.

In the Matter of a Bankruptcy Petition against Edward Pyne Lane, of Leamington Priors, in the county of Warwick, Cornfactor,

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said Edward Pyne Lane having been given, it is ordered that the said Edward Pyne Lane be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1872.

By the Court,

Brabazon Campbell, Registrar.

The First General Meeting of the creditors of the said Edward Pyne Lane is hereby summoned to be held at the office of this Court, on the 14th day of December, 1872, at three o'clock of 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 London Bankruptcy Court.

In the Matter of Thomas Stocker and Charles Henry Harris, of St. Ives, in the county of Huntingdon, Wine and Spirit Merchants, Chemists, and Druggists, Bankrupts.

Henry Fowler Ransford, of No. 14, Finsbury-circus, 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 21st 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 22nd day of November, 1872.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Henry Powis of Nos. 50, 69, and 71, Upper-street, Islington, in the county of Middlesex, Fringe Manufacturer and Baby Linen Warehouseman, a Bankrupt.

John Augustus Josolyne, of the firm of Honey, Humphrys, Bagge, and Company, of No. 28, King-street, Cheap-side, in the city of London, Accountants, 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 21st 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 21st day of November, 1872.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Thomas Joseph George, of No. 27, Fitzroy-street, Fitzroy-square, in the county of Middlesex, Bill Broker, a Bankrupt.

Michael Johnson Salmon, of 81, Bridge-road West, Battersea, in the county of Surrey, 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 17th day of December, 1872, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 23rd day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Lancashire (and not Lincolnshire, as erroneously printed in the Gazette of the 22nd instant), holden at Preston.

In the Matter of William Tingle, of 9, St. Peter's-street, in Preston, in the county of Lancaster, of no occupation, a Bankrupt.

James Andrew, of Preston, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Sessions Hall, in Preston, on the 17th day of December, 1872, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 8th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon.

In the Matter of William Skelton, of Brockham, in the county of Surrey, Butcher, a Bankrupt.

George Alloway, of Dorking, in the county of Surrey, Assistant Overseer, 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, Townhall, Croydon, on the 16th 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 26th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Gregory Cooper, of Canwell, near Tamworth, in the county of Stafford, Market Gardener, Cattle Dealer and Farmer, a Bankrupt.

Luke Jesson Sharp, of Birmingham, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Court-house, Waterloo-street, Birmingham, on the 18th day of December, 1872, at ten o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November 1872.

The Bankruptcy Act, 1869.

In the County Court of Monmouthshire, holden at Tredegar.

In the Matter of Francis Green Lake, of Goytre Hall, in the parish of Llanover Lower, in the county of Monmouth, Farmer, a Bankrupt.

Manley Ashwin, of Abergavenny, in the county of Monmouth, Bank Manager, has been appointed Trustee of the property of the said bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the County Court, at Tredegar aforesaid, on the 19th 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 18th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Monmouthshire, holden at Tredegar.

In the Matter of John Bryant, of Fleur-de-lis, in the parish of Bedwelty, in the county of Monmouth, Grocer, and Draper, a Bankrupt.

Simeon Scard, of Newport, in the county, of Monmouth, Provision Merchant, 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 at Tredegar aforesaid, on the 12th day of December, 1872, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 27th 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. The Court has appointed the Public Examination of the bankrupt to take place at the Council Chamber, Salisbury, on the 18th day of November, 1872, at two of the 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 25th day of November, 1872.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury. In the Matter of Henry John Blumberg, of 36, Belle Vue-road, Ramsgate, in the county of Kent, late of 12, Ormesquare, Hayswater, in the county of Middlesex, Gentleman, a Bankrupt.

William Henry Mardon, of 1, Chapel-place, Poultry, in the city of London, Accountant, 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 22nd day of November, 1872.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of William Fellgate, of 249, Holloway-road, and 8, Osborn-terrace, Stroud-green, both in the county of Middlesex, Dairyman.

NOTICE is hereby given, that a Meeting of the Creditors of the above-named bankrupt will be held at the London Bankruptcy Court, Basinghall-street, in the city of London, before Philip Henry Pepys, Esq., one of the Registrars of the said Court, on the 10th day of December 1872, at eleven o'clock in the forenoon precisely, for the purpose of receiving and accepting the resignation of Edward Tilston, of No. 19, Dunford-road, Holloway, Cow-keeper, of the office of trustee of the property of the bankrupt, and for the purpose of appointing a person to fill such office in his stead.—Dated this 28th day of November, 1872.

WILLIAM POWELL MURRAY, Esq., one of the Registrars of the Court of Bankruptcy, in London, authorized to act under a Petition for adjudication of Bankruptcy, filed in the said Court on the 7th day of December, 1861, against John Armfield, of No. 9, Addington-road, Bow, Middlesex, formerly of No. 4, Stockwell-common, Clapham-road, Surrey, previously of Lower Tooting, Surrey, Clerk to a Commission Agent, will sit on the 10th day of December, 1872, at one o'clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to proceed to a choice of an Assignee or Assignees of the estate and effects of the said bankrupt, under the said Petition; when and where the creditors who have not already proved their debts are to come prepared to prove the same, and with those who have already proved to vote in such choice.

In the County Court of Lancashire, holden at Liverpool.

A Dividend is intended to be declared in the matter of Thomas Sansom, of No. 6, Dingle-lane, Toxteth Park, Liverpool, in the county of Lancaster, Shipowner, Lodging-house Keeper, Dealer and Chapman, adjudicated bankrupt on the 24th day of April, 1871. Creditors who have not

proved their debts by the 5th day of December, 1872, will be excluded.—Dated this 25th day of November, 1872.

Wm. Mathison, 22, Lord-street, Liverpool, 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 Philip Henry Pepys, Esq., a Registrar:

George William White, late of 17, Whittington-place, Upper Holloway, in the county of Middlesex, Pensioned Clerk of the Poor Law Commission Office, at Dublin, adjudicated bankrupt on the 19th day of October, 1865. A Dividend Meeting will be held on the 10th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Sussex, holden at Hastings, before Wm. B. Young, Esq., the Registrar:

Frederic Pollard, of No. 9, Gensing-road, in the borough of Hastings, in the county of Sussex, Bookbinder, adjudicated bankrupt on the 22nd day of September, 1866. A Dividend Meeting will be held on the 11th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Yorkshire, holden at Huddersfield, before Frederick R. Jones, jun., the Registrar:

Jonathan Holroyd, of Hillhouse, near Huddersfield, in the county of York, German Yeast Merchant, adjudicated bankrupt in the County Court of Yorkshire, holden at York, on the 30th day of October, 1862. A Dividend Meeting will be held on the 14th 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.**Notice of Dividend.**

In the Matter of William Smith Mitchell, of No. 47, Cornhill, in the city of London, and residing at No. 47, Cambridge-road, Kilburn, in the county of Middlesex, Jeweller, a Bankrupt.

WHEREAS by a resolution passed under section 110 of the Bankruptcy Act, 1861, Alexander Samuel Pyke, of No. 16, Hatton-garden, in the county of Middlesex, Wholesale Jeweller, and Richard Lowe Henry, of Thavies'-inn, Holborn, in the county of Middlesex, Jeweller, Creditor's Assignee of the estate and effects of the above-named bankrupt, were appointed to wind up and administer such estate. Notice is hereby given by the said Alexander Samuel Pyke and Richard Lowe Henry that it is their intention, on and after the 7th day of December next, to declare a Second Dividend of one shilling and sixpence in the pound on all debts due from the said William Smith Mitchell which have either already been proved, or which may before the said 7th day of December next, be proved in manner prescribed by the above Act. And further notice is hereby given, that all such proofs are to be sent to the undersigned, on behalf of the said Alexander Samuel Pyke and Richard Lowe Henry, and that all persons who do not, on or before the said 7th day of December next, so make proof of their debts as aforesaid, will be excluded from the benefit of the said dividend, and all claims heretofore made will be disallowed.—Dated this 29th day of November, 1872.

HARCOURT and MACARTHUR, No. 8, Moor-gate-street, London, Solicitors to the said Alexander Samuel Pyke and Richard Lowe Henry.

In the County Court of Somersetshire, holden at Wells.
In the Matter of Frank Andrews Sims and Nathaniel Dupe Sims, of the Warwick Arms Inn, Clutton, in the said county of Somerset. Innkeeper, a Bankrupt.

AN Order of Discharge was granted to Nathaniel Dupe Sims, of Clutton aforesaid, who was adjudicated bankrupt on the 5th day of August, 1870.—Dated this 26th day of November, 1872.

THIS is to give notice, that the Court acting in the prosecution of an adjudication of Bankruptcy, made on the 28th day of July, 1869, against William Paul Clift, sued with George Thomas Horne, and sued as W. P. Clift, of 55, Basinghall-street, in the city of London, and 5, Brunswick-road, Camberwell, Surrey, in copartnership with Micah Edwards, as General Commission Agents, previously 57, Basinghall-street aforesaid, and 71, Grosvenor-park, Camberwell, Surrey aforesaid, General Commission Agent, formerly a Director of the Union, Brick, and Cement Company, and also of the General Provident Assurance Company, and the Estates Banking Company, did, on the 21st day of June, 1870, grant the Discharge of the said bankrupt, and that such Discharge will be delivered to the bankrupt, unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Louis Marie Stoffel, late of No. 32, Nicholas-lane, in the city of London, and of No. 42, Rathbone-place, Fitzroy-square, in the county of Middlesex, Telegraphic Engineer, a Bankrupt.

UPON reading a report of the Trustee of the property of the Bankrupt, dated the 21st day of January, 1872, reporting that the property of the bankrupt had been realized in manner following, viz:—The sum of eight shillings and nine pence, being the balance of the bankrupt's banking account, and shown at the time of the last audit to be then in his hands as the whole amount of the estate of the said bankrupt, and that he had been unable to realize any of the list of assets as set forth in the affidavit filed herewith, and that he believed the statement of affairs to be fictitious and imaginary, and no further property could be realized by him as trustee, and that it was expedient that the bankruptcy should be closed, upon reading the report of the official assignee, and upon reading the affidavit of Charles Finch, sworn 19th June, 1872, and filed 26th June, 1872, and upon hearing Mr. Francis Hughes, Solicitor to the Trustee, and no creditors appearing in opposition to such application, the Court being satisfied that it is expedient to close this bankruptcy, doth order and declare that the said bankruptcy of the said Louis Marie Stoffel has closed.—Given under the Seal of the Court this 27th day of June, 1872.

THE estates of John Thomson Fraser, Writer, Glasgow, were sequestrated on the 23rd day of November, 1872, by the Sheriff of Lanarkshire.

The first deliverance is dated the 23rd day of November, 1872.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Thursday, the 5th 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 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.

THOS. ARNOT, Writer,

9, West Regent-street, Glasgow, Agent.

THE estates of Robert Allan, Plumber, Rose-street, Edinburgh, were sequestrated on the 25th November, 1872, by the Sheriff of Edinburghshire.

The first deliverance is dated the 25th November, 1872.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock, afternoon, on Saturday, the 7th day of December, 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 25th day of March, 1873.

Personal Protection has been granted to the Bankrupt.

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 John Sim, Innkeeper, Moss-street, Keith, in the parish of Keith, and county of Banff, were sequestrated on the 23rd day of November, 1872 years, by the Sheriff of Banffshire.

The first deliverance is dated 29th October, 1872.

The meeting to elect the Trustee is to be held at ten o'clock, forenoon, on Wednesday, the 4th day of December, 1872, within the Gordon Arms Hotel, Keith, in the county of Banff.

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 alone.

JOHN FRASER, Solicitor, Keith, Agent.

Keith, November 23, 1872.

LATE INSOLVENT DEBTORS' COURT.

DIVIDENDS.

A Dividend of twenty shillings in the pound is now payable to the creditors of Richard Stroud, late of Whitley, in the parish of St. Giles's, Reading, in the county of Berks, Turnpike Gatekeeper.

A Dividend of twenty shillings in the pound to the creditors of Richard Stroud, late of Aldermaston, near Reading, in the county of Berks, Turnpike Gatekeeper.

A Dividend of eleven pence three farthings in the pound to the creditors of Robert Taylor, late of Gray's-place, Mile End-road, Middlesex, Milliner and Cap Front Maker.

Apply at the Provisional Assignee's Office, Portugal-street, Lincoln's-inn, London, between the hours of eleven and two on Tuesdays.

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.

Friday, November 29, 1872.

Price One Shilling.

